



CITY OF KIRKLAND
City Manager's Office
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www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Marilynne Beard, Assistant City Manager
Date: June 21, 2012
Subject: PROPOSED ROADS AND PARKS BALLOT MEASURES

RECOMMENDATION:

City Council provides direction to staff regarding specific provisions to include in the proposed parks and roads levy ordinances to be presented for Council action at the July 17, 2012 meeting.

BACKGROUND DISCUSSION:

In previous meetings, the City Council directed staff to prepare materials for two ballot measures that will be presented to Kirkland voters at the November 2012 election. The City Council must approve the appropriate ordinances at the July 17 City Council meeting in order for the measures to qualify for the November election. The purpose of this memo and attachments is to provide additional information on the proposed roads levy and to outline the direction needed by staff for both measures in order to prepare the ordinances for Council action. Materials are attached as follows:

1. Roads levy background (Attachment A)
2. Parks levy background (Attachment B)
3. Fact sheet samples (Attachments C through G)
4. Draft Ordinances (Attachments H and I)

Roads

The roads levy is recommended by staff at an initial amount of \$3 million (\$.20 per \$1,000 AV) with the proceeds used to complete street repair and restoration, safe school walk routes and pedestrian and traffic safety improvements. The initial levy is then limited by the 1% growth limitation for following years. A memo from Public Works with attachments is included providing a more detailed discussion of how the levy proceeds would be applied (Attachment A). Staff is recommending that 90% of the proceeds be dedicated to street preservation with arterials as the highest priority. Safe walk routes around elementary schools would receive 5% of the levy and pedestrian/neighborhood traffic safety improvements would also receive 5%. Further direction is needed from Council regarding whether the proposed allocation is

appropriate, whether the amount of the proposed levy is appropriate and whether a time limit should be set on the levy. A draft roads levy ordinance is included as Attachment G to this memo.

Parks

At the June 19 meeting, the City Council received an updated recommendation of the Parks Funding Exploratory Committee (PFEC). The PFEC discussed three potential levy packages and recommended a combined parks maintenance and capital "pay as you go" levy. The PFEC further recommended that the maintenance levy be set at \$1.095 million per year and the capital levy be set at \$1.25 million per year and that the combined levy be requested as a permanent increase (i.e. no expiration). The City Council agreed to the combined levy option of \$2,345,000 or \$.16 per \$1,000 of assessed valuation. Discussion regarding limiting the time period of the levy was not concluded and would be taken up at the next (July 3) City Council study session. A memo from Parks included as Attachment B describes the outcomes of the June 19 meeting. Based on the preliminary direction from Council, a draft ordinance was prepared and is included as Attachment H. Finalization of the ordinance is pending direction from the City Council regarding a possible expiration date.

Public Information – Draft Fact Sheets

Two fact sheets will be prepared for each ballot measure that will present information about the upcoming levies. The fact sheets will include information about the needs, the proposed services and projects that would be funded and the financial impact of the levy on taxpayers. The City is prohibited from advocating for ballot measures. To ensure that the informational materials are well within the bounds "providing factual information," staff will ask the Public Disclosure Commission to review draft materials before they are distributed to the public. A mock-up of the fact sheets that reflect final direction received will be presented to Council at the July 17 meeting. Attachments C and D contain a sample of the type of information that will be included in the fact sheets. Sample fact sheets from other cities are provided as attachments E, F and G to show the type of layout and graphics that would be included in a fact sheet.

Average and Median Home Values

One of the details discussed at the June 19 meeting was the property valuation that should be used to describe the annual impact to property tax payers. To date, a value of \$480,000 was used as the value to calculate the annual cost to a home owner. This figure represents the pre-annexation average single family residential value in Kirkland. Updated assessed value information has since been developed by King County that reflects the new City boundaries. The average single family value decreased after annexation due to an overall decline in valuations and the lower property values in some of the new neighborhoods annexed in 2011. The current average single family value for the new Kirkland is \$430,000.

A different approach is to use the average median value (rather than the average). The median value is the amount that is the mid-point for single family homes – 50% of homes have higher valuations and 50% have lower valuations. The current median valuation is \$349,000 which results in a lower annual impact to the "typical" residential property taxpayer.

Kirkland Assessed Value Statistics

| Category | 2012 Pre-Annexation Boundaries | 2012 Total Kirkland |
|-----------------------|--------------------------------|---------------------|
| Single Family Median | \$413,000 | \$349,000 |
| Single Family Average | \$484,219 | \$430,426 |

At issue is whether to use the "median" single family property value or the "average" single family property value. If the reader interprets "median residential value" to mean "average single family home value" there may be confusion among the public as to whether that number is too low, especially since the value used in all previous materials was the average (previously \$480,000).

Another approach would be a table showing the impact on a range of home values as presented in the Parks memo.

Roads Levy Impact at 20.4 cents per \$1,000 of assessed value

| Home Value | Annual Levy Cost: | Monthly Levy Cost: |
|---------------------------|-------------------|--------------------|
| \$ 300,000 | \$ 61.20 | \$5.10 |
| \$ 349,000 ⁽¹⁾ | \$ 71.20 | \$5.93 |
| \$ 430,000 ⁽²⁾ | \$ 87.72 | \$7.31 |
| \$ 750,000 | \$153.00 | \$12.75 |

Parks Levy Impact at 16 cents per \$1,000 of assessed value

| Home Value | Annual Levy Cost: | Monthly Levy Cost: |
|---------------------------|-------------------|--------------------|
| \$ 300,000 | \$ 48.00 | \$4.00 |
| \$ 349,000 ⁽¹⁾ | \$ 55.84 | \$4.65 |
| \$ 430,000 ⁽²⁾ | \$ 68.88 | \$5.73 |
| \$ 750,000 | \$120.00 | \$10.00 |

Combined Roads and Parks Levy Impact at 36 cents per \$1,000 of assessed value

| Home Value | Annual Levy Cost: | Monthly Levy Cost: |
|---------------------------|-------------------|--------------------|
| \$ 300,000 | \$ 109.20 | \$ 9.10 |
| \$ 349,000 ⁽¹⁾ | \$ 127.04 | \$10.59 |
| \$ 430,000 ⁽²⁾ | \$ 156.52 | \$13.04 |
| \$ 750,000 | \$ 273.00 | \$22.75 |

- (1) 2012 Kirkland Median Single Family Value
- (2) 2012 Kirkland Average Single Family Value

Staff recommends using the \$430,000 average single family value for consistency with previous presentations which used the average. However it is updated to reflect the 2012 King County Assessor numbers and is therefore more accurate than the \$480,000 previously used. Staff further recommends to present a range when space is available on fact sheets and other literature.

Ordinances

Two draft ordinances were prepared for Council review. Both ordinances will need to be updated to reflect policy direction received at the July 3 meeting (Attachments H and I). The form and content of the ordinances are guided by relevant state law and were drafted by the City's bond counsel in cooperation with the City Attorney. The ballot title has certain provisions it must contain and is limited to a maximum of 75 words for the description portion of the proposal as highlighted in the draft ballot titles below.

Roads Permanent Levy

The Kirkland City Council adopted Ordinance No. ____ concerning a proposition for a road levy rate increase. To fund road maintenance and safety improvements for neighborhood streets and arterials, including resurfacing, pothole repair, pedestrian safety improvements, school walk routes, sidewalks and crosswalks, the City's regular property tax levy shall be increased by \$.204 per \$1,000 of assessed value, on a permanent basis, for collection beginning in 2013 and such amount shall be used for the purpose of computing the limitations for subsequent levies provided under RCW ch.84.55. Should this proposition be:

The ballot title is critical because it may be the only information that voters see unless they have read the voters pamphlet or have followed local news and City announcements. The levy ordinance contains more detailed information about the intent of the Council to plan for and use the levy proceeds.

Four draft ballot titles for Council consideration are shown on the following page – two each for roads and parks. Both are presented as permanent and time-limited options. The draft ordinances presented in Attachments H and I have not yet been prepared for all four options pending Council direction and are still being refined.

Roads Permanent Levy

The Kirkland City Council adopted Ordinance No. ____ concerning a proposition for a road levy rate increase. To fund road maintenance and safety improvements for neighborhood streets and arterials, including resurfacing, pothole repair, pedestrian safety improvements, school walk routes, sidewalks and crosswalks, the City's regular property tax levy shall be increased by \$.204 per \$1,000 of assessed value, on a permanent basis, for collection beginning in 2013 and such amount shall be used for the purpose of computing the limitations for subsequent levies provided under RCW ch.84.55. Should this proposition be:

Roads Time-Limited Levy

The Kirkland City Council adopted Ordinance No. ____ concerning a proposition for a road levy rate increase. To fund road maintenance and safety improvements for neighborhood streets and arterials, including resurfacing, pothole repair, pedestrian safety improvements, school walk routes, sidewalks and crosswalks, the City's regular property tax levy shall be increased by \$.204 per \$1,000 of assessed value for a term of ____ years for collection in years 2013 through _____. Should this proposition be:

Parks Permanent Levy:

The Kirkland City Council adopted Ordinance No. ____ concerning a proposition for a park levy rate increase. To fund maintenance, operation and preservation of parks and natural areas, beach lifeguards, dock restoration, trail and playfield improvements and the acquisition of parkland and open space, the City's regular property tax levy base shall be increased by \$.16 per \$1,000 of assessed value, on a permanent basis, for collection beginning in 2013 and such amount shall be used for the purpose of computing the limitations for subsequent levies provided under RCW ch.84.55. Should this proposition be:

Parks Time-Limited Levy:

The Kirkland City Council adopted Ordinance No. ____ concerning a proposition for a park levy rate increase. To fund maintenance, operation and preservation of parks and natural areas, beach lifeguards, dock restoration, trail and playfield improvements and the acquisition of parkland and open space, the City's regular property tax levy base shall be increased by \$.16 per \$1,000 of assessed value for a term of ____ years, for collection in years 2013 through _____. Should this proposition be:

Actions Needed by the City Council

In addition to approval of the authorizing ordinances, the City Council will need to request citizen volunteers to serve on the committees that will write the pro and con statements for the voters' pamphlet (see New Business on the July 3 Regular Meeting Agenda). An explanatory statement for the voters' pamphlet will also be prepared by the City Attorney for City Council review. The sequence of events and deadlines for these activities are shown below:

July 3 Direct the City Clerk to solicit citizen committees for pro and con statements – The City Council directs staff to call for citizen volunteers for the pro and con committees. The City Clerk will publish a notice requesting volunteers. Staff will also issue a media release and send out the request through the neighborhood news listserv and post the announcement on the City's web page. Because of the short turnaround time between the approval of the ordinances (July 17) and the due date for the pro and con statements (August 15), staff is recommending that the committee appointment process be set in motion on July 3.

July 17 Hold a Public Hearing – While a public hearing is not required prior to authorizing the ordinances, staff recommends holding two hearings (one for each ballot measure) prior to adoption of the authorizing ordinances. This important step is one way to demonstrate transparency in the process.

Approve ordinances authorizing levies to be placed on the November 6 ballot – This is the final regular meeting during which ordinances can be approved.

Appoint Pro/Con Committees – The City Council will consider a resolution appointing committee members that will write pro and con statements for the roads and parks levies.

August 7 File approved Ordinances with the King County Clerk – Staff will file the appropriate documents with the Clerk of the King County Council on or before August 7.

August 10 Explanatory statements submitted to King County Elections – An explanatory statement will be prepared by the City Attorney for the Voters' Pamphlet. The explanatory statements are due to the King County elections office by August 10 in order to be included in the voters' pamphlet.

August 15 Pro and con statements submitted to King County Elections – Pro and con statements are prepared by the appointed committees and submitted to King County Elections by August 15 in order to be included in the voters' pamphlet. Rebuttal statements are due by August 17.

Summary and Direction Needed

Staff is requesting confirmation of and/or a decision regarding the following items relative to the ballot measures:

Roads

1. The roads levy will be set at \$0.20 per \$1,000 of assessed valuation which, in the first year, is estimated to produce \$3,000,000. The levy is subject to the 1% annual limit plus an allowance for new construction.
2. The roads levy will be allocated in the annual Capital Improvement Program as follows:
 - a. 90% for street preservation (\$2.7 million)
 - b. 5% for safe walk routes around elementary schools (\$150,000)
 - c. 5% for pedestrian/neighborhood traffic safety improvements (\$150,000)
3. Should the levy be time-limited? If yes, when should the levy expire?

Parks

1. The parks measure will combine a maintenance and operations levy with a "pay as you go" capital levy.
2. The total parks levy will set at \$0.16 per \$1,000 of assessed valuation which, in the first year, is estimated to generate \$1,095,000 for maintenance and operations and \$1,250,000 for capital. The levy is subject to the 1% annual limit plus an allowance for new construction.
3. Should the levy be time-limited? If yes, when should be levy expire?

Fact Sheet

1. What residential valuation should City information materials use when calculating the impact of the levies for the average residential property taxpayers?
2. Do the fact sheets contain the right information?

Ordinances

1. Does the draft road levy ballot title and ordinance language (as amended by Council direction received on July 3) reflect the intent of the Council?
2. Does the draft ballot title and ordinance language (as amended by Council direction received on July 3) reflect the Council's direction regarding the nature of the levy and proposed uses as recommended by the PFEC?

July 17 is the last regular City Council meeting for taking action on ballot measures for the November 6, 2012 election. Clear direction is needed on outstanding policy issues on July 3 in order to be prepared for the July 17 meeting. If further changes are needed to the ordinances after the July 17 meeting, a special Council meeting would be needed to meet the County's election deadlines.



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager
From: Ray Steiger, P.E., Public Works Director
Date: June 21, 2012
Subject: ROAD MAINTENANCE AND PEDESTRIAN SAFETY LEVY PROPOSAL

RECOMMENDATION:

It is recommended that the City Council review a proposal for the Kirkland 2012 road maintenance and pedestrian safety levy.

BACKGROUND DISCUSSION:

At their May 15, 2012, study session, City Council was presented with results of a community survey that was conducted to ascertain the public’s sentiment regarding additional funding for City infrastructure. Park maintenance, park capital investments, and roadway maintenance were the primary focus of the survey. The results of the survey indicated varying levels of support for funding individual measures (Figure 1), and City Council directed staff to work with the Park Funding Exploratory Committee (PFEC) on elements regarding the park components of the survey and to further examine the elements that might be accomplished through a road maintenance levy of \$3,000,000 (Attachment A-1).

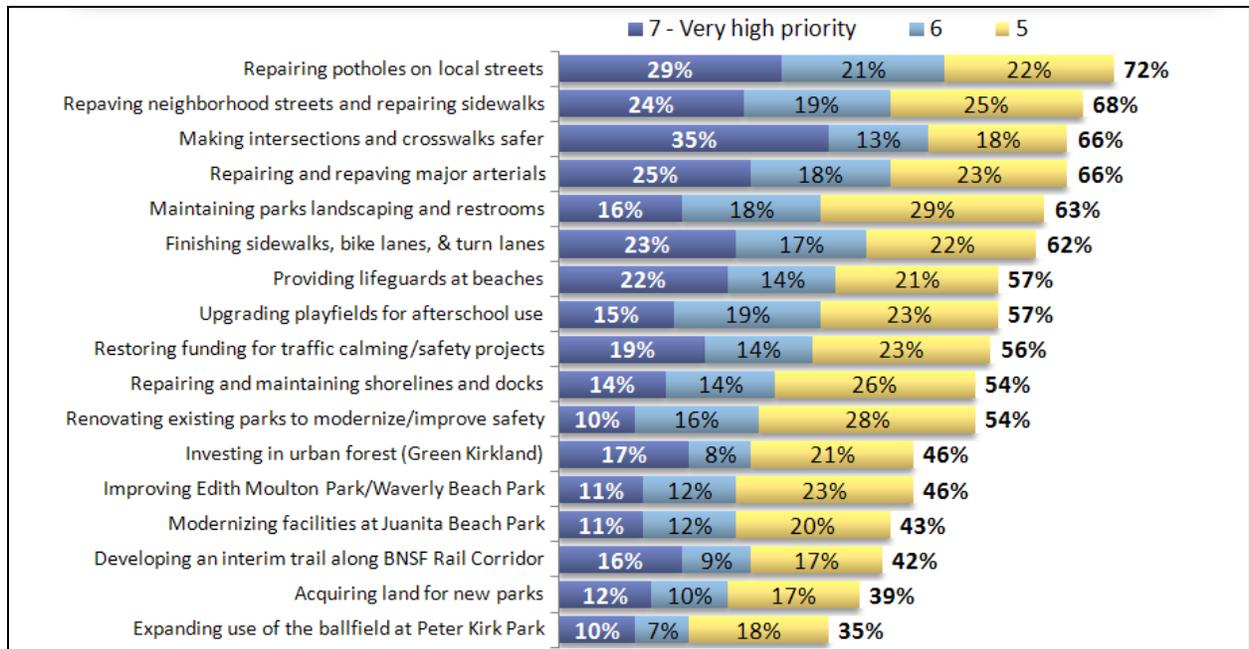


Figure 1. EMC Spring 2012 community survey

Current Street Funding Shortfall

The current street maintenance funding shortfall has been well documented in numerous presentations and memos to the City Council since 2010, including Attachment A-1 and so won't be repeated in detail in this memo. However a high level summary is appropriate. The City of Kirkland currently has a city-wide average Pavement Condition Index (PCI) of 66. The City's adopted goal is a PCI of 70 for arterials and 65 for collectors and neighborhood streets. The "optimal" PCI for a street network is 80-85. Kirkland also has a deferred road maintenance backlog of \$39 million (M). Over the next 20 years, if no additional funding is received, the deferred maintenance backlog will grow to \$148 M and the City's PCI will drop significantly to 56 and many roads would have to be rebuilt at over 3.5 times the cost of maintaining and repairing them today.

Pedestrian Safety Improvement Needs

The City of Kirkland is well known for its walkability and innovative pedestrian safety initiatives such as pedestrian flags and in pavement flashing crosswalks, and was the first in Washington to adopt a complete street ordinance. However the 2009 Active Transportation Plan identifies that nearly 25 percent of Kirkland's roadway network had no sidewalks and lists nearly \$120 M worth of sidewalk improvements including nearly \$2 M in remaining safe route to school sidewalks. The new annexation neighborhoods have added more unmet sidewalk needs that are currently being assessed. In addition, past budget cuts have eliminated City staff dedicated to working with neighborhoods on vital traffic calming and safety issues and the City's neighborhood traffic program has been almost completely eliminated.

Impact of the Road Levy on the Shortfall and Pedestrian Safety

This memo provides a staff recommendation for elements that could be considered in the road maintenance and pedestrian safety levy and a potential outcome of the funding. In the outcome described, a 20 year timeframe was used; however were Council to modify the period of the levy, the outcomes would be modified proportionately (up or down).

Staff has broken the potential \$3,000,000 annual road investment into three primary focuses based on Council direction and feedback from the community. Those focuses are:

1. Arterial paving and neighborhood street preservation (90% of the funding)
2. Safe walk routes around elementary and middle schools (5%)
3. Pedestrian/neighborhood traffic safety improvements (5%)

This breakdown would provide an additional \$2.7 million of new revenue to the existing \$2.6 average annual investment in the City's street preservation program, bringing the overall street preservation program to \$5.3 million annually. It would allow for the repaving, restoration, or reconstruction of an additional 90 lane-miles of City arterials (out of approximately 150 arterial lane miles) over the 20-year period. It would also enable the City to keep intact its current \$700,000 investment in preventative maintenance such as slurry seal, crack sealing, and patching on local and neighborhood streets.

Slurry seal and preventive maintenance are critical components to the City's street preservation strategy as they provide low cost options on certain roadways. Preventive maintenance is significantly lower in cost than street reconstruction (Attachment A-2). Passage of the levy, combined with current funding, would enable nearly every single neighborhood street to receive some kind of preservation treatment over the 20-year period. The available funding would eliminate \$81 M of the projected 2032 \$148 M of deferred maintenance \$148 M. The PCI of the

City network would remain near its current level of 66 compared to a drop to 56 without the added funding and the PCI of the principal arterials (currently 47 PCI) and minor arterials (currently 66 PCI) would be significantly increased.

The increased street preservation program would allow for repair of such significant streets as:

- NE 132nd Street
- Totem Lake Boulevard
- NE 124th Street
- NE 116th Street
- Simonds Road
- 124th Ave NE
- 132nd Ave NE
- Lake Washington Boulevard
- 108th Ave NE
- Kirkland Ave
- 6th Street South
- 100th Ave NE
- 116th Ave NE

Specific limits and other candidate projects are represented in Attachment A-3.

Closing the Remaining Gap

There are several other potential revenue streams that when combined with this levy would completely eliminate the deferred maintenance gap and result in a city-wide PCI average of 77. These include state and federal grants that are routinely secured by the city, as well as additional revenue from the levy from increased assessed valuation over the 20 years of the levy. Finally, the state legislature is considering a transportation funding package that would bring an additional \$2-\$3 M annually to the City. Because these revenues are likely, but not yet certain, they are not included in the analysis. But together with the levy they solve the backlog.

Pedestrian Safety Solutions

In addition to street preservation along the arterial system, all of the associated crosswalks, wheelchair ramps, striping, and adjacent broken sidewalk and curbing would be repaired and brought to current standards with the expanded preservation program. This will not only benefit motorists and transit, but also bicyclists and pedestrians using the facilities. In all nearly 500 new ADA compliant wheelchair ramps would be installed, 250 new thermoplastic crosswalks would be installed, and bike lanes/facilities would be provided consistent with the overall active transportation plan as a result of the streets being repaired.

The second focus of the levy will be additional opportunities for advancing the City's safe routes to school program. To date, Kirkland's investment in school walk routes combined with receipt of numerous State and Federal grants has allowed the City to progress toward its goals of a walk route on at least one side of the highest priority school walk route segments of all arterials and collectors by 2016 (Attachment A-4) and completion of sidewalks on one side of all school walk routes along arterials and collectors by 2019. The addition of five new elementary schools with annexation has increased the required network, and they will be well served by the added funds (Attachment A-5). In all, nearly all of the 12 elementary schools will be served by the added annual investment of \$150,000 in the City's efforts to complete the walk routes; based on the average cost for sidewalk, this would amount to nearly 25 blocks of new walk route over the 20-year period. Since 2001, the City has invested \$5.5 M on completing school walk routes.

- Should the roads levy be allocated in the annual Capital Improvement Program as follows: 90% for street preservation (\$2.7 million), 5% for safe walk routes around elementary schools (\$150,000) and 5% for pedestrian/neighborhood traffic safety improvements (\$150,000)?
- Should the levy be time-limited? If yes, when should the levy expire?

**CITY OF KIRKLAND****Department of Public Works**

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Ray Steiger, P.E., Public Works Director
Date: May 9, 2012
Subject: Potential Revenue for Street Preservation Program

RECOMMENDATION:

It is recommended that City Council review the following new scenarios and accompanying information regarding a proposed property tax measure to provide funding for street preservation.

BACKGROUND DISCUSSION:

At the City Council retreat in March of this year, Council requested that staff evaluate potential roads maintenance ballot measures for 2012. The Council asked for proposals that "solved the problem" of our street maintenance backlog and raised the Pavement Condition Index (PCI) for Kirkland's streets back to the "optimum" PCI of 80-85. The Council also requested that a potential street ballot measure be included in a public survey along with potential park measures to see whether Kirkland residents might be interested in some or all of the potential measures. Based on this feedback from the Council at the retreat, staff examined additional funding scenarios beyond the Transportation Benefit District (TBD) work that had been done to date, and the impacts of these scenarios on the City's street preservation system. In the examination, key questions were posed:

- Over a longer period, 18-20 year time frame vs. 10 years used in previous scenarios, what annual level of investment would be required to optimize the Kirkland roadway system. If money "were no object", what consistent investment would eventually eliminate the backlog of roadway repairs?
- When would this optimum level be achieved, and what total revenue would be needed to achieve the optimum result?
- Assuming current funding level remains intact over this period, what is the additional revenue amount from a TBD needed to attain the optimum result?
- What would be the comparable annual property tax amount that equates to the "optimum" car tab?

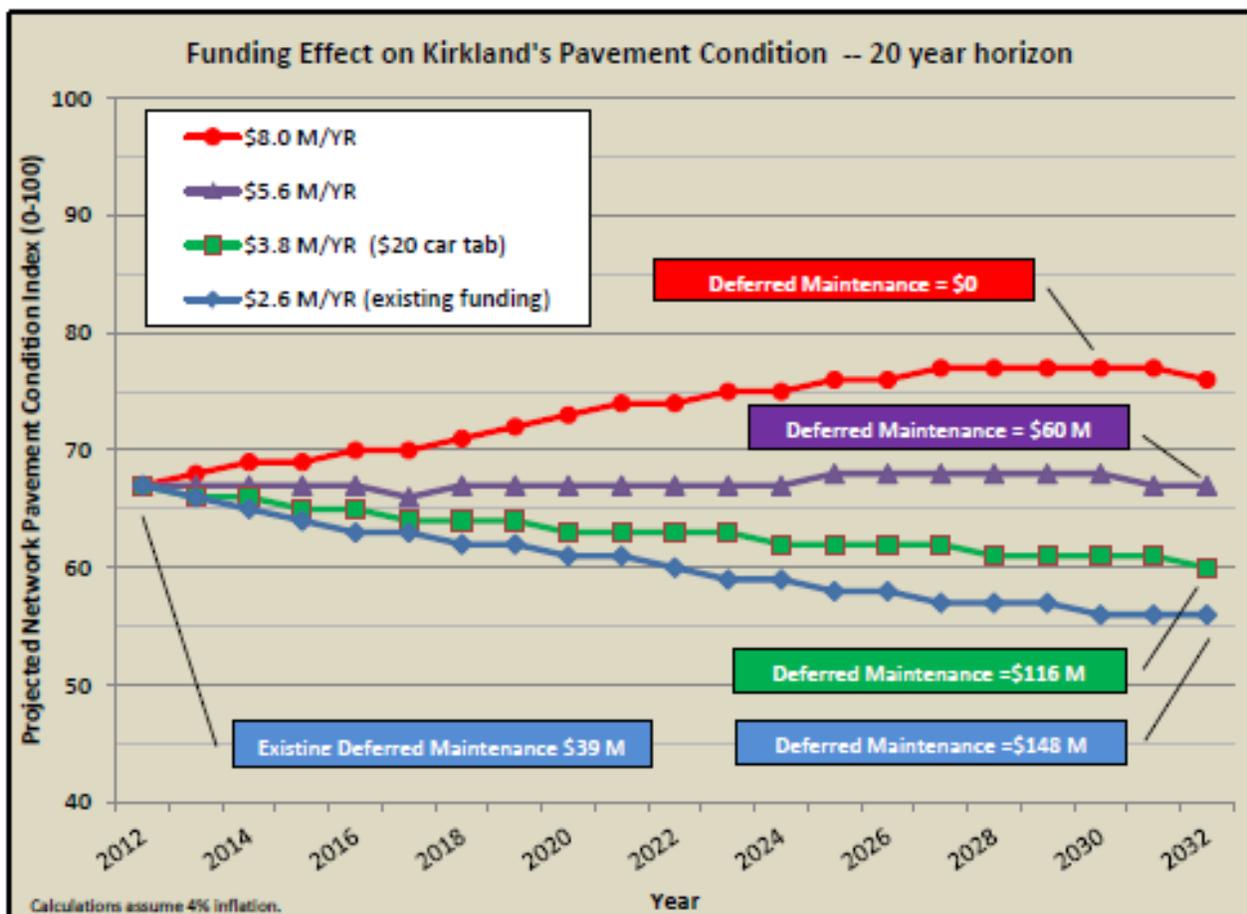
A brief reminder of key elements of the City's pavement preservation:

- Kirkland's current overall Pavement Condition Index (PCI) is approximately 66; deferred maintenance (our "backlog") is approximately \$39 Million;

- The City's current annual street preservation funding level is:
 - \$1,750,000 (current revenue identified in the 2013-2018 CIP)
 - \$ 400,000 (current revenue identified in 117 street operating fund)
 - \$ 450,000 (average grants and other external sources)
 - \$2,600,000** (total of all sources used in street preservation)
- The City has a goal of PCI of 70 for arterials and 65 for collectors and below
- The City has not established a goal for the deferred maintenance of the system, but the "optimum" level is to reduce the backlog to zero.

Using these questions and key elements to reanalyze the City's street system, staff presents the following:

Current funding levels will provide a 20-year investment of \$52 million (M). However this level of effort does not keep up with the need and would result in a \$148 M backlog of repairs at the end of the 20 years. The system PCI would also fall to approximately 56. Under the "optimum" scenario, the City could completely eliminate the backlog by approximately 2030 with an annual investment of \$8 M (\$5.4 M annually above existing funding levels). At the end of this period, deferred maintenance would be zero, and the system PCI would be approximately 77. These scenarios are depicted graphically below.



Once attained, maintaining the system at zero deferred maintenance would require a continued level of investment at or near \$8 M annually, however considering that a 4% inflation rate has been included in all of the scenarios, this would equate to approximately \$3.7 M (in 2012 dollars); in other words, \$8 M will purchase a lot less street preservation in 2030.

In order to generate an additional \$5.4 M annually, thus allowing the \$8 M annual investment, using current estimates for Kirkland car ownership and population, a \$90 car tab would be required. \$90 represents for the City of Kirkland street system the "optimum" car tab value. Recall that this car tab amount is above the current "council-manic" approval level of a \$20 car tab (shown in green on the preceding graph) and would require a community vote. For comparison, if a property tax were utilized to generate the \$5.4 M, using a home with an assessed value of \$480,000, approximately \$180/year/household would be required. This too would provide sufficient funding to reduce the deferred maintenance backlog to zero by approximately 2030.

In recognition of the current competing interests for local citizen funding and the current economic downturn, staff concluded that asking the public for the full \$180/year was too much. Therefore staff considered several different levels of funding that would make major progress towards removing the backlog and increasing the PCI while still being considered "affordable" to the public. After modeling several different options, staff concluded that a recommendation for \$3 M of additional annual revenue strikes the best balance between effectiveness and affordability.

\$3 M of additional annual revenue equates to a \$50/year car tab, or a property tax level of \$98 per year on a \$480,000 house, and would bring the total annual street preservation revenue to \$5.6 M. This amount accomplishes much by itself, but also complements potential future transportation funding tools that may come from the State legislature. In the 2012 Special Session, the legislature nearly authorized a \$40 local option car tab as well as a voter approved Motor Vehicle Excise Tax (MVET) for King County. While neither tool was passed in 2012, there are strong indications that the tools will be taken up again in 2013 and have a realistic chance of passage. As an example, if a future Council chose to implement a \$40 car tab, it would generate approximately \$2.4 M per year would bring the total street funding up to the "optimum" investment of \$8 M annually.

Neighborhood Street and Arterial Improvements

In the \$5.6 M scenario, between 2012 and 2032 nearly 2/3 of Kirkland streets would be either resurfaced with overlay or reconstruction, or preserved with treatment, and all neighborhoods would significantly benefit. In addition to overlays and reconstruction, slurry seal & micro-surfacing would be utilized on the City's residential & collector streets, and increased crack sealing will be utilized throughout the City. Due to the importance of the arterial system, however, overlay from this new revenue would still be focused initially on all major and minor arterials as they serve the greatest number of businesses and residents. During the community outreach process last fall and winter, this "arterials first" theme was consistently raised -- focus on those streets that serve commerce, transit, and the greatest number of users first (see map Attachment D). During 2012, staff is also performing a pavement condition survey of the JFK neighborhoods for prioritization of improvements in the new neighborhoods.

Neighborhood Traffic Control and Pedestrian Safety

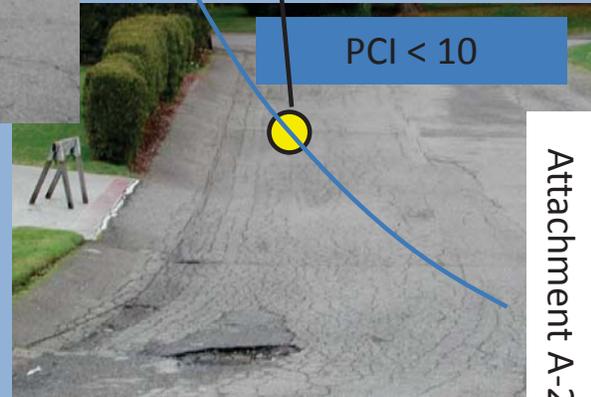
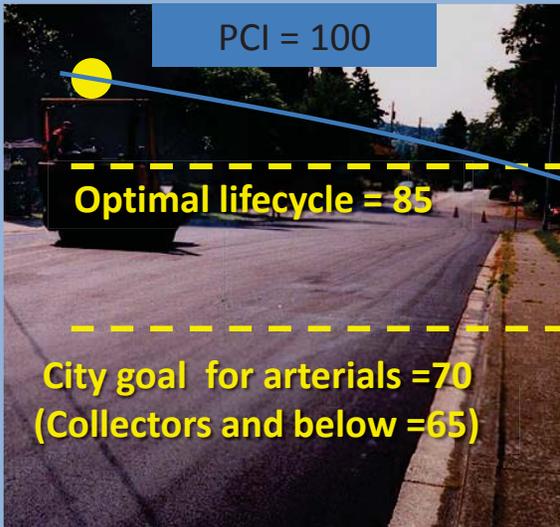
Staff is also recommending that 5% of the new revenue, \$150,000 annually, be dedicated to pedestrian safety and neighborhood traffic control components. Coordination with the street preservation program will afford the best value, however, the funds will be designated in the CIP as a unique element and projects that can be prioritized during the Council's normal budget and CIP processes. This restoration of neighborhood projects and pedestrian safety was also strongly supported by the Community during the fall/winter street funding public outreach efforts.

TBD or Property Tax?

Finally, staff evaluated the type of ballot measure to be included in the recent telephone survey. The \$3 M of additional revenue can be generated by either a \$98/year property tax or a \$50/year car tab authorized by the voters. Given the constraints of both time and resources for the survey, as well as staff understanding of PDC regulations, staff concluded that including only one roads ballot measure was most appropriate. Staff made the decision to include the roads measure as a property tax as this was most similar to the parks ballot measures and would give the best opportunity for the public to compare the road and parks measures together.

After all of these evaluations, staff included questions about a \$3 M per year roads maintenance and neighborhood safety property tax measure in the survey. Results of that survey will be presented to the Council at the May 15th Study Session.

The PCI Curve



PCI (0 to 100)

TIME (in years)

We are here

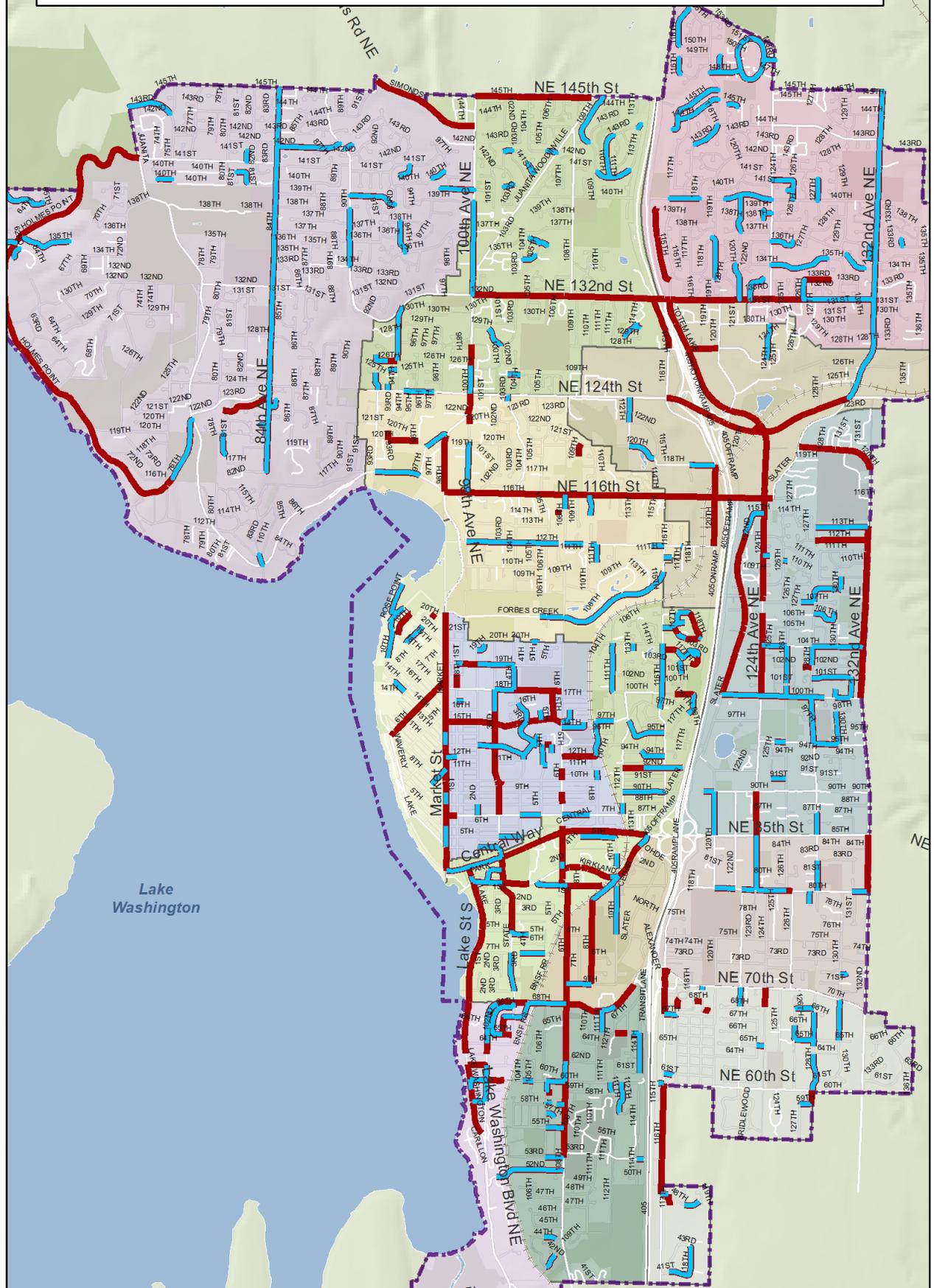
66

\$1,600/city block

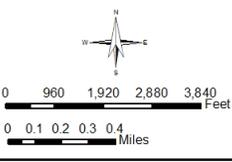
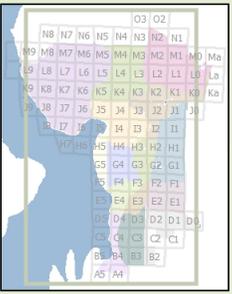
\$17,000/city block

\$60,000/city block

Comparison of Street Preservation Program Funding Existing vs. 20-Year Maintenance Levy



- Streets Paved with Existing Funding
- Additional Streets Paved with Levy
- TRN_Street
- RP_row
- Parks
- Schools
- Railroads
- Major Streets
- City Limits
- Lakes



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Author:
Name: Levy Scenario
Date Saved: 6/25/2012 2:47:30 PM

Map shows an example of possible streets selected for overlay & reconstruction based on existing and proposed budgets. Slurry seal, crack seal and other types of surface treatments are not shown on this map.

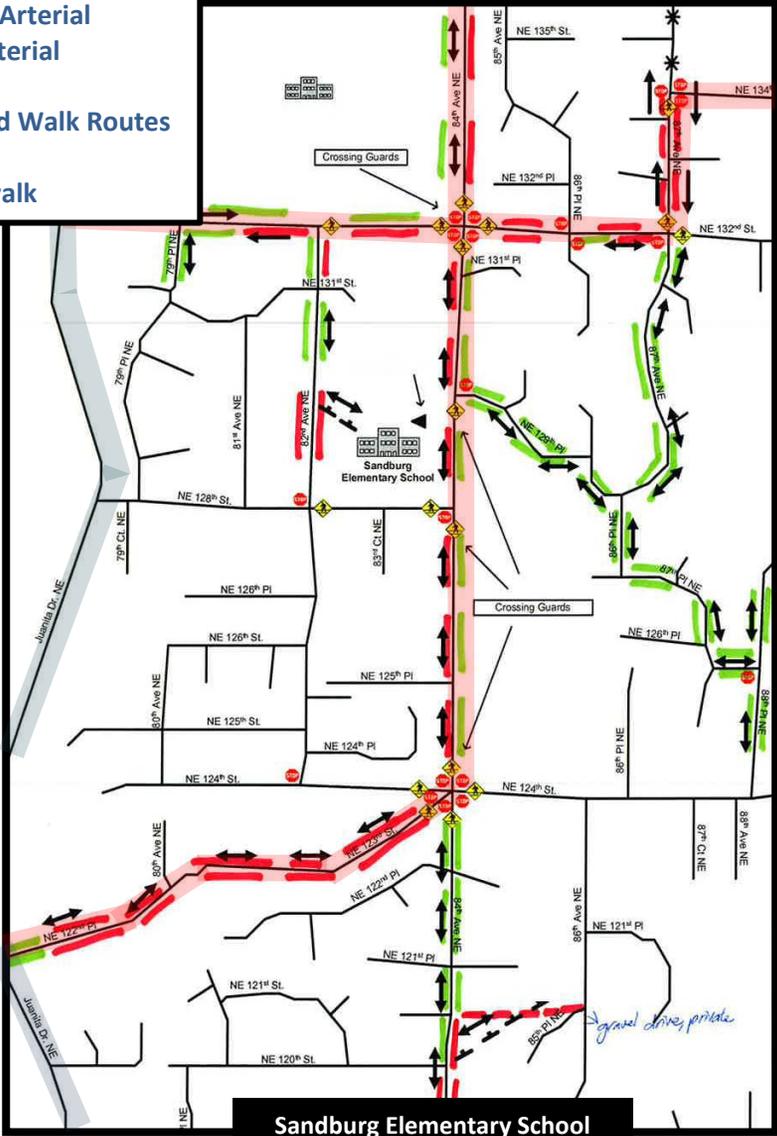
Original School Walk Route Committee Projects (2001)

| ID | DESCRIPTION | COMMENTS | TOTAL ESTIMATED COST (2001) | OTHERS ADDED OR GRANTS SCORED | TOTAL EXPENDITURES | Completed | Year Completed (or anticipated) | CIP Project |
|------|--|---|-----------------------------|-------------------------------|--------------------|-----------|---------------------------------|------------------------------|
| J1 | Approximately 900 feet of pathway along the south side of NE 128th St between 94th Ave NE and approximately 98th Ave NE; pathway could be constructed by narrowing current roadway with new or extruded curbing, filling the created area and paving with asphalt. | 2002 overlay project; will look at adding extruded curbing to contract as a fall back | \$ 99,000 | | \$ 953,000 | ✓ | 2002 (all schedules) | CNM-0039 |
| J2 | Approximately 900 feet of raised or separated pathway along the east side of 94th Ave NE from approximately NE 124th Street to NE 128th St. NE | need add'l r-o-w? | \$ 226,200 | | | | unfunded | TBD |
| J3a | Refurbish 124th St crossings | Crosswalks are in exc. Condition; will revisit and do with annual striping program | \$ 1,000 | | | ✓ | 2002 | 2002 striping |
| J3b | No school signs | Will review during inventory of schools | \$ - | | | | NA | NA |
| | Sidewalk on the west side of 97th PL NE, from NE 128th ST to NE 129th PL. | 2010-2011 SRTS grant program | | \$ 111,553 | \$ 1,198,000 | ✓ | 2011 (all schedules) | CNM-0067 |
| AGB1 | Pathway/sidewalk along south side of NE 112th Street between 112th Ave NE and approximately 115th Ave NE adjacent to the school. | funded CIP 2001-2 project \$1,062,000 | \$ 350,000 | | | ✓ | 2002 | CNM-0039 |
| AGB2 | Sidewalk/pathway along 108th Ave NE from NE 116th St to NE 112th St (request from LWSK 4/12/00) | west side (some exist slw & xwalk @ 116th) | \$ 266,900 | | | | unfunded | TBD |
| | Sidewalk on east side of 110th Ave NE from NE 116th ST south to the end of the cul-de-sac which is the back entrance to A.G. Bell. | 2010-2011 SRTS grant program | | \$ 106,576 | | ✓ | 2011 | CNM-0067 |
| MT1 | Improve facilities along 132nd Ave between NE 95th St and NE 104th St. (improvements could include: signage, speed bumps, traffic calming, lighting at crosswalk) | exist. ACP path w/ extruded curb | \$ 50,000 | | | | unfunded | CST-0056 |
| MT2 | Sidewalk improvements along NE 95th Street between 124th Ave NE and 130th Ave NE (These improvements are currently funded in the 2001 CIP and are in process). | funded CIP 2001-2 project \$461,000 | \$ 314,000 | | \$ 503,000 | ✓ | 2003 | CNM-0003 |
| MT3 | Pathway/improvements along the south side of 104th Street between 132nd Ave NE and existing improvements; remove existing vegetation that blocks walking on shoulder | Ultimately concrete, but use asphalt for now | \$ 92,500 | | | | unfunded | CNM-0061 |
| MT4 | Sidewalk improvements along west side of 130th Ave NE from NE 100th Street to NE 95th Street (currently funded in the CIP) | 2010-2011 SRTS grant program | \$ - | \$ 104,404 | | ✓ | 2011 | CNM-0067 |
| MT5 | Intersection improvements at 128th Ave NE and NE 107th Place | assume 50' of concrete curb, gutter, and "bump-out landings" at each corner | \$ 58,000 | | | ✓ | 2002 | CNM-0039 |
| MT6 | Sidewalk on 126th Ave NE from NE 85th St to NE 95th St (approximately 2500' request from LWSD 4/12/00) | | \$ 571,300 | | | | unfunded | TBD |
| PK1 | Sidewalk improvements along 110th Ave NE between existing improvements at 97th Ave NE and the back entrance to the School at the BNSFRR crossing (area includes concomitant agreement properties) | concomitant needs to be pursued; remaining issues with BNSFRR xing | \$ 25,000 | | \$ 25,000 | ✓ | 2002 | concomitant |
| PK2 | Sidewalk along west side of 6th Street between 8th Ave and 12th Ave | | \$ 195,000 | | | ✓ | 2002 | CNM-0039 |
| PK3 | 95th/97th /112th Ave Intersection improvements (traffic calming, circle, sight distance, 5-way stop??) | assume 50' of concrete curb, gutter, and "bump-out landings" at each corner | \$ 43,500 | | \$ 15,000 | ✓ | ~2003 | neighborhood traffic calming |
| PK4 | Sidewalk along south side of 13th Ave from Van Aalst Park to the school entrance (currently funded in the CIP) | | \$ 144,000 | | \$ 191,000 | ✓ | 2005 | CNM-0040 |
| PK5 | Sidewalk along south side of 12th Ave between 6th St and back entrance to the School at the BNSFRR crossing (this is not currently a LWSD identified walk route) | | \$ 275,500 | | \$ 472,000 | ✓ | 2011 | CNM-0066 |
| PK6 | Sidewalk along NE 100th Street between 116th Ave NE and 112th Ave NE | receipt of 2012 TIB grant pending; design is complete, construction in 2012 | \$ 188,500 | | \$ 540,000 | | 2012 | CNM-0034 |
| PK7 | Improvements to gravel pathway along 116th Ave from approximately NE 95th Street to NE 97th Street by addition of curbing or protection from vehicles | | \$ 4,500 | | \$ 4,500 | ✓ | 2010 | CNM-0044 |
| PK8 | Sidewalk along south side of NE 95th St from 116th Ave NE to 112th Ave NE | | \$ 353,800 | | | | unfunded | CNM-0045 |
| PK9 | Sidewalk along 116th Ave from approximately NE 87th Street to NE 100th Street | | \$ 812,000 | | \$ 837,000 | ✓ | 2010 | CNM-0044 |
| PK10 | Sidewalk along 13th Ave from 3rd St to 4th St at Van Aalst Park (this is not currently a LWSD identified walk route) | | \$ 118,500 | | \$ 118,500 | ✓ | 2005?? | CNM-0040 |
| PK11 | Sidewalk along 111th Ave from NE 104th St to NE 100th St (this is not currently a LWSD identified walk route) | | \$ 284,200 | | | | unfunded | TBD |
| | Sidewalk on west side of 6th St, between 13th Ave and 15th Ave | 2010-2011 SRTS grant program | | \$ 99,948 | | ✓ | 2011 | CNM-0067 |
| RH1 | Install concrete sidewalk along east side of 126th Ave NE from NE 80th St to existing sidewalk at Mormon Church (some existing area is subject to concomitant agreement) | | \$ 72,500 | | | ✓ | 2002 | CNM-0039 |
| RH1 | Install "modified" sidewalk along west side of 130th Ave NE from NE 80th St to NE 78th St/Flashing crosswalks 75th St/132nd Ave | modified eliminates planter strip...minimal cost impact | \$ 182,700 | | | ✓ | 2002 | CNM-0039 |
| RH1 | Install gravel path/shoulder between Mormon Church improvements on 126th Ave to NE 73rd St. | assumes no extruded curbing associated | \$ 26,250 | | | ✓ | 2002 | CNM-0039 |

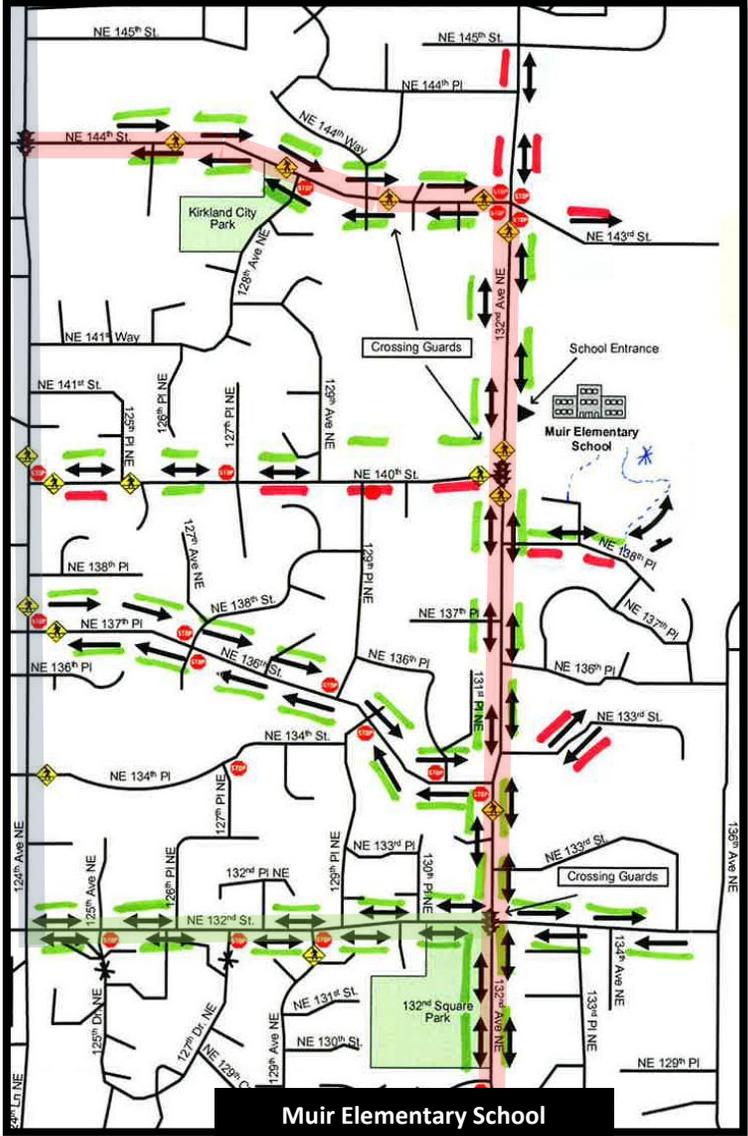
| ID | DESCRIPTION | COMMENTS | TOTAL ESTIMATED COST (2001) | OTHERS ADDED OR GRANTS SCORED | TOTAL EXPENDITURES | Completed | Year Completed (or anticipated) | CIP Project |
|---|---|---|-----------------------------|-------------------------------|--------------------|-----------|------------------------------------|--------------------------|
| RH2 | Install concrete sidewalk along south side of NE 80th St between 125th Lane NE to 130th Ave NE (include bikelane along this section); design would include raised or striped brick crosswalk at 128th, bump outs at 128th, add textured rumble strips. | 2010-2011 SRTS grant program | \$ 406,000 | \$ 172,049 | | √ | 2011 | CNM-0067 |
| RH3a | Pathway/Sidewalk along north side of NE 73rd St from 132nd Ave NE to 130th Ave NE | explore three options | \$ 233,100 | | \$ 588,000 | √ | 2009 | CNM-0052 |
| RH3b | Flashing crosswalk at intersection of NE 75th St and 132nd Ave NE | on current list of proposed flashing crosswalks | \$ 30,000 | | \$ 35,000 | √ | 2011 | 2011 Crosswalk |
| RH3c | Covered bus stops at 120th Ave (Metro Transit)/ NE 80th St | | \$ 5,000 | | | | unfunded | KC Metro |
| LV1 | Install sidewalk along north side of NE 64th Street between 103rd and Lakeview drive (if gravel or asphalt used, install curbing to prevent parking). | Include improvements to steps | \$ 37,500 | | | √ | 2002 | CNM-0039 |
| LV1 | 6400 - 6500 Lakeview Drive - install sidewalks on east side of Lakeview including the corner of NE 64th St/Lakeview Drive. | replacing broken sections and landings with 2001 overlay project | \$ - | | \$ - | √ | 2001 | 2001 overlay |
| LV2a | Repair and complete sections of sidewalk on both sides of 103rd Ave NE EAST | significant (special) trees would be affected by repair; need to have buy-off with neighborhood association | \$ 37,500 | | \$ 5,000 | √ | 2005 | rubber sidewalk |
| LV2b | (Above) WEST | significant (special) trees would be affected by repair; need to have buy-off with neighborhood association | \$ 18,750 | | \$ 5,000 | √ | 2005 | rubber sidewalk |
| LV3a | Look at sight distance for crosswalks at 106th/NE 68th | maybe VERIFY; however sight dist appears much more than adequate | \$ - | | | | | NA |
| LV3b | a speed hump with a crosswalk painted on top at 7th Ave S crossing at 4th S (similar to that on 6th Street in front of Peter Kirk School | this location needs markings; will add in 2001; overlay scheduled for 2002 | \$ - | | | | | |
| LV3c | Add crosswalks at NE 60th and 106th to guide walkers to the sidewalks | 2001 PM? check with Godfrey; this request was also submitted by Houghton Community Council | \$ 500 | | | | | |
| LV3d | Paint crosswalk on 108th Ave at NE 61st as indicated on walk route map | 1) there is no "61st St" on 108th; 2) exist flashing xwalk at 60th; 3) exist xwalk in 6200 block | \$ 500 | | | | | |
| LV3e | Trim vegetation from the sidewalk along Lakeview Drive along curve between 64th and State | street dept request? | \$ - | | | | | property owner |
| LV3f | Improve signal timing at 108th and 68th to favor school children/pedestrians | being incorporated to current 108th and 68th Signal improvements | \$ - | | \$ - | | 2012 | CTR-0085 |
| LV3g | Install "No free right turns in school zones" signs at signalized intersections | concurrent with right turn lane at NE 68th St/State St | \$ - | | \$ 500 | √ | 2003 | CTR-0061 |
| LV3h | More effective school crossing sign on BNSFR at NE 68th St (request from LWSD 4/12/00) | more effective than big yellow sign with flashing lights? | \$ - | | \$ 15,000 | √ | ~2008 | completed |
| | Sidewalk on east side of 103rd Ave NE @ NE 65th St, which will eliminate the gap between NE 64th st and NE 67th St. | 2010-2011 SRTS grant program | | \$ 66,972 | | √ | 2011 | CNM-0067 |
| BF1 | Eliminate parking at entrance to 60th in front of school to improve sight/distance issue | will require school sign-off and parent notification | \$ 500 | | \$ 500 | √ | 2002 | CNM-0039 |
| BF2 | Provide wider parking to serve GTE vaults @ 60th /122nd to keep repair vehicles off gravel pathway | will require keystone wall | \$ 4,500 | | \$ 4,500 | √ | 2002 | CNM-0039 |
| BF3 | Curbing and landings at corner of 122nd/NE 60th | will expand 122nd overlay project to include extruded asphalt curb and landings | \$ - | | \$ 12,000 | √ | 2002 | CNM-0039 |
| BF4a | Sidewalks both sides of NE 60th St between 116th Ave NE and 132nd Ave NE (NORTH) request from LWSD on 4/12/00 | equestrian issues with concrete; need Bridle Trails buy-off | \$ 1,450,000 | | | √ | 2011 | Central Park Tennis Club |
| BF4b | (Above) SOUTH request from LWSD on 4/12/00 | equestrian issues with concrete; need Bridle Trails buy-off | \$ 1,392,000 | | | | will not be done per Bridle Trails | NA |
| BF5a | Where is the "school zone"? | inventory | \$ - | | | | | NA |
| BF5b | Post "double fines" in school zone | inventory | \$ - | | | | | NA |
| BF5c | Explore obtaining easements through NE 61st @ 124th Ave | | \$ 46,000 | | | | NA | NA |
| | Sidewalk on the east side of 125th Ave from approximately 100' south of NE 65th Ct to southerly property line of 6547 125th, and from southerly property line of 6916 125th Ave north to NE 70th St. Includes new crosswalk locations and markings on 122nd Ave NE @ NE 61st St & NE 62nd St. | 2010-2011 SRTS grant program | | \$ 72,981 | | √ | 2011 | CNM-0067 |
| Sub-Total improvements (identified by SWRC) | | | \$ 8,416,700 | | | | | |
| less NE 60th Street (equestrian routes and community feedback) | | | \$ 5,574,700 | \$ 734,483 | | | | |
| Total | | | | \$ 6,309,183 | \$ 5,522,500 | | 88% | |

Safe Routes to School

- Principal Arterial
- Minor Arterial
- Collector
- Suggested Walk Routes
- Sidewalk
- No Sidewalk



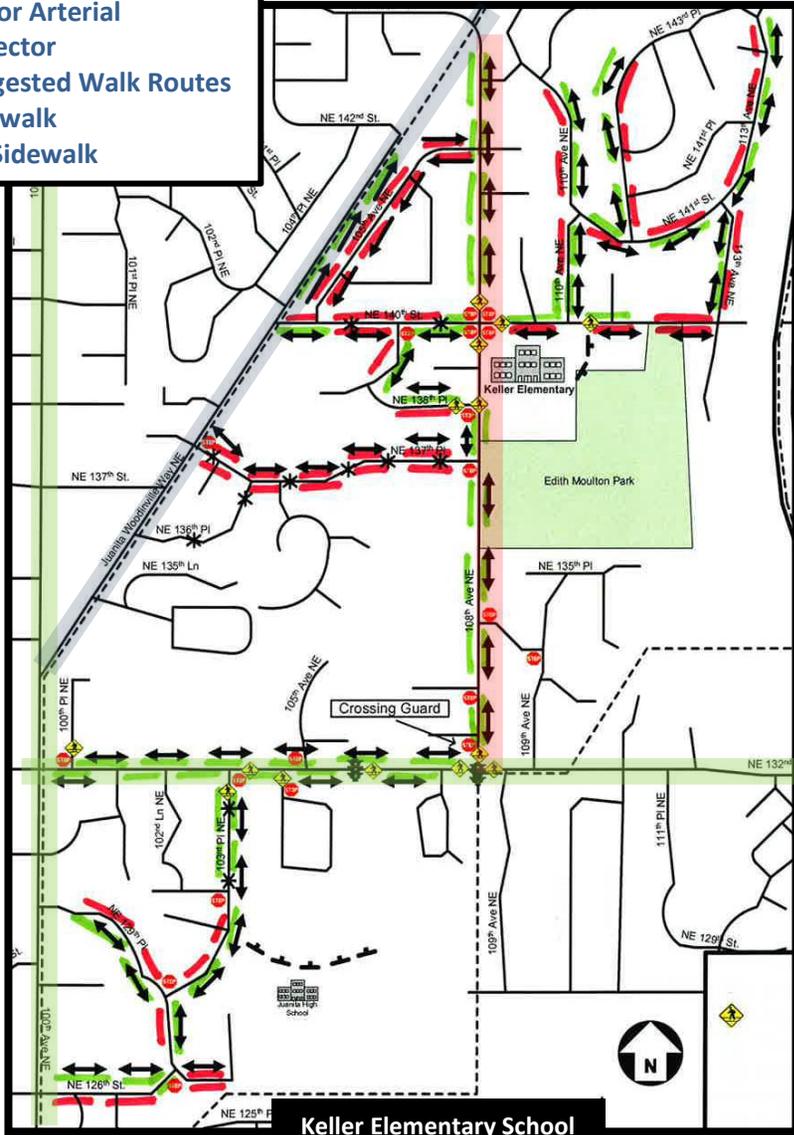
Sandburg Elementary School Suggested Walk Routes



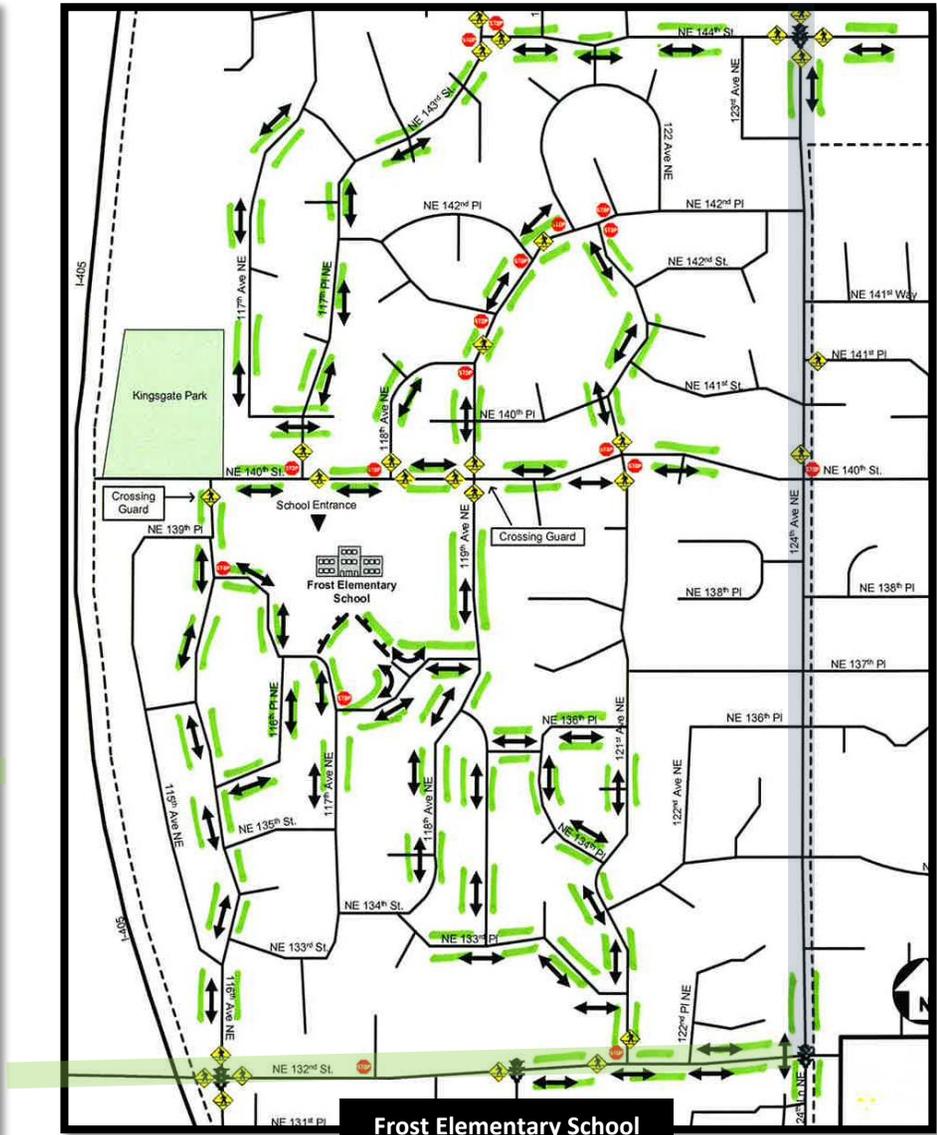
Muir Elementary School Suggested Walk Routes

Safe Routes to School

- Principal Arterial
- Minor Arterial
- Collector
- Suggested Walk Routes
- Sidewalk
- No Sidewalk



**Keller Elementary School
Suggested Walk Routes**



**Frost Elementary School
Suggested Walk Routes**



CITY OF KIRKLAND
 Department of Parks & Community Services
 505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300
 www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director of Parks and Community Services

Date: June 21, 2012

Subject: Proposed 2012 Kirkland Parks Maintenance, Renovation and Enhancement Levy

RECOMMENDATION:

That the City Council provides final direction on the proposed Kirkland Parks Maintenance, Renovation and Enhancement Levy and for the November 6, 2012 general election, including whether the levy should be permanent or time-limited.

BACKGROUND DISCUSSION:

At their meeting of June 19, 2012 the City Council received a report (**Attachment A**) detailing options for a potential 2012 parks ballot measure, including a new recommendation from the Council-appointed Park Funding Exploratory Committee (PFEC) for a single levy which would provide funding for both parks maintenance and capital improvements. A table outlining the PFEC funding recommendation is shown below:

Table 1. Proposed 2012 Parks Maintenance, Renovation and Enhancement Levy

| Funding Purpose | Annual Levy Funding Allocation | Rate per \$1,000 AV |
|---|-----------------------------------|------------------------|
| Restore M & O (include Lifeguards) | 600,000 | 0.041 |
| O.O. Denny Park Maintenance | 137,500 | 0.009 |
| Forest/Habitat Restoration | 192,500 | 0.013 |
| Maintain Cross Kirkland Corridor Trail | 110,000 | 0.008 |
| Edith Moulton Park Maintenance | 27,500 | 0.002 |
| City-School Projects Maintenance | <u>27,500</u> | <u>0.002</u> |
| Subtotal: Annual M & O Allocation: | 1,095,000 | 0.075 |
| Annual Park Capital Improvements | <u>1,250,000</u> | <u>0.085</u> |
| Total Levy: | \$ 2,345,000 | \$ 0.160 |

For Kirkland homeowners, the impact of the proposed levy would be about \$16.00 for every \$100,000 of home value, with examples shown in the chart below:

| Home Value | Annual Levy Cost: |
|---------------------------|-------------------|
| \$ 300,000 | \$ 48.00 |
| \$ 349,000 ⁽¹⁾ | \$ 55.84 |
| \$ 430,000 ⁽²⁾ | \$ 68.88 |
| \$ 500,000 | \$ 80.00 |
| \$ 750,000 | \$120.00 |

⁽¹⁾ 2012 Kirkland Median Home Value

⁽¹⁾ 2012 Kirkland Average Home Value

The Council expressed general support for the PFEC recommendation as proposed, but decided to reconsider during their July 3 study session whether the parks levy should be permanent or should be time-limited. The PFEC considered the relative merits of placing a time limit on the levy (such as 9 or 20 years), but ultimately concluded that the need to provide permanent, on-going funding for park maintenance was critical and that a permanent levy was preferred.

At their June 19, 2012 meeting the Council also expressed interest in reviewing the accomplishments of the 2002 Kirkland Park Bond. This \$8.4 million ballot measure was approved by voters (64% yes) and resulted in the completion of several improvements and additions to the community's parks and open space system. A companion permanent Park Maintenance Levy was also approved (65% yes) in 2002. This levy provided on-going funding for maintenance of bond-funded park improvements as well as for Juanita Beach Park, allowing the City to assume ownership from King County. The 20-year park bond and permanent maintenance levy were approved at the combined annual rate of \$0.207 per \$1,000 AV. The debt for the Park Bond will be retired at the end of 2022.

A flyer (**Attachment B**) describing the accomplishments of the 2002 Park Bond was prepared in 2007 and distributed to Kirkland households as an insert in the City's Recreation Brochure. In addition, displays were prepared for City Hall and Parks Department offices, and were used during the 2007 dedication ceremony for Carillon Woods.

Attachments



CITY OF KIRKLAND
Department of Parks & Community Services
505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director of Parks and Community Services
Michael Cogle, Deputy Director of Parks and Community Services

Date: June 7, 2012

Subject: Potential Park Ballot Measure(s) Update

RECOMMENDATION:

That the City Council receives an update on planning for a potential parks ballot measure(s), including a revised recommendation from the Park Funding Exploratory Committee and provides direction to staff regarding final ballot elements to consider at the July 3 study session.

BACKGROUND DISCUSSION:

On March 6 the City Council received a report from the Council-appointed Park Funding Exploratory Committee (PFEC) providing recommendations for potential park ballot measures in November of 2012. In addition, the Council discussed potential ballot measures for parks and roads at its retreat on March 23.

On May 15 the City Council received a report from EMC Research detailing results and key findings of a statistically-valid survey of Kirkland citizens conducted earlier that month. The survey identified that the top priorities of residents for new revenue centered on infrastructure maintenance and safety. The survey also indicated strong support for three potential ballot measures that the City is considering for this November: a roads maintenance measure, a park maintenance & operations measure, and a park capital measure. While all three measures had majority support, some survey results indicated that the park capital measure was not as much of a priority for residents as the other two. This resulted in a discussion about whether all three measures should be moved forward to the November 2012 election.

While no final decisions were made, the Council expressed interest in moving forward with November roads maintenance and parks maintenance ballot measures. With respect to parks, the Council requested that the PFEC reconvene to reconsider its original recommendations in light of the survey results.

The PFEC met once again on May 31. After a brief discussion on the results of the recent survey, the group was asked to consider three options for park funding:

- Option A:** One Ballot Measure: Parks Maintenance & Operations Levy Only (no capital)
- Option B:** Two Ballot Measures: Parks Maintenance & Operations Levy and 9-Year Capital Levy (Original PFEC Recommendation to Council)
- Option C:** One Ballot Measure: Combined Parks Maintenance & Operations and Capital Levy (the “pay as you go” capital option)

A summary of the relative advantages and disadvantages of the options was prepared for the PFEC meeting by staff and is shown as **Attachment A** to this report. The following is a brief summary of the options considered by PFEC.

❖ **Option A: Parks Maintenance & Operations Levy (No Capital)**

This option would provide on-going funding to:

- Restore maintenance levels throughout the City’s park system to Kirkland standards;
- Improve safety at City beaches (Houghton, Waverly, and Juanita Beaches) through stable funding for summer lifeguards;
- Assume responsibilities for maintenance and operation of O.O. Denny Park from the Finn Hill Park and Recreation District;
- Protect and enhance the City’s investment in forest restoration via the Green Kirkland Partnership Program;
- Maintain the Cross Kirkland Corridor for use as a public recreation trail.

Table 1. Option A Funding Summary

| Funding Purpose | Annual Levy Funding Allocation | Annual Cost to Average Homeowner | Rate per \$1,000 AV |
|--|--------------------------------------|--|---------------------------|
| Restore M & O (including Lifeguards) | 600,000 | 19.68 | 0.041 |
| O.O. Denny Park Maintenance | 137,500 | 4.51 | 0.009 |
| Forest/Habitat Restoration | 192,500 | 6.31 | 0.013 |
| Maintain Cross Kirkland Corridor Trail | 110,000 | 3.61 | 0.008 |
| Total Levy: | 1,040,000 | 34.11 | 0.071 |

Note: Annual cost to average home based on \$480,000 assessed valuation.

Note: The original PFEC recommendation included additional M&O funding to support capital improvements to Edith Moulton Park and City-School Playfield Partnerships; however, they are not shown in this scenario since this scenario assumes no capital levy.

PFEC Considerations for Option A:

While this option has the advantage of being the least costly option and would meet current needs for maintenance improvements now, the fact that it does not provide funding for capital improvements was seen as a significant disadvantage by the PFEC. As such, this option was not supported by PFEC at their May 31 meeting.

❖ **Option B: Two Ballot Measures: Parks Maintenance & Operations Levy and 9-Year Capital Levy (Original PFEC Recommendation to Council)**

This option reflects the original recommendation of the PFEC provided to the Council on March 6. An on-going M&O Levy would provide funding for all of the purposes identified in Option A, with the addition of M&O funding to support proposed capital improvements to Edith Moulton Park and various City-School District playfield partnership sites.

The 9-Year Capital Levy as originally recommended would provide \$10,000,000 to renovate, enhance, and expand Kirkland's park and trails system. Priority Capital Projects would include:

- Cross Kirkland Corridor Trail. Provides funding to create an interim hiking trail within the 5.75 mile Cross Kirkland Corridor.
- Land Acquisition Opportunity Fund. Provides funding to acquire land for future neighborhood parks in areas of the City where new parks are needed.
- Edith Moulton Park Renovation. Provides funding to complete renovations to community park transferred from King County as part of the 2011 annexation.
- City-School District Playfields Partnership. Provides funding to continue partnership with LWSD to upgrade school playfields for neighborhood and community use.
- Juanita Beach Bathhouse Replacement. Provides funding for replacement facility for park restrooms, maintenance storage, and canoe/kayak boating concession.
- Dock and Shoreline Renovations. Provides funding for major repairs and improvements to public docks and park shorelines for safety and property protection.
- Waverly Beach Park Renovation. Provides funding to provide needed improvements to this popular community waterfront park.

A summary of the estimated costs associated with this option is shown in Table 2 below:

Table 2. Option B Funding Summary (Original PFEC Recommendation)

| Funding Purpose | Capital Funding Allocation | 9-Year Annual Cost to Average Home | Annual MO Funding Allocation | Annual Cost to Average Home | Total Annual Cost to Average Home | Rate per \$1,000 AV |
|--|----------------------------|------------------------------------|------------------------------|-----------------------------|-----------------------------------|---------------------|
| Restore M & O | None | | 600,000 | 19.68 | 19.68 | 0.041 |
| O.O. Denny Park | None | | 137,500 | 4.51 | 4.51 | 0.009 |
| Forest Restoration | None | | 192,500 | 6.31 | 6.31 | 0.013 |
| Waverly Beach Renovation | 500,000 | 2.05 | None | | 2.05 | 0.004 |
| Dock and Shoreline Renovations | 800,000 | 3.28 | None | | 3.28 | 0.007 |
| Edith Moulton Park Renovation | 1,000,000 | 4.10 | 27,500 | 0.90 | 5.00 | 0.010 |
| City-School Partnership Projects | 1,000,000 | 4.10 | 27,500 | 0.90 | 5.00 | 0.010 |
| Land Acquisition Opportunity Fund | 2,500,000 | 10.25 | None | | 10.25 | 0.021 |
| Develop/Maintain Cross Kirkland Corridor Trail | 3,000,000* | 12.30 | 110,000 | 3.61 | 15.91 | 0.033 |
| Juanita Beach Bathhouse Replacement | 1,200,000 | 4.92 | None | | 4.92 | 0.010 |
| Total: | 10,000,000 | 41.00 | 1,095,000 | 35.92 | 76.92 | 0.160 |

Note: Annual cost to average home based on \$480,000 assessed valuation.

** Original amount recommended to be allocated for the Cross Kirkland Corridor Trail. Subsequently, some funding has been secured from the State of Washington for this project, with funding from additional outside sources also possible. As a result, this amount may be reduced accordingly.*

PFEC Considerations for Option B:

The PFEC reconsidered this option at their meeting of May 31. The relative advantages of this option were discussed: the two ballot measures provide funding for both M&O and high priority capital improvements; it provides all capital funding “up-front” to expedite projects and property acquisitions; it allows the City to take advantage of low interest rates (for issuing debt) and comparatively low property values (for land acquisition). It also provides voters with a choice to approve one, both, or neither of the measures. Finally, the recent survey results indicate majority support for both potential ballot measures.

However, overriding these perceived advantages was the concern that two park ballot measures and a road ballot measure on the same November ballot might jeopardize one or more of the funding propositions put forth by the City. While there continued to be some

support among some PFEC members for this option, the majority preferred a single park ballot proposition providing funding for both maintenance and capital, as described in Option C below.

❖ **Option C: Combined Parks Maintenance & Operations and Capital Levy
 (New PFEC Recommendation)**

This option would provide on-going funding for maintenance activities (as described in Options A & B) as well as on-going funding for capital improvements. Rather than capital funding derived “up-front” through the issuance of bonds (Option B), the levy would provide an annual revenue stream from which a portion would be allocated to fund capital improvements on a “pay-as-you-go” basis (levy funds in this option could not be used to pay off debt incurred from issuing bonds). In essence, the portion of the levy funds not used for M & O would supplement existing annual revenue sources for the Parks CIP. (For an examination of recent funding levels for the Parks CIP see **Attachment B.**)

Capital funding initially would be prioritized to fund the important Priority Capital Projects identified by PFEC (and as shown in Option B); thereafter, levy-funded projects would be determined through the City’s typical CIP budgeting process to address the extensive number of unfunded projects currently identified in the City’s Park, Recreation, and Open Space (PROS) Plan.

The original PFEC recommendation (Option B) would cost the owner of an average Kirkland home approximately \$77 per year for the first nine years (and approximately \$36 thereafter as the capital levy would expire). Since the “pay-as-you-go” options do not involve the use of debt (eliminating interest costs), all annual levy proceeds would be available for the CIP. Using the total annual impact of \$77 as a threshold, the annual amount available for capital is \$1,250,000 as shown below:

Table 3. Option C Funding Summary (New PFEC Recommendation)

| Funding Purpose | Annual Levy Funding Allocation | Annual Cost to Average Homeowner | Rate per \$1,000 AV |
|---|--------------------------------------|--|---------------------------|
| Restore M & O (include Lifeguards) | 600,000 | 19.68 | 0.041 |
| O.O. Denny Park Maintenance | 137,500 | 4.51 | 0.009 |
| Forest/Habitat Restoration | 192,500 | 6.31 | 0.013 |
| Maintain Cross Kirkland Corridor Trail | 110,000 | 3.61 | 0.008 |
| Edith Moulton Park Maintenance | 27,500 | 0.90 | 0.002 |
| City-School Projects Maintenance | <u>27,500</u> | <u>0.90</u> | <u>0.002</u> |
| Subtotal: Annual M & O Allocation: | 1,095,000 | 35.92 | 0.075 |
| Annual Park Capital Improvements | 1,250,000 | 41.00 | 0.085 |
| Total Levy: | 2,345,000 | 76.92 | 0.160 |

Note: Annual cost to average home based on \$480,000 assessed valuation.

If the City Council wanted to maintain the same capital funding as raised under the debt scenario (i.e. \$10,000,000), then the levy rate and annual impact to the taxpayer for the capital portion of the levy could be reduced to \$.068 and \$32.64 respectively assuming a 10 year measure. Alternatively, the City Council could choose a higher or lower capital levy amount and this decision should be considered in the context of whether the ballot measure would be permanent or time limited.

One advantage of the "combined" option is that the City would have the flexibility, if desired, to adjust the proportion of levy funds annually distributed towards maintenance and capital. For example, while the City fully ramps up maintenance staffing levels in the initial year or two, a portion of levy funds not needed for the operating budget could be redirected towards capital projects. Likewise, as the City experiences inflationary costs to the maintenance budget over time, an increasing proportion of levy proceeds could be directed towards the operating budget while decreasing funding available for capital improvements.

How soon could PFEC's recommended Priority Capital Projects get completed with Option C?

From Option B, the following are the Priority Capital Projects recommended by PFEC for funding, adjusting the Cross Kirkland Corridor to acknowledge receipt of the state grant.

| | |
|--------------------|---|
| \$ 500,000 | Waverly Beach Renovation |
| \$ 800,000 | Dock and Shoreline Renovations |
| \$1,000,000 | Edith Moulton Park Renovation |
| \$1,000,000 | City-School District Playfields Partnership |
| \$2,500,000 | Land Acquisition Opportunity Fund |
| \$1,600,000* | Cross Kirkland Corridor Interim Trail |
| <u>\$1,200,000</u> | Juanita Beach Bathhouse Replacement |
| | |
| \$8,600,000 | Total |

** Note that this net amount needed for CKC Trail is less than originally estimated by PFEC. It reflects both a revised overall project cost (from \$3,000,000 to \$3,600,000) and acknowledges that the City will receive \$2 million from State of Washington for the project, leaving a net shortfall of \$1,600,000.*

Depending upon the amount of the capital levy rate imposed, the projects would take more or less time to accomplish based on the availability of funds. The following table shows three timetable scenarios for generating the funds necessary to complete the priority projects listed above, including a \$1,250,000 annual amount recommended by PFEC, a \$1,000,000 amount consistent with first capital funding level using debt and a \$750,000 amount as a means of demonstrating the impact of reducing the levy. The order of project implementation and completion would be determined in part by considering both project readiness and the availability of sufficient funds. Levy proceeds can be carried over from year-to-year.

Table 4. Option C Timeline Scenarios for Funding Priority Capital Projects

| Year-by-Year Accumulation | Levy proceeds of \$1,250,000 per year for capital | Levy proceeds of \$1,000,000 per year for capital | Levy proceeds of \$750,000 per year for capital | |
|---------------------------|---|--|--|-----------|
| 2013 | 1,250,000 | 1,000,000 | 750,000 | |
| 2014 | 2,500,000 | 2,000,000 | 1,500,000 | |
| 2015 | 3,750,000 | 3,000,000 | 2,250,000 | |
| 2016 | 5,000,000 | 4,000,000 | 3,000,000 | |
| 2017 | 6,250,000 | 5,000,000 | 3,750,000 | |
| 2018 | 7,500,000 | 6,000,000 | 4,500,000 | |
| 2019 | 8,750,000 | 7,000,000 | 5,250,000 | |
| 2020 | Additional \$1.25 million per year toward future CIP projects | 8,000,000 | 6,000,000 | |
| 2021 | | 9,000,000 | 6,750,000 | |
| 2022 | | Additional \$1 million per year toward future CIP projects | 7,500,000 | 7,500,000 |
| 2023 | | | 8,250,000 | 8,250,000 |
| 2024 | | | 9,000,000 | 9,000,000 |
| etc. | | | Additional \$750,000 per year toward future CIP projects | |

Under the \$1.250 million scenario, all of the identified capital projects could be completed within seven years while the \$1 million scenario would require nine years, and \$750,000 would require twelve years.

The table below shows the relative annual impact of each capital funding option:

| Annual Amount Raised for Capital | \$1,250,000 | \$1,000,000 | \$750,000 |
|---|-------------|-------------|-----------|
| Tax Rate per \$1,000 AV** | \$.085 | \$.068 | \$.051 |
| Annual Impact on \$480,000 Home for Capital** | \$40.80 | \$32.64 | \$24.48 |

** Each \$250,000 is \$.017 per \$1000 and approximately \$8.16 annually on the average home

PFEC Considerations for Option C:

Amount

The majority of PFEC members at the May 31 meeting supported Option C with the \$1.25 million annual capital amount. The PFEC felt it had the advantage of providing funding for both on-going maintenance needs and on-going capital needs within a single measure. Once Priority Capital Projects are funded and completed, it would provide additional on-going capital funding for the City to address a significant backlog of unfunded park renovation, park development, and indoor recreation needs. Coupled with a roads maintenance measure, it would mean that the City would be asking voters to consider potentially two funding measures rather than three.

PFEC members did express concern about how such a ballot measure would be understood by citizens, and emphasized that clear wording of the ballot measure and information materials would be critical. PFEC also felt it would be important to identify and describe which projects would be completed within the first five or six years.

Permanent or Time limited

It was noted that City of Bellevue voters approved a similarly-structured parks levy in 2008, although it was limited to 20 years duration. The PFEC considered the relative merits of placing a time limit on the levy (such as 9 or 20 years), but ultimately concluded that the need to provide permanent, on-going funding for park maintenance was critical and that a permanent levy was preferred.

While securing funding for maintenance remains the PFEC's top priority, the PFEC as a group also believed that funding for capital improvements is important at this time and that the recent citizen survey indicated support from citizens for both purposes.

Cross Kirkland Corridor Funding

The original PFEC recommendation included \$3 million dollars for interim trail development of the Cross Kirkland Corridor (CKC). Since then that estimate has been revised up to \$3.6 million and a state grant for \$2 million for the CKC has been received. At the May 31st PFEC meeting the PFEC recommended adjusting the CKC amount and the total levy down to reflect the remaining \$1.6 million. After the PFEC meeting staff has learned that it likely that Kirkland will secure a \$1 million PSRC grant for the CKC. If so, the Council could choose to revise the CKC number down even further to \$600K and reduce the overall levy amount, leave \$1.6 million in the measure for the CKC or reallocate the \$1 million in savings to other projects.

Next Steps and Council Direction Requested

As a reminder of the pertinent deadlines associated with placing a measure on the November 2012 ballot, the following summarizes the planned activities and associated dates:

July 3:

- Council Study Session to consider potential ballot propositions
- Review of draft ballot titles and explanatory statements
- Council directs City Clerk to solicit citizens interested in serving on committees to prepare Pro and Con Statements for voter's pamphlet

July 17:

- Council to consider ordinances formally placing propositions on November 6 general election ballot;
- Council may schedule public hearings if desired (not required)
- Council appoints citizen committees to prepare Pro and Con Statements

August 7:

- Deadline for City to file ordinances with King County to place ballot propositions on ballot

August 15:

- Deadline for Pro/Con Committees to submit statements to King County

November 6:

- General Election

Staff is requesting direction from the City Council so that appropriate ballot titles can be prepared for consideration on July 3. There are three dimensions that need consideration.

1. Which ballot measure option does the City Council prefer:
 - a. Option A: Maintenance only
 - b. Option B: Separate maintenance and capital levies
 - c. Option C: One Maintenance and "Pay-as-you-Go" capital levy
2. Based on the option chosen, how much operating and capital funding should be requested? Specifically, if Option C is the preferred option, should the ballot measure request a rate that generates annual capital funding of \$1,250,000, \$1,000,000, \$750,000 or some other amount? As part of this decision, what assumptions should be made about CKC funding in the levy.
3. Should the maintenance and/or capital levy be permanent or time-limited (e.g. requires reauthorization by the voters after 10 years, 20 years or some other time period)?

NOTE: The issue of a time limit for the ballot measure will also need to be answered for the potential Roads maintenance levy. Should it be a 10 year, 20 year or permanent levy? Staff will be looking for similar direction on the Roads ballot measure at the July 3rd Council meeting.

Attachments

cc: Park Funding Exploratory Committee
Park Board
Marilynne Beard, Assistant City Manager
Tracey Dunlap, Director of Finance and Administration

Park Funding Options

| OPTION A | | OPTION B | | OPTION C | |
|---|---|---|---|---|--|
| MO LEVY ONLY (\$34) | | MO LEVY (\$36) + CAPITAL LEVY (\$41) (original PFEC recommendation) | | COMBINED MO/CAPITAL LEVY (\$77) (current PFEC recommendation) | |
| Advantages | Disadvantages | Advantages | Disadvantages | Advantages | Disadvantages |
| Least expensive of the three ballot options | Does not provide funding for capital | Provides funding for both maintenance and capital needs | Requires two separate ballot measures | Provides permanent, on-going funding for both maintenance <u>and</u> capital needs | Does not allow voter to choose MO vs. capital (“all or nothing”) |
| Has higher chance of passage | May make it more difficult to put forward a capital levy in the near future | Allows voter to choose one, both (or neither) | Capital funding capped at \$10 million (as proposed by PFEC) | Over time, would generate the most funding for capital projects as compared to other options | Entire levy is permanent as opposed to 9-year capital levy (greatest long-term impact to property taxes) |
| Meets current needs now | | Provides funding for acquisition at a time of decreased property values in Kirkland | Potential voter fatigue with competing voted tax measures (Kirkland and other agencies) | Opportunity to adjust amount of total funding distributed to MO and capital (both during initial ramp-up and long-term) | “Pay-as-you-go” may limit ability to fund or timing of larger capital projects or purchases |
| Provides single focus for campaign – maintaining what we have | | Provides capacity to assume debt while interest rates are very low | Survey results indicate funding for capital has comparatively less support | Allows for lower total levy request while including selected capital projects that have broad-based support | Capital projects completed at a slower pace |
| Allows PROS Plan to be completed so that priorities can be confirmed/ revised | | Provides all capital funding “up front” to allow City to expedite projects/acquisitions | May put MO Levy at risk | | |
| | | Capital levy debt is retired after 9 years | | | |

2002-2011 PARKS ANNUAL CIP FUNDING

| Year | REET 1 | Impact Fees | Park Bond¹ | Open Space KC Levy | General Fund Rev² | Grants/ External³ | Total Funding |
|----------------------------|------------------|--------------------|------------------------------|---------------------------|-------------------------------------|-------------------------------------|----------------------|
| 2002 | 570,000 | 80,000 | - | - | - | - | 650,000 |
| 2003 | 847,500 | 40,000 | 45,468 | - | - | 200,000 | 1,132,968 |
| 2004 | 716,109 | - | 3,577,963 | - | - | 10,000 | 4,304,072 |
| 2005 | 749,100 | - | 3,031,655 | - | 22,000 | 12,221 | 3,814,976 |
| 2006 | 1,020,000 | 40,000 | 571,762 | - | - | - | 1,631,762 |
| 2007 | 1,325,394 | 155,000 | 547,476 | - | 144,594 | 77,315 | 2,249,779 |
| 2008 | 805,726 | 449,074 | 240,656 | 118,097 | - | 106,097 | 1,719,650 |
| 2009 | 479,004 | - | 283,518 | 122,232 | - | 352,737 | 1,237,491 |
| 2010 | 1,340,808 | - | 323,781 | 126,491 | - | 372,848 | 2,163,928 |
| 2011 | 1,082,525 | - | 314,323 | 128,692 | 750,000 | 224,487 | 2,500,027 |
| Total | 8,936,166 | 764,074 | 8,936,601 | 495,512 | 916,594 | 1,355,705 | 21,404,652 |
| Average⁴ | 894,000 | 76,000 | 894,000 | 124,000 | 92,000 | 136,000 | 2,216,000 |

Annual Average Excluding Park Bond Funding: 1,322,000

- 1) Includes interest earnings on unspent balances
- 2) Primarily state grants, along with McAuliffe Park insurance recovery, and small private contributions
- 3) General Fund contributions include use of Capital Contingency
- 4) Average for Open Space King County Levy since 2008

Kirkland Parks: For Healthy Lifestyles

In November 2002 Kirkland voters approved an \$8.4 million park bond as well as a companion maintenance levy, investing substantial resources into Kirkland's park system. Here is a summary of the projects completed with this funding.



As a result of the 2002 Park Bond, the City of Kirkland assumed ownership of Juanita Beach Park from King County. Funding was used to make immediate aesthetic and safety-related improvements to the property, and the Parks and Community Services Department initiated a master planning process for Juanita Beach, engaging the community in the creation of a fresh vision for this remarkable asset. The Juanita Beach Park Master Plan was adopted by the City Council in 2006, and will guide restoration and redevelopment

JUANITA BEACH

A Premier Resource for Kirkland and the Region

2002 Park Bond Funding: \$200,000 for park improvements and park planning.

efforts for years to come. The community has envisioned a number of goals for the redevelopment of Juanita Beach Park:

- Create multi-use recreational facilities
- Enhance Juanita Creek to create a healthy stream environment.
- Create a wildlife-friendly shoreline
- Improve shoreline water quality for people and wildlife
- Use low impact development and sustainability design principals
- Create community gathering areas
- Maintain and restore the historic Forbes House

For more information on the park master plan, visit us at www.ci.kirkland.wa.us.

What happens next at Juanita Beach?

A portion of Juanita Creek within the park will be restored (funded by a \$500,000 State grant) in 2007. The project will improve fish and wildlife habitat and stabilize stream banks to reduce erosion. In 2009, the first phase of major park renovation is scheduled to occur, featuring continued creek restoration, shoreline improvements, new trails and sidewalks, and new landscaping.



CARILLON WOODS

Preserving Neighborhood Open Space and Restoring our Urban Forests

2002 Park Bond Funding: \$4.45 million for land acquisition and park development:

The City of Kirkland has a wealth of parklands and open spaces. These parks and greenbelts strengthen local neighborhoods, improve property values, and make communities attractive places to live.

The City of Kirkland purchased the former King County Water District #1



property in Central Houghton in 2004. Located on 106th Ave NE between NE 53rd St and NE 55th St, Carillon Woods encompasses nearly 9 acres of woodlands. The property also features steep slopes, wetlands, emerging springs, and serves as the headwaters for Carillon Creek. Park improvements were completed in 2007 featuring trails, new native landscaping, and a forest-themed playground.

Carillon Woods has also benefited from the Green Kirkland Partnership, a community effort to tackle the growing problem of invasive plant species in our urban forests. To date several acres at Carillon Woods have been rid of English Ivy and other undesirable plants, thanks to the amazing and dedicated efforts of many community volunteers.



What happens next at Carillon Woods?

Join us on Saturday, September 22, at 11:00 a.m. for the official Carillon Woods park dedication. Enjoy refreshments, visit information booths and displays, and explore one of Kirkland's great new parks!

and a Livable Community

RECREATION IMPROVEMENTS AT PUBLIC SCHOOLS

A great partnership benefiting neighborhoods, sports groups, and students

2002 Park Bond Funding: \$1.85 million for school recreation facility improvements



Kirkland's partnership with the Lake Washington School District has truly been a win-win relationship for the community. By investing in playfields and other recreation improvements at several Kirkland schools, the City has been able to provide safer, higher quality recreation opportunities for after-school and weekend community use.

The following schools received funding from Kirkland's 2002 park bond for facility upgrades:

- Kirkland Junior High School
- Juanita Elementary School
- Rose Hill Elementary School
- Franklin Elementary School

At Franklin Elementary, additional improvements have been made to make the school campus more attractive and usable by the neighborhood. Park bond funding was used to add additional playground equipment, a picnic shelter, outdoor classroom/group gathering areas, and trails.



NORTH ROSE HILL WOODLANDS PARK

A park designed, built, and loved by the neighborhood

2002 Park Bond Funding: \$900,000 for park and trail development



North Rose Hill Woodlands Park (located off of 124th Ave NE) has undergone quite the expansion, courtesy of both the 2002 voter-approved park bond and the many volunteers associated with Friends of Woodlands Park. In 2005 the park was improved to include a new picnic shelter, new wetland boardwalk trails, asphalt pathways, new native landscaping, and wetland enhancements. The following year, volunteers raised the funds necessary to build one of Kirkland's biggest (and no-doubt best!) playgrounds. Truly a special place!

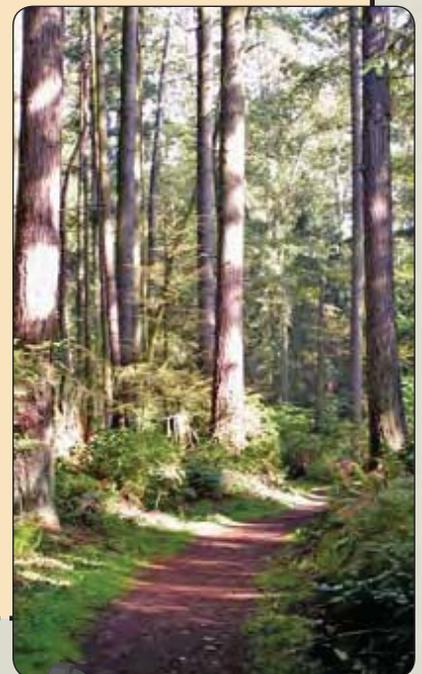


OPEN SPACE ACQUISITION

Preserving habitat and green space for future generations

2002 Park Bond Funding: \$1.0 million for land acquisition

The City is continually looking for opportunities to preserve critical urban wildlife habitat and unique natural resources. Funding from the 2002 Kirkland park bond helped fund acquisition of nearly 8 acres of land near the Heronfield Wetlands in South Juanita, as well as nearly 2 acres of open space adjacent to the Yarrow Bay Wetlands. All told, over 70% of Kirkland's 500-acre park system is comprised of natural areas such as forests and wetlands.



Kirkland Road Maintenance and Pedestrian Safety Levy

November 6, 2012 Voter Initiative Fact Sheet

Background

Kirkland residents have consistently ranked road maintenance as a high priority among all services delivered by the City. Paving conditions have trailed behind public expectations and established City standards. Over the years, reduced Federal and State revenues combined with ever increasing traffic has had a detrimental impact on Kirkland's roads. Funding for roadway repair, maintenance, and safety improvements is in need of a reliable revenue source. When recently surveyed*, 73% of Kirkland residents who responded supported increasing local taxes for the purpose of maintaining and improving Kirkland roads. In the fall of 2011, the City reached out to Neighborhoods and Business Associations with information about the City's road preservation program and to further gauge the public's interest in creating a long term solution to the escalating gap between resources and meeting both community and City road maintenance standards. This levy is in direct response to community input and survey results about Kirkland's roads.

*2012 City of Kirkland Telephone Survey about Citizen Opinions & Priorities

The Road Maintenance and Pedestrian Safety Levy

This measure includes funding to repair potholes, repave and enhance arterials and neighborhood roads, provide safe walking and biking routes to school, and improve pedestrian and driver safety on neighborhood roads. If approved, the measure would accomplish the following:

- Reduce the significant backlog of road repairs;
- Repair potholes and lower long term maintenance costs for roads;
- Build safe routes to schools;
- Proactively improve the overall safety of Kirkland's road, pedestrian and bike network;
- Provide accountability and transparency of citizen's road maintenance and safety investment.

Details of the proposal include:

Road Maintenance and Repair (\$2.7 million/year or 90% of total)

Provides dedicated funding to resurface, restore, or replace approximately 90 lane-miles of arterial streets. Provides funding for preventive maintenance on 650 lane-miles of local and neighborhood streets. Funding more than doubles the current amount of money for resurfacing and restoring Kirkland's roads. Proactive road maintenance reduces costly repairs from road failure and saves taxpayer money.

Examples include resurfacing NE 132nd Street, Totem Lake Boulevard, NE 124th Street, NE 116th Street, Simonds Road.

Safe routes to schools (\$150,000/year or 5% of total)

Provides funding to leverage state and federal grants to build safe routes to school near 12 Kirkland elementary schools. Funding doubles current funding and could leverage \$2 million of additional state and federal grants over 10 years. Providing safe routes to school will increase the number of children who use active transportation which provides health benefits to children and relieves traffic congestion near schools.

Examples include new sidewalks on 84th Avenue NE near Thoreau and Carl Sandburg Elementary Schools, 132nd Avenue NE near Mark Twain Elementary School (??).

Pedestrian and bicycle safety (\$150,000/year or 5% of total)

Provides funding to upgrade 50 crosswalks with new highly visible and energy efficient warning devices, install approximately 500 new Americans with Disabilities Act wheelchair ramps to meet Federal requirements, restripe 230 crosswalks, address neighborhood identified safety improvements, and enhance transit and safety improvements on 8 key transit corridors. The funding will expand a system of pedestrian and bicycle routes that form interconnected networks to safely access commercial areas, schools, transit routes, parks and other destinations. In response to citizen requests, and with the support of neighbors, traffic control devices such as speed cushions, chokers and small traffic circles will be built to address safety hazards within Kirkland Neighborhoods.

Examples include crosswalk upgrades along Juanita-Woodinville Way, Juanita Drive, 124th Avenue NE, NE 108th Street and NE 68th Street.

Cost and accountability

If approved by voters, this proposal would cost the typical homeowner approximately \$__ per year, or 20 cents per \$1,000 of assessed value. The estimated revenue from the total levy is approximately \$3 million per year. The City will produce an annual accountability report documenting actions and program status. Reporting and accountability includes full compliance with non-discrimination policies and Title VI of the Civil Rights Act of 1964.

Additional information

If you have questions about the Road Maintenance and Safety Levy please call the Kirkland Public Works Department at (425) 587-3800. Persons with disabilities may request materials in alternative formats please contact Kari Page, Neighborhood Outreach Coordinator at (425) 587-3011 or email at KPage@kirklandwa.gov.

Kirkland Parks Maintenance, Renovation and Enhancement Levy

Background

In 2011 the City of Kirkland formed a Park Funding Exploratory Committee, an ad-hoc group of nearly 50 citizens representing a wide array of the community's neighborhood, business, education, sports, and civic organizations. The committee was asked to assess and make recommendations on the short and long-term maintenance and capital needs of Kirkland's acclaimed parks and open space system.

In March of 2012 the committee presented its findings and conclusions to the Kirkland City Council. Based on the recommendations of the citizen committee and significant public input, voters are being asked to consider a new funding measure to help maintain and provide additional investments in Kirkland's parks and open spaces.

The Kirkland Parks Maintenance, Renovation and Enhancement Levy

This measure includes funding to preserve, maintain, and enhance Kirkland's parks and natural areas and accomplishes the following:

- Maintains neighborhood, community, and waterfront parks consistent with Kirkland's standards;
- Protects and restores Kirkland's vital urban forests and habitat areas;
- Ensures lifeguards at City swimming beaches;
- Ensures O.O. Denny Park continues to be maintained and operated as a public park;
- Invests in playfields at public schools for neighborhood and community use;
- Completes major repairs and improvements to city waterfront park docks and shorelines for safety and property protection;
- Creates a community recreation trail along the Cross Kirkland Corridor;
- Enhances existing parks such as Waverly Beach Park, Edith Moulton Park, and Juanita Beach Park;
- Preserves open spaces and acquires land for neighborhoods with park needs.

Cost

If approved by voters, this proposal would cost the typical homeowner approximately ___ per year, or 16 cents per \$1,000 of assessed value.

If you have questions about the Kirkland Parks and Natural Areas Levy please call the Kirkland Parks and Community Services Department at (425) 587-3330.

Details of the proposal include:

Parks Maintenance & Operations Funding (\$1.1 million annually)

- ✓ Provides dedicated funding to ensure Kirkland parks are maintained consistent with Kirkland's standards.
- ✓ Provides dedicated funding for lifeguards at Houghton, Waverly, and Juanita beaches to help ensure safety.
- ✓ Provides dedicated funding for the community's Green Kirkland Partnership which restores and provides healthy forests and habitat areas.
- ✓ Provides dedicated funding to maintain O.O. Denny Park, a community waterfront park (current funding for this park is derived from a special tax assessment by the Finn Hill Park and Recreation District on Finn Hill properties which expires in 2014).

Parks Capital Improvements Funding (\$1.25 million annually)

The levy would provide funding to support important renovation and enhancement projects for Kirkland's parks and trails system. High priority projects funded by this proposal would include:

- ✓ Cross Kirkland Corridor Trail. Provides funding to create an interim hiking and biking trail within the 5.75 mile Cross Kirkland Corridor.
- ✓ Edith Moulton Park Improvements. Provides funding to implement renovations to this community park transferred from King County as part of the 2011 annexation.
- ✓ City-School District Playfields Partnership. Provides funding to continue partnership with Lake Washington School District to upgrade school playfields for neighborhood and community use.
- ✓ Dock and Shoreline Renovations. Provides funding for major repairs and improvements to public docks and park shorelines for safety and property protection.
- ✓ Waverly Beach Park Renovation. Provides funding to provide needed improvements to this popular community waterfront park.
- ✓ Open Space and Park Land Acquisition. Provides funding to preserve natural areas and opens spaces and to acquire land for future neighborhood parks in areas of the city where new parks are needed.
- ✓ Juanita Beach Bathhouse Replacement. Provides funding for a new replacement facility for park restrooms, park maintenance and canoe/kayak boating concession.

Proposition 1

City of Bellevue

Parks & Natural Areas Levy

November 4, 2008 Voter Initiative

Background

With the city's existing parks levy expiring this year, voters are being asked to consider a new funding measure to provide additional investments in Bellevue's nationally accredited park system. The measure would replace the purchasing power of the expiring bonds. Following significant public input, Bellevue City Council approved the measure for the November 4 ballot.

The Parks & Natural Areas Levy

This measure includes funding to enhance and maintain the Bellevue Parks & Open Space System. If approved, the package would accomplish the following:

- Protect water quality in Bellevue's lakes and streams and preserve natural areas throughout the city;
- Enhance existing parks such as Bellevue Downtown Park, Surrey Downs, Crossroads Community Park and Bellevue Botanical Garden;
- Invest in sportsfields, trails, community parks, and neighborhood parks; and
- Maintain improvements consistent with Bellevue Parks' standards.

Specific project funding details are further described below:

Acquisition Opportunity Funding (\$10M)

Dedicate resources to obtain land that complements the existing parks system to increase public access to lake shores, preserve open space, protect water quality, increase trail connectivity and create opportunities for new neighborhood parks.

Eastgate Area Community Park (\$6M)

This 27-acre undeveloped site will be improved following a community-based plan to preserve natural areas and add new recreational amenities.

Neighborhood Park Development (\$5M)

Smaller-scale parks will be developed with amenities such as play equipment, open space, and trail connections. Proposed sites are along Lake Sammamish and in the Bridle Trails neighborhoods.

Downtown Park (\$5M)

Complete additional phase of the Downtown Park master plan, including completion of the circle around the waterfall and reflecting pond.

Surrey Downs Community Park (\$3.5M)

Transferred to the City from county ownership in 2005, this park will be improved to offer new sport and recreational amenities for the neighborhood and broader community.

Sports Field Improvements (\$3M)

Building on the expanded capacity of Robinswood Sports Fields, additional synthetic fields will be installed to improve safety and play at Wilburton Hill and Newport Hills parks.

Bellevue Botanical Garden (\$2M)

Planned improvements will expand opportunities for visitors to experience botanical displays and educational programs.

Expansion of Crossroads Community Center to Support Youth Performing Arts (\$2M)

A larger, improved facility will help meet the facility needs of the City's youth performing arts programs.

Lewis Creek Park Phase II (\$2M)

Group picnic areas and more trail connections will complete the planned improvements to this community park.

Trail and Natural Area Improvements (\$2M)

Investments within the City's 1,800-acre open space system will improve forest conditions and stabilize slopes to reduce erosion in the Coal Creek Natural Area, and create hiking and walking trails throughout the City.

Cost

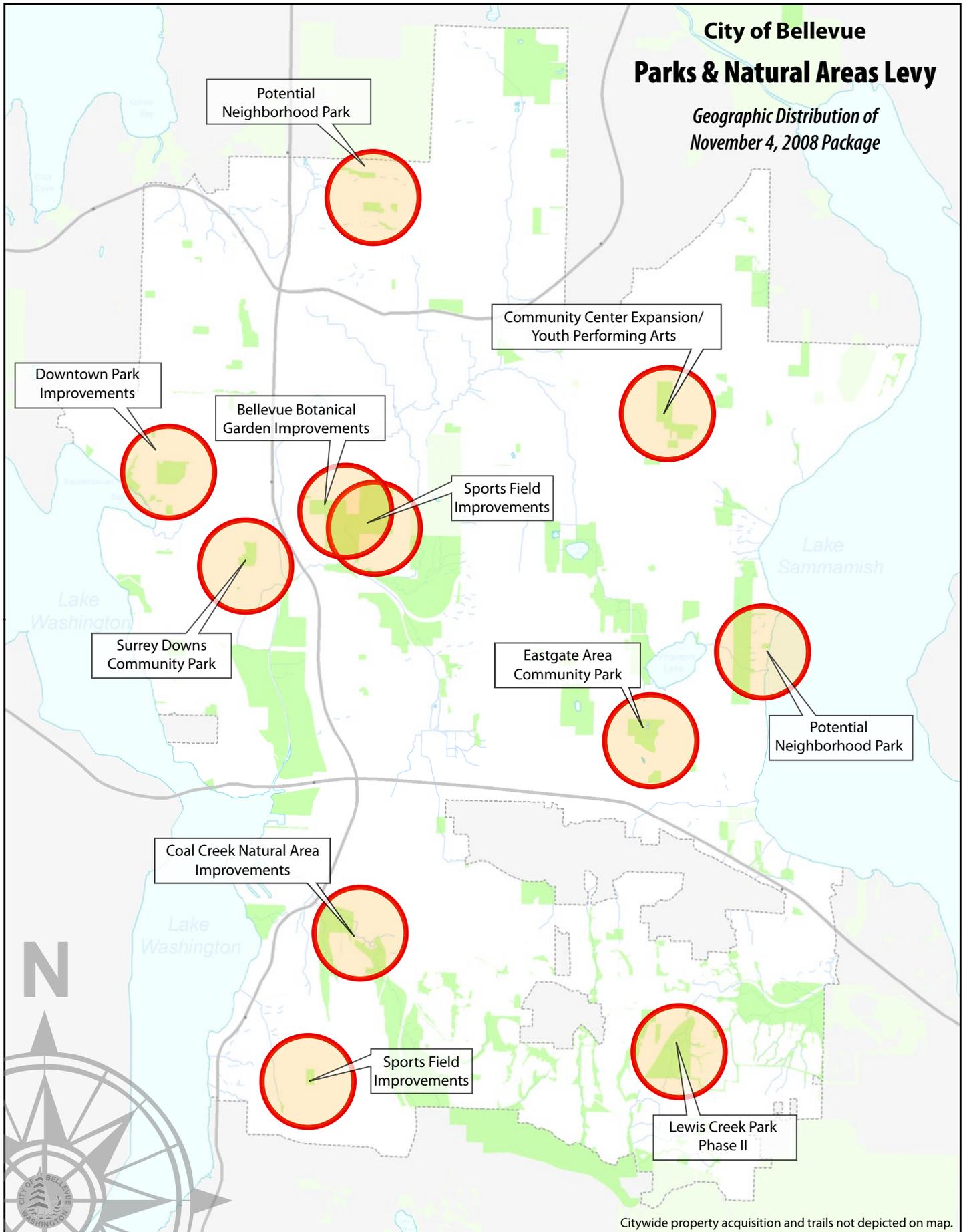
If approved, this measure would cost a typical homeowner about \$71 per year for the next 20 years, or 12 cents per \$1,000 of assessed value. This measure was set to replace the expiring 1988 Bellevue Park Bond which had an average property tax rate of 17 cents per \$1,000 of assessed value.

Additional Information

If you have questions about the Bellevue Parks & Natural Areas Levy, please call the Bellevue Parks & Community Services Department at 425-452-2805.



Geographic Distribution of Levy Package





PROPOSITION 1

Basic Public Safety, Parks and Recreation, and Community Services Maintenance and Operation Levy



Preserving Shoreline's Quality of Life

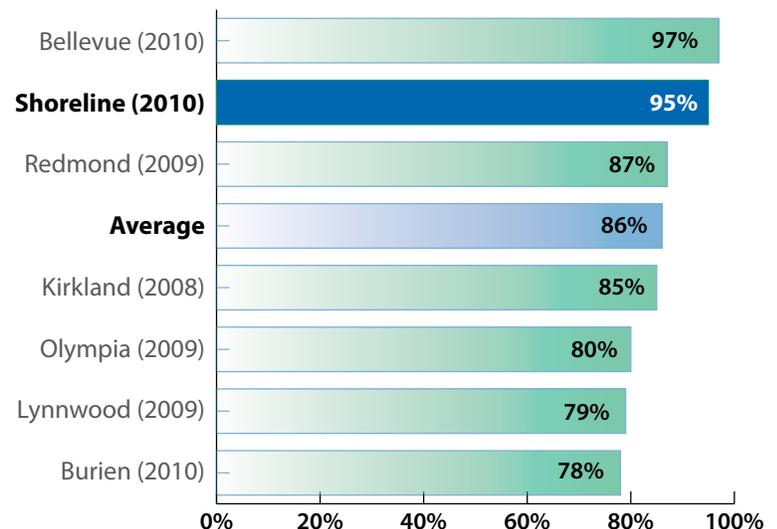
Fifteen years ago, residents incorporated Shoreline as a City so they could receive better, even exceptional, services for their tax dollar. The City of Shoreline has worked hard to implement the vision created by residents and 15 years after incorporation Shoreline families, neighborhoods and businesses have much of which to be proud.

The City's budget aims to provide the quality services that Shoreline families, neighborhoods and businesses want and deserve. Unfortunately, the City's ability to fund these services is facing serious challenges.

Shoreline Proposition 1

If approved by voters on the November 2 ballot, Proposition 1 would set the City's regular property tax rate below the legal limit of \$1.60 at \$1.48 per \$1,000 assessed valuation in 2011. This proposition would maintain current police and emergency protection including neighborhood patrols and crime prevention; preserve safe parks, trails, playgrounds, playfields and the Shoreline pool; and maintain community services including senior center and youth programs.

Percent of Residents Rating City as Excellent or Good Place to Live



**Preserve and maintain basic public safety,
parks and recreation, and community services**



How We Got Here

In 2001 Washington voters approved an initiative measure (I-747) that limited most jurisdictions to an increase in property tax revenue of 1% percent per year, unless a higher rate is authorized by a vote of the people. Although Shoreline voters rejected the measure, it passed statewide and now presents serious challenges to Shoreline's ability to continue providing essential community services.

Since 2000, inflation has increased by 27% while the City's property tax levy, excluding new construction, has increased by just over 9%. As a result, funding has not kept pace for basic City services.

Realizing that the City was facing long term structural issues financially, the City Council appointed an 18 person Citizens Advisory Committee in 2008.

This Committee spent nearly fourteen months studying the City budget and financial challenges. They held twenty public meetings and three community forums before formulating their final recommendations.

The Committee concluded that while the City should continue to seek savings and efficiencies, they recommended that a levy measure be put before the voters to preserve basic services.

The current recession has had an impact on just about everyone including the City, but that is not the cause of the City's long-term financial challenges. The recession resulted in a sharp drop of sales tax and development revenues. The City addressed these revenue losses with a combination of cutting costs and using the City's "Rainy Day" reserves. The Rainy Day fund cannot bridge the long-term financial challenges.

Why Now?

The City has not asked for a voter approved increase in its regular property tax levy since incorporation in 1995.

Over the past several years Shoreline has taken aggressive steps to postpone this inevitable outcome through increased efficiencies, budget cuts, hiring freezes, savings and new revenues.

Current resources are not adequate to sustain current services. Using a six-year projection, starting in 2011 through 2016, the City's cumulative budget shortfall is estimated to be nearly \$15 million.

Where Will the Money Go?

The proposed levy will maintain current levels of service for basic public safety programs; fund safe, well maintained parks and facilities; and maintain community services. The levy will not fund any new services, programs or facilities.

Maintain Public Safety Programs

- Neighborhood Police Patrols
- Crime Prevention Programs
- School Resource Officer
- Police Neighborhood Centers

Keep Vital Community Services

- Youth programs
- Shoreline-Lake Forest Park Senior Center
- Human Services
- Arts and Shoreline Historical Museum

Preserve Parks & Recreation

- Safe, well-maintained and accessible parks and trails
- Playgrounds and playfields that meet safety standards
- Shoreline pool recreation programs for youth, families and seniors

What Happens if the Proposition Doesn't Pass?

The City is asking voters for an increase of \$.28 per \$1,000 to fund basic public safety, parks and recreation and community services. If the measure does not pass, the City will be required to make significant additional cuts to balance the budget.



City Cost Reductions

The City of Shoreline has taken aggressive steps to reduce costs and ensure efficiency, including staff reductions and more than one million dollars in budget cuts since 2005. No cost of living raises (COLA) were paid to City employees in 2010 and none are proposed for 2011.

The City also needed to find more cost-effective ways of doing business. Implemented strategies include:

- Modified employee health benefit policy in 2003 – saving nearly \$1 million.
- Multi-city agreement for jail alternatives resulting in lower annual costs – saving nearly \$300,000 in 2008 alone.
- Brought street sweeping services in-house to increase frequency - saving \$58,000 annually.
- Police canine unit now used on an as-needed basis - saving \$100,000 annually.
- Switched from an analog to an internet based telephone system for City Hall - saving \$100,000 annually.
- Cut 20% of City training budget - saving \$60,500 annually.

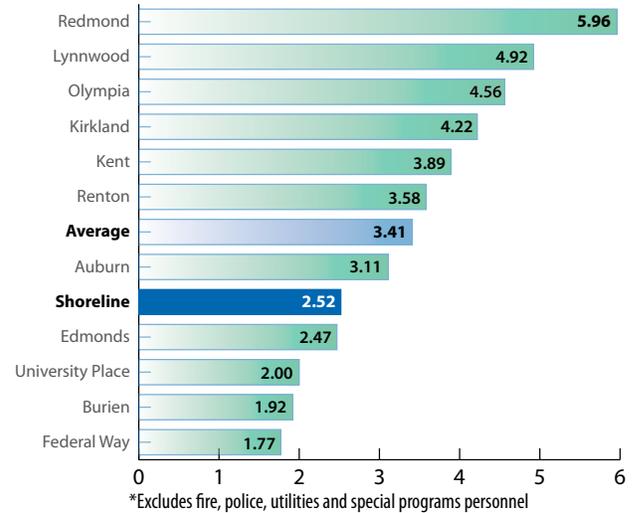
Another way to look at how efficient we are is to compare the number of employees we have per 1,000 population to other cities. As you can see on the graph to the right Shoreline has far fewer staff than comparable cities. Our 2.5 staff per 1,000 population compared with the average 3.4 staff results in 48 fewer employees and an annual savings of over \$3.7 million. The City's compensation policy is to set staff salaries at the median of comparable cities in the Puget Sound Region.

Comparing Our Costs

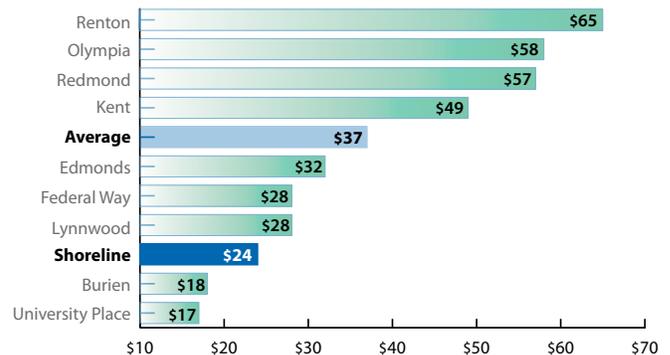
The City continually reviews how we compare with other neighboring cities, especially with spending. As the chart on the right shows, Shoreline is well below the annual average of parks maintenance costs at \$24 per resident.

Another area where we compare costs is public safety. The chart on the right illustrates that our police costs per resident are low compared to other cities in the region. While public safety costs continue to rise, contracting for this service continues to provide a good value for Shoreline residents. Compared to the average, our police costs result in savings of over \$4 million.

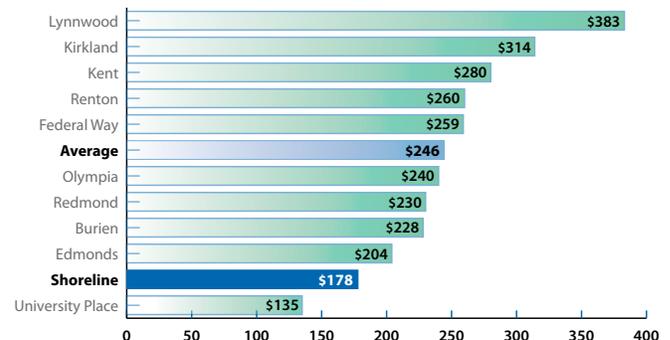
Employees per 1,000 population



Comparative Park Maintenance Costs



Comparative Police Costs





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PROPOSITION 1 FAQs

If approved by voters, what would be the cost of Proposition 1 for the average Shoreline homeowner?

The average Shoreline homeowner, with an assessed home value of approximately \$325,000 would pay \$7.60 more per month in 2011 to maintain current levels of police and emergency protection, parks and recreation and community services. If approved, any increase in the annual levy would not exceed inflation (Seattle region Consumer Price Index [CPI-U]) for 2012-16. Economists project inflation to average 2.4% over this time. The typical homeowner would pay an additional average of \$9.25 per month over the next six years.

How would Proposition 1 affect City property tax rates?

Over the last decade, the City of Shoreline's tax rate declined by 25%. Since assessed values increased faster than the 1% limit mandated by I-747, property tax rates were reduced to comply with state law.

Proposition 1 would set the City's regular property tax rate below the legal limit of \$1.60 at \$1.48 per \$1,000 assessed valuation in 2011.

What about seniors on a fixed income?

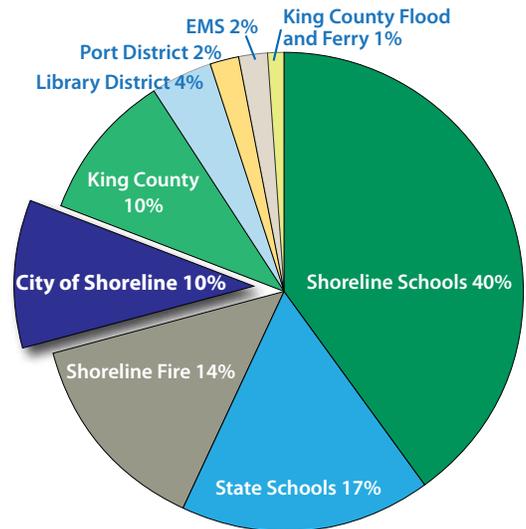
Senior citizens or disabled persons may qualify for tax exemptions or tax deferrals. Contact the King County Assessor's Office at (206) 296-3920 for information.

More information:

Visit the City's website at shorelinewa.gov or contact Management Analyst Eric Bratton at (206) 801-2217 or erbratton@shorelinewa.gov.

Resident Property Tax Allocations

In 2010 a typical homeowner will pay about 10% of their total property tax bill to the City of Shoreline, which is approximately \$392 for City services.



Election Day - Tuesday, Nov. 2



LEVY LID LIFT #2: Parks Proposal

(All numbers quoted are on an annual basis.)

Proposed Levy Lid Lift: \$0.03 increase submitted to voters in summer 2007

How much money does it generate? \$365,000 in 2008

Will this revenue keep pace with inflation or the cost of the proposed Parks programs?

No. Council may approve up to a 1% increase in property taxes. Cost of Parks programs growing at nearly 6% per year.

What is proposed to be funded with this levy lid lift?

- 1 Teen Center Program Assistant (\$58,000/year)
- Unfunded maintenance & operations associated with parks and road right-of-way capital projects completed prior to 2007 (\$307,000/year). Maintenance funding is requested for parks, open space and road right-of-way projects such as New City Hall & Parking Garage landscaping, Southeast Redmond Park, Juel Park interim use, Edge Skate Park Phase II, West Lake Sammamish Parkway Phase II, Idylwood Stream landscaping, Bridle Crest Trail, Bel-Red Road, 140th Ave NE and Union Hill Road landscaping, and new street trees.

What is NOT funded with this levy lid lift and the implications?

- NO money to pay for maintenance of new parks and road right-of-ways coming on line in 2007 and thereafter including any other projects which may be associated with a future parks bond. It is important to note the Parks Board supports a higher levy, in the range of \$.07 to \$.10, to address the cost of maintaining the existing and new parks system including programming.

IMPLICATION: Lack of maintenance and operation funding for new parks and road right-of-way projects will affect the look and feel of the City and lead to faster deterioration of capital improvements as there will be no money for upkeep. Examples of projects which will be affected include trail development, Dudley Carter site, Redmond Fall City Highway, Bear Creek Parkway, Old Redmond Road, Microsoft Overpass, NW Neighborhood Park, East Redmond Park Corridor, NE Neighborhood Park, Splash Parks, Senior Center Improvements, Perrigo Park Phase II, Bear Evans Creek Trail and Greenway, and any projects associated with a citywide parks bond.

New Rate*:

$$\begin{array}{c} \text{2007} \\ \text{Levy Rate} \\ \text{\$1.18} \end{array} + \begin{array}{c} \text{Levy Lid Lift \#2} \\ \text{\$0.03} \end{array} = \begin{array}{c} \text{Estimate 2008} \\ \text{Levy Rate} \\ \text{\$1.21} \end{array} \text{ OR } \begin{array}{c} \text{3\%} \\ \text{Increase} \end{array}$$

Impact of Levy Lid Lift #2 by Neighborhood*:

| Neighborhood | 2007 Assessed Valuation | 2007 Redmond's Property Tax Bill | Estimated Redmond's 2008 Property Tax Bill (incl. \$0.03 Lid Lift)* | Incremental Increase | % Increase in Redmond's Property Tax Bill |
|-----------------|-------------------------|----------------------------------|---|----------------------|---|
| View Ridge East | \$409,000 | \$483 | \$495 | \$12 | 3% |
| Rose Hill | \$347,000 | \$409 | \$420 | \$10 | 3% |
| Education Hill | \$309,000 | \$365 | \$374 | \$9 | 3% |
| Marymoor Hill | \$616,000 | \$727 | \$745 | \$18 | 3% |
| Abbey Road | \$556,000 | \$656 | \$673 | \$17 | 3% |
| Sheffield Green | \$450,000 | \$531 | \$545 | \$14 | 3% |
| North Redmond | \$650,000 | \$767 | \$787 | \$20 | 3% |

*Based on selective sampling of 2007 Assessed Valuation and property tax bills. Actuals for 2008 will vary.

ORDINANCE NO. _____

AN ORDINANCE providing for the submission to the qualified electors of the City of Kirkland at an election to be held on November 6, 2012, of a proposition authorizing an increase the City's regular property tax levy and the City's property tax levy base by \$.204 per \$1,000 of assessed valuation [for a ___-year period] in order to pay costs of maintenance and operations and fund the improvement and development of roads and pedestrian safety projects.

APPROVED ON JULY 17, 2012

PREPARED BY:

K&L GATES LLP
Seattle, Washington

ORDINANCE NO. ____

AN ORDINANCE providing for the submission to the qualified electors of the City of Kirkland at an election to be held on November 6, 2012, of a proposition authorizing an increase the City's regular property tax levy and the City's property tax levy base by \$.204 per \$1,000 of assessed valuation [for a __-year period] in order to pay costs of maintenance and operations and fund the improvement and development of roads and pedestrian safety projects.

WHEREAS, the City Council of the City of Kirkland, Washington (the "City") has previously approves a Transportation Plan (the "Plan") as part of the Kirkland Comprehensive Plan, which calls for the City to provide safe and accessible roads and transportation that supports the City's land use plan, create a transportation system which allows the mobility of people and goods, maintain existing adopted levels of service for important public facilities, plan for a fair share of regional growth, and solve regional problems that affect the City through regional coordination and partnerships; and

WHEREAS, in order to implement the transportation capital goals under the Plan, and to maintain and operate City roads to City standards in the future, the City is in need of additional funding to supplement City funds to be applied to these purposes; and

WHEREAS, RCW 84.55.050 authorizes the voters of a City to permit the levy of taxes in excess of the levy limitations established in RCW 84.55.010 pursuant to a "levy lid lift"; and

WHEREAS, the City Council has determined to fund the Plan on an ongoing basis and in the future with the proceeds of a [permanent] levy lid lift [for a period of __ years] to be placed before the voters of the City pursuant to this ordinance; and

WHEREAS, to fund all or a portion of the cost of capital improvements for road maintenance and safety consistent with the Plan on an ongoing and future basis and identified in Section 1 hereof (the "Road Improvements"), the City Council proposes to present a ballot proposition to the City's voters to increase the City's regular property tax levy in an amount of \$.204 per \$1,000 for collection in [the years] 2013 [through ____][and to provide that the dollar amount of such levy be used for the purpose of computing the limitations for subsequent levies provided for in RCW ch.84.55];

NOW, THEREFORE, the City Council of the City of Kirkland does ordain as follows:

Section 1. In order to provide safe and accessible roads and transportation that supports the City's land use plan, to create a transportation system which allows the mobility of people and goods, to maintain existing adopted levels of service for important public facilities, to plan for a fair share of regional growth, and to solve regional problems that affect the City through regional coordination and partnerships, the City Council approves a Transportation Plan (the "Plan") from time to time as a part of the Kirkland Comprehensive Plan. The Plan includes but is not limited to the following road maintenance and safety improvements for

neighborhood streets and arterials, including resurfacing, pothole repair, pedestrian safety improvements, sidewalks and crosswalks:

- Resurface, restore or replace approximately 90 lane-miles of arterial streets;
- Provide preventive maintenance on 650 lane-miles of local and neighborhood streets,
- Create safe routes to school near 12 elementary schools,
- Upgrade 50 crosswalks with new highly visible and energy efficient warning devices,
- Install approximately 500 new Americans with Disabilities Act wheelchair ramps to meet federal requirements,
- Restripe 450 crosswalks,
- Address neighborhood-identified safety improvements,
- Enhance transit and safety improvements on eight key transit corridors, and
- Produce an annual accountability report documenting actions and program status.

(collectively, "Road Improvements").

The cost of all necessary appraisals, negotiation, closing, architectural, engineering, financial, legal and other consulting services, inspection and testing, administrative and relocation expenses and other costs incurred in connection with the foregoing Road Improvements shall be deemed a part of the costs of such Road Improvements.

The City Council shall determine the exact specifications for the Road Improvements as well as the timing, order and manner of completing the Road Improvements. By ordinance of the City, the Council may alter, make substitutions to and amend the description of any Road Improvement as it determines is in the best interests of the City and consistent with the general descriptions provided herein. By ordinance, the City Council shall determine the application of moneys available for the Road Improvements set forth above so as to accomplish, as nearly as may be, all of the Road Improvements described.

If the City Council, by ordinance, shall determine that it has become impractical to acquire, construct or equip all or any portion of the Road Improvements by reason of changed conditions, incompatible development, costs substantially in excess of the amount of tax levies and other City funds estimated to be available, or acquisition by a superior governmental authority, the City shall not be required to acquire, construct or equip such portions. If all of the Road Improvements have been constructed or acquired or duly provided for, or found to be impractical, the City may apply the levy proceeds (including earnings thereon) or any portion

thereof to other transportation purposes as the Council, by ordinance and in its discretion, shall determine.

Section 2. It is hereby found that the best interests of the inhabitants of the City require the submission to the qualified electors of the City of a proposition whether the City shall levy regular property taxes above the limitations established in RCW 84.55.010 for approval or rejection at the general election to be held on November 6, 2012, a proposition to increase the City's regular property tax levy by \$.204 per \$1,000 of assessed valuation for [a period of ____ years, with the first]collection beginning in 2013 (with an estimated total [annual] collection amount [in 2013] of \$3,000,000 based on current estimates of assessed valuation) for the road purposes described herein. [The dollar amount of such increased levy shall be used for the purpose of computing the limitations for subsequent levies provided for in RCW ch.84.55.] King County Elections, as *ex officio* supervisor of elections in King County, Washington, is hereby requested to assume jurisdiction of and to submit to the qualified electors of the City the proposition hereinafter set forth.

The City Clerk is hereby authorized and directed, not less than 84 days prior to such election date, to certify the proposition to King County Elections in the following form:

CITY OF KIRKLAND
PROPOSITION NO. ____

LEVY FOR CITY ROAD MAINTENANCE AND SAFETY

The Kirkland City Council adopted Ordinance No. ____ concerning a proposition for a road levy rate increase. To fund road maintenance and safety improvements for neighborhood streets and arterials, including resurfacing, pothole repair, pedestrian safety improvements, school walk routes, sidewalks and crosswalks, the City's regular property tax levy shall be increased by \$.204 per \$1,000 of assessed value, [on a permanent basis], for [a period of ____ years for] collection [beginning] in [years]2013 [through ____][and such amount shall be used for the purpose of computing the limitations for subsequent levies provided under RCW ch.84.55]. Should this proposition be:

APPROVED?

REJECTED?

Certification of such proposition by the City Clerk to King County Elections, in accordance with law, prior to the date of such election, and any other acts consistent with the authority, and prior to the effective date, of this ordinance, are hereby ratified.

Section 3. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent

jurisdiction; such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication.

Passed by a majority vote of the Kirkland City Council in regular, open meeting this 17th day of July, 2012 and approved by the City Council as required by law.

Signed in authentication thereof this 17th day of July, 2012.

MAYOR

ATTEST:

City Clerk

Approved as to Form:

CERTIFICATE

I, the undersigned, City Clerk of the City of Kirkland, Washington (the "City"), and keeper of the records of the City Council (the "Council"), DO HEREBY CERTIFY:

1. That the attached ordinance is a true and correct copy of Ordinance No. ____ of the Council (the "Ordinance"), duly passed at a regular meeting thereof held on the 17th day of July, 2012.

2. That said meeting was duly convened and held in all respects in accordance with law, and to the extent required by law, due and proper notice of such meeting was given; that a legal quorum was present throughout the meeting and a legally sufficient number of members of the Council voted in the proper manner for the adoption of said Ordinance; that all other requirements and proceedings incident to the proper adoption of said Ordinance have been duly fulfilled, carried out and otherwise observed; and that I am authorized to execute this certificate.

Dated this ____ day of _____, 2012.

City Clerk

CITY OF KIRKLAND

OFFICIAL BALLOT

LEVY FOR CITY ROAD MAINTENANCE AND PEDESTRIAN SAFETY

November 6, 2012

INSTRUCTION TO VOTERS: To vote in favor of the following proposition, place a cross (X) in the square opposite the word "APPROVED?"; to vote against the following proposition, place a cross (X) in the square opposite the word "REJECTED?."

CITY OF KIRKLAND

PROPOSITION NO. ____
CITY OF KIRKLAND

LEVY FOR CITY ROAD MAINTENANCE AND PEDESTRIAN SAFETY

The Kirkland City Council adopted Ordinance No. ____ concerning a proposition for a road levy rate increase. To fund road maintenance and safety improvements for neighborhood streets and arterials, including resurfacing, pothole repair, pedestrian safety improvements, school walk routes, sidewalks and crosswalks, the City's regular property tax levy shall be increased by \$.204 per \$1,000 of assessed value, on a permanent basis, for collection beginning in 2013 and such amount shall be used for the purpose of computing the limitations for subsequent levies provided under RCW ch.84.55. Should this proposition be:

OR

The Kirkland City Council adopted Ordinance No. ____ concerning a proposition for a road levy rate increase. To fund road maintenance and safety improvements for neighborhood streets and arterials, including resurfacing, pothole repair, pedestrian safety improvements, school walk routes, sidewalks and crosswalks, the City's regular property tax levy shall be increased by \$.204 per \$1,000 of assessed value for a term of ____ years for collection in years 2013 through _____. Should this proposition be:

APPROVED?

REJECTED?

ORDINANCE NO. _____

AN ORDINANCE providing for the submission to the qualified electors of the City of Kirkland at an election to be held on November 6, 2012, of a proposition authorizing an increase the City's regular property tax levy and the City's property tax levy base by \$.16 per \$1,000 of assessed valuation [for a ____ -year period] in order to pay costs of maintenance and operations and to fund the acquisition, improvement, and development of open space and park facilities and.

APPROVED ON JULY 17, 2012

PREPARED BY:

K&L GATES LLP
Seattle, Washington

ORDINANCE NO. ____

AN ORDINANCE providing for the submission to the qualified electors of the City of Kirkland at an election to be held on November 6, 2012, of a proposition authorizing an increase the City's regular property tax levy and the City's property tax levy base by \$.16 per \$1,000 of assessed valuation [for a ___-year period] in order to fund the acquisition, improvement, and development of open space and park facilities and to pay costs of maintenance and operations.

WHEREAS, the City of Kirkland, Washington (the "City") natural system of parks and wetlands that provide residents with important natural open space and critical urban wildlife habitat as part of a balanced park system, which help define the City and make it unique; and

WHEREAS, in order to maintain and operate parks and recreation areas to City standards, the City is in need of additional funds to supplement City funds; and

WHEREAS, the City Council has previously approved a Parks, Recreation & Open Space Plan ("PROS") as part of the Kirkland Comprehensive Plan;

WHEREAS, PROS calls for the acquisition of open space and parks that add to the City's existing holdings to expand and enhance the range and quality of facilities, preserve natural areas, provide trail corridors and open space buffers, and additional community and neighborhood parks, and which calls for the acquisition, improvement and development of various City parks and recreation facilities; and

WHEREAS, in order to implement the parks, recreation, and open space capital goals under PROS, the City also need of additional funding to supplement City funds; and

WHEREAS, RCW 84.55.050 authorizes the voters of a City to permit the levy of taxes in excess of the levy limitations established in RCW 84.55.010 pursuant to a "levy lid lift"; and

WHEREAS, the City Council has determined to fund PROS on an ongoing basis and in the future with the proceeds of a [permanent] levy lid lift [for a period of ___ years] to be placed before the voters of the City pursuant to this ordinance; and

WHEREAS, to fund all or a portion of the cost of park and open space maintenance and capital improvements under PROS, the City Council proposes to present a ballot proposition to the City's voters to increase the City's regular property tax levy in an amount of \$.16 per \$1,000 for collection in [the years] 2013 [through ___][and to provide that the dollar amount of such levy be used for the purpose of computing the limitations for subsequent levies provided for in RCW ch.84.55];

NOW, THEREFORE, the City Council of the City of Kirkland does ordain as follows:

Section 1. The City Council hereby finds that the best interests of the inhabitants of the City require the City to operate and maintain its parks and recreation areas to City standards and further to acquire, expand and enhance its park, recreation area and open space in accordance with PROS ("Park Improvements").

Initially, the identified operation and maintenance expenditures are anticipated to be \$1,095,000 and include:

- a. Restoration of Maintenance and Operations, including Beach Lifeguards;
- b. Assumption of O.O. Denny Park Maintenance from the Finn Hill Park and Recreation District; and
- c. Forest and Habitat Restoration;

Initially, the capital improvement expenditures are estimated to be \$1,250,000 and include:

- i. Waverly Beach Park Renovation (improvements to community waterfront park);
- ii. Juanita Beach Bathhouse Replacement (replacement facility for park restrooms, maintenance storage and canoe/kayak boating concession);
- iii. Dock and Shoreline Renovations (major repairs and improvements to public docks and park shorelines for safety and property protection);
- iv. City-School Playfield Partnerships (continuation of partnership with Lake Washington School District to upgrade school playfields for neighborhood and community use);
- v. Neighborhood Park Land Acquisition (funding to acquire land for future neighborhood parks);
- vi. Edith Moulton Park Renovation (completion of renovations to community park transferred from King County as part of the 2011 annexation); and
- vii. Cross Kirkland Corridor Trail (an interim hiking trail within the 5.75 mile Cross Kirkland Corridor).

Future Park Improvements, including operation and maintenance priorities, will be identified and undertaken in accordance with PROS and the Capital Improvement Program as prioritized by the Park Board and City Council.

The cost of all necessary appraisals, negotiation, closing, architectural, engineering, financial, legal and other consulting services, inspection and testing, administrative and relocation expenses and other costs incurred in connection with the foregoing Park Improvements shall be deemed a part of the costs of such Park Improvements.

The City Council shall determine the exact specifications for the Park Improvements as well as the timing, order and manner of completing the Park Improvements. By ordinance of the City, the Council may alter, make substitutions to and amend the description of any Park Improvement as it determines is in the best interests of the City and consistent with the general descriptions provided herein. By ordinance, the City Council shall determine the application of moneys available for the Park Improvements set forth above so as to accomplish, as nearly as may be, all of the Park Improvements described.

If the City Council, by ordinance, shall determine that it has become impractical to acquire, construct or equip all or any portion of the Park Improvements by reason of changed conditions, incompatible development, costs substantially in excess of the amount of tax levies and other City funds estimated to be available, or acquisition by a superior governmental authority, the City shall not be required to acquire, construct or equip such portions. If all of the Park Improvements have been constructed or acquired or duly provided for, or found to be impractical, the City may apply the levy proceeds (including earnings thereon) or any portion thereof to other open space, park and recreation purposes as the Council, by ordinance and in its discretion, shall determine.

Section 2. It is hereby found that the best interests of the inhabitants of the City require the submission to the qualified electors of the City of a proposition whether the City shall levy regular property taxes above the limitations established in RCW 84.55.010 for approval or rejection at the general election to be held on November 6, 2012, a proposition to increase the City's regular property tax levy by \$.16 per \$1,000 of assessed valuation for [a period of ____ years, with the first]collection beginning in 2013 (with an estimated total [annual] collection amount [in 2013] of \$2,345,000 based on current estimates of assessed valuation) for the park purposes described herein. [The dollar amount of such increased levy shall be used for the purpose of computing the limitations for subsequent levies provided for in RCW ch.84.55.] King County Elections, as *ex officio* supervisor of elections in King County, Washington, is hereby requested to assume jurisdiction of and to submit to the qualified electors of the City the proposition hereinafter set forth.

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CITY OF KIRKLAND
PROPOSITION NO. ____

LEVY FOR CITY PARKS MAINTENANCE, RESTORATION AND
ENHANCEMENT

The Kirkland City Council adopted Ordinance No. ____ concerning a proposition for a park levy rate increase. To fund maintenance, operation and preservation of parks and natural areas, beach lifeguards, dock restoration, trail and playfield improvements and the acquisition of parkland and open space, the City's regular property tax levy base shall be increased by \$.16 per \$1,000 of assessed value for [a term of ____ years, for]collection [beginning] in [years]2013 [through ____][and such amount shall be used for the purpose of computing the limitations for subsequent levies provided under RCW ch.84.55]. Should this proposition be:

APPROVED?

REJECTED?

Certification of such proposition by the City Clerk to King County Elections, in accordance with law, prior to the date of such election, and any other acts consistent with the authority, and prior to the effective date, of this ordinance, are hereby ratified.

Section 3. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction; such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication.

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Signed in authentication thereof this 17th day of July, 2012.

MAYOR

ATTEST:

City Clerk

Approved as to Form:

CERTIFICATE

I, the undersigned, City Clerk of the City of Kirkland, Washington (the "City"), and keeper of the records of the City Council (the "Council"), DO HEREBY CERTIFY:

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2. That said meeting was duly convened and held in all respects in accordance with law, and to the extent required by law, due and proper notice of such meeting was given; that a legal quorum was present throughout the meeting and a legally sufficient number of members of the Council voted in the proper manner for the adoption of said Ordinance; that all other requirements and proceedings incident to the proper adoption of said Ordinance have been duly fulfilled, carried out and otherwise observed; and that I am authorized to execute this certificate.

Dated this ____ day of _____, 2012.

City Clerk

CITY OF KIRKLAND

OFFICIAL BALLOT

LEVY FOR CITY PARKS MAINTENANCE, RESTORATION AND
ENHANCEMENT

November 6, 2012

INSTRUCTION TO VOTERS: To vote in favor of the following proposition, place a cross (X) in the square opposite the word "APPROVED?"; to vote against the following proposition, place a cross (X) in the square opposite the word "REJECTED?."

CITY OF KIRKLAND

PROPOSITION NO. ____
CITY OF KIRKLAND

LEVY FOR CITY PARKS MAINTENANCE, RESTORATION AND
ENHANCEMENT

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OR

The Kirkland City Council adopted Ordinance No. ____ concerning a proposition for a park levy rate increase. To fund maintenance, operation and preservation of parks and natural areas, beach lifeguards, dock restoration, trail and playfield improvements and the acquisition of parkland and open space, the City's regular property tax levy base shall be increased by \$.16 per \$1,000 of assessed value for a term of ____ years, for collection in years 2013 through _____. Should this proposition be:

APPROVED?

REJECTED?