



# CITY OF KIRKLAND

## CITY COUNCIL

James Lauinger, Mayor • Joan McBride, Deputy Mayor • Dave Asher • Mary-Alyce Burleigh  
Jessica Greenway • Tom Hodgson • Bob Sternoff • David Ramsay, City Manager

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### AGENDA

#### KIRKLAND CITY COUNCIL MEETING

City Council Chamber  
Tuesday, April 1, 2008

**6:00 p.m. – Study Session – Peter Kirk Room**  
**7:30 p.m. – Regular Meeting**

COUNCIL AGENDA materials are available on the City of Kirkland website [www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us), at the Public Resource Area at City Hall or at the Kirkland Library on the Friday afternoon prior to the City Council meeting. Information regarding specific agenda topics may also be obtained from the City Clerk's Office on the Friday preceding the Council meeting. You are encouraged to call the City Clerk's Office (587-3190) or the City Manager's Office (587-3001) if you have any questions concerning City Council meetings, City services, or other municipal matters. The City of Kirkland strives to accommodate people with disabilities. Please contact the City Clerk's Office at 587-3190, or for TTY service call 587-3111 (by noon on Monday) if we can be of assistance. If you should experience difficulty hearing the proceedings, please bring this to the attention of the Council by raising your hand.

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*, Peter Kirk Room
  - a. Joint Meeting with Transportation Commission
  - b. Concurrency
4. *EXECUTIVE SESSION*
5. *SPECIAL PRESENTATIONS*
  - a. City Recreation Scholarship Fund Donation – Rotary Club
  - b. Introducing Deborah (Deb) Powers, Urban Forester
  - c. Child Abuse Prevention Month Proclamation
  - d. Records and Information Management Month Proclamation
  - e. Green Tips
6. *REPORTS*
  - a. *City Council*
    - (1) Regional Issues

**EXECUTIVE SESSIONS** may be held by the City Council to discuss matters where confidentiality is required for the public interest, including buying and selling property, certain personnel issues, and lawsuits. An executive session is the only type of Council meeting permitted by law to be closed to the public and news media

**ITEMS FROM THE AUDIENCE** provides an opportunity for members of the public to address the Council on any subject which is not of a quasi-judicial nature or scheduled for a public hearing. (Items which may not be addressed under Items from the Audience are indicated by an asterisk\*). The Council will receive comments on other issues, whether the matter is otherwise on the agenda for the same meeting or not. Speaker's remarks will be limited to three minutes apiece. No more than three speakers may address the Council on any one subject. However, if both proponents and opponents wish to speak, then up to three proponents and up to three opponents of the matter may address the Council.

**CONSENT CALENDAR** consists of those items which are considered routine, for which a staff recommendation has been prepared, and for items which Council has previously discussed and no further discussion is required. The entire Consent Calendar is normally approved with one vote. Any Council Member may ask questions about items on the Consent Calendar before a vote is taken, or request that an item be removed from the Consent Calendar and placed on the regular agenda for more detailed discussion.

- b. *City Manager*
  - (1) Legislative Session Status Report
  - (2) Totem Lake Neighborhood Meeting
  - (3) Calendar Update

7. *COMMUNICATIONS*

- a. *Items from the Audience*
  
- b. *Petitions*

8. *CONSENT CALENDAR*

- a. *Approval of Minutes:*
  - (1) March 13, 2008
  - (2) March 18, 2008
  - (3) March 24, 2008

- b. *Audit of Accounts:*
  - Payroll*        \$
  - Bills*            \$

- c. *General Correspondence*

- (1) Lori Isch, Regarding Transit-Oriented-Development at the South Kirkland Park & Ride
- (2) Natalie McFall, Regarding Enhanced Pedestrian Safety
- (3) Robert L. Style, Regarding the City's Use of Speed Bumps

- d. *Claims*

- (1) Edward J Gibson, Elliott A. Gibson, and Evan A. Gibson
- (2) Diane and Laurence Fennema

- e. *Award of Bids*

- f. *Acceptance of Public Improvements and Establishing Lien Period*

- g. *Approval of Agreements*

- (1) R-4693, Approving an Interlocal Agreement Between the City of Kirkland and the King County Road Services Division, to Provide Road-Related Services on an "As Requested" Basis and Authorizing the City Manager to Sign the Agreement on Behalf of the City of Kirkland

**GENERAL CORRESPONDENCE**  
Letters of a general nature (complaints, requests for service, etc.) are submitted to the Council with a staff recommendation. Letters relating to quasi-judicial matters (including land use public hearings) are also listed on the agenda. Copies of the letters are placed in the hearing file and then presented to the Council at the time the matter is officially brought to the Council for a decision.

**ORDINANCES** are legislative acts or local laws. They are the most permanent and binding form of Council action, and may be changed or repealed only by a subsequent ordinance. Ordinances normally become effective five days after the ordinance is published in the City's official newspaper.

**RESOLUTIONS** are adopted to express the policy of the Council, or to direct certain types of administrative action. A resolution may be changed by adoption of a subsequent resolution.

**PUBLIC HEARINGS** are held to receive public comment on important matters before the Council. You are welcome to offer your comments after being recognized by the Mayor. After all persons have spoken, the hearing is closed to public comment and the Council proceeds with its deliberation and decision making.

*h. Other Items of Business*

- (1) Appointment of Parking Advisory Board Member
- (2) R-4694, Relinquishing Any Interest the City May Have in an Unopened Right-of-Way as Described Herein and Requested by Property Owner Shirl Hollingsworth
- (3) R-4695, Relinquishing Any Interest the City May Have in an Unopened Right-of-Way as Described Herein and Requested by Property Owners Warren William Smythe and Helen E. Smythe
- (4) Report on Procurement Activities

*9. PUBLIC HEARINGS*

*10. UNFINISHED BUSINESS*

*11. NEW BUSINESS*

- a.* Cascade Land Conservancy Leadership City
- b.* Approving Funds for NE 85<sup>th</sup> Street Emergency Watermain Repair
- c.* Proposed Metro Service Changes

*12. ANNOUNCEMENTS*

*13. ADJOURNMENT*

**NEW BUSINESS** consists of items which have not previously been reviewed by the Council, and which may require discussion and policy direction from the Council.

**CITY OF KIRKLAND**

123 Fifth Avenue, Kirkland, WA 98033 (425) 587-3000  
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**To:** City Council  
**From:** Transportation Commission, Jon Pascal Chair  
**Date:** March 21, 2008  
**Subject:** Transportation Commission- Council Study Session

**RECOMMENDATION:**

It is recommended that the Council discuss future work topics with the Commission and review past accomplishments.

**BACKGROUND DISCUSSION:**

This memo is divided into three sections:

1. New issues that the Commission would like to examine during 2008
2. Other 2008 work items
3. Highlights of 2007 work

**1. NEW 2008 WORK PLAN ITEMS**

Table 1 shows the 2008 Transportation Commission work plan as drafted by the Commission. It is broken into three categories; items that occur each year, new items and items that are carried over from last year. This section of the memo describes new items proposed for 2008.

**Mode Split.** Mode split is an often misunderstood factor that has an important role in transportation planning for Kirkland. We would like to explore how mode split is being used, how we are measuring it and what progress we are making toward our mode split goals. If the Commission finds policy changes are necessary they would be recommended to the City Council.

**Downtown traffic.** There is much interest in proposed redevelopment projects downtown. Much of the interest revolves around how traffic from these projects will fit into the existing transportation system. The Commission would like to understand how various projects will interact with each other and offer policy recommendations to Council.

**Ferry District/Ferry Service.** The Ferry District has funded plans to begin service between Kirkland and Seattle. The Commission would like to serve as a sounding board for Council on these proposals; vetting them and making recommendations to Council.

**Traffic Impact analysis.** The policies and practices that are used by the Public Works Department to conduct traffic studies under SEPA have not been substantially updated in almost ten years. We would like to review these policies and if necessary, recommend changes to Council.

**BNSF right-of-way** The Commission feels that the City's top transportation opportunity is BNSF row. Our interest here is to study and get out in front of issues like the development of heavy rail use and helping Council advance Kirkland's interests rather than responding to proposals as they come in.

TABLE 1 **Draft** Transportation Commission **2008** Work Plan

Where particular months have been identified for working on an issue, the months are noted in bold type.

<b>Items that occur each year</b>
<b>Joint meeting with City Council.</b>
<b>Legislative update April</b> (after the close of the legislative session)
<b>Comprehensive Plan</b> No 2008 update is proposed, because the 2007 update was carried over to 2008.
<b>Neighborhood Plans</b> Participate in preparation of Houghton and Lakeview neighborhood plans as needed.
<b>Grants</b> Review grant activity via regular written updates
<b>Planning Commission</b> Communication with Planning Commission on issues of joint interest.
<b>Elect officers December.</b>
<b>CIP</b> Support CIP development in a strategic manner. Review funding levels and sources as well as policies that guide priorities. Examine the funded project list at a high level. Discuss before projects are determined. 2008 is a major CIP year. <b>May</b>
<b>Neighborhoods</b> Discuss role of transportation commission with neighborhood groups. Involve neighborhood coordinator
<b>New items</b>
<b>Mode Split.</b> What mode split should be assumed for long range planning? How is mode split measured? How do we know if we are making progress toward our goal?
<b>Downtown traffic.</b> Review impacts of proposed and approved downtown redevelopment projects.
<b>Ferry District/Ferry Service.</b> There are many unanswered questions about ferry service between Kirkland and Seattle, however we do know that the Ferry district currently plans to provide such service as a pilot project in the future. Commission would serve as a sounding board for ferry district proposals and make recommendations to Council.
<b>Traffic Impact analysis.</b> Commission would evaluate current policies for conducting traffic impact analyses and recommend changes. This would include exploring the role of the Commission in reviewing projects and also how and when improvements are required under SEPA. Further, when development projects in other cities have impacts on Kirkland, how should those impacts be mitigated.
<b>BNSF right-of-way</b> Look at heavy rail, light rail and trail options to help Kirkland be proactive about achieving its interests.
<b>Safety</b> Evaluate and recommend policies on a) lighting b) Red light running at traffic signals c)safety at signalized intersections
<b>Access Policy.</b> Review existing policy on access to City streets recommend changes to the City Council.
<b>Items carried over from last year</b>
<b>Concurrency Update</b> Develop a major update to concurrency with an emphasis on multimodal considerations.
<b>ITS Master Plan</b> Continue to own and champion this project. Plan should be finalized at April 23rd meeting
<b>NTCP</b> Review current policies and recommend appropriate changes to Council . should be finalized at April 23rd meeting
<b>Non-Motorized Plan</b> Commission will oversee development of an updated plan.
<b>CTR</b> Review proposed CTR ordinance to comply with new state law

## **2. OTHER 2008 WORK PLAN ITEMS**

Table 1 lists the other items in the Commission's work plan. We would be happy to discuss any of these items the Council wishes to discuss. Please note that we plan to complete the ITS Master Plan and the NTCP program review at our regular April meeting.

## **3. 2007 ACCOMPLISHMENTS**

The following section summarizes some of the highlights from the Commission's 2007 work.

*NE 132nd Preliminary design*

The Commission is pleased with the work completed on this project. The NE 132nd project was a large and very expensive project. The design study overhauled the original project's concept and substituted a set of smaller and less expensive projects that still provide performance improvements for all modes.

*Concurrency*

While revising the concurrency process has proven to be a difficult project to master, we feel that important progress has been made and that we are at the leading edge of improving the way communities use concurrency. This subject has a separate time set aside in our April 1 study session.

*Non-motorized Plan*

Like concurrency, progress on the non-motorized plan has been slower than we hoped but the products that are being produced are valuable.

*NTCP Review*

We had a good review of this important program and have only a little more follow up before we complete our work and make recommendations to Council.

**CITY OF KIRKLAND****123 Fifth Avenue, Kirkland, WA 98033 425.587.3000**  
**www.ci.kirkland.wa.us****MEMORANDUM**

**To:** Kirkland City Council

**From:** Transportation Commission Jon Pascal, Chair

**Date:** March 21, 2008

**Subject:** Concurrency

**RECOMMENDATION:**

It is recommended that the Council review and discuss the proposed concurrency method with the Transportation Commission and direct the Commission on how to proceed with development of the new method.

**BACKGROUND:**

On February 19, the Commission had a study session with the City Council on the Commission's proposed concurrency plan. Although Council's response was generally positive, there were many questions posed and Council felt that they did not have a complete understanding of how the old and new systems work. Council was especially interested in seeing examples that describe how the systems work. This memo is intended to clarify how the new and existing concurrency methods work using examples.

The Commission would like to receive direction from Council whether to a) proceed to refine the new method proposed here with the intent of amending the Comprehensive Plan in mid 2008 or b) more fully revise a new method and amend the Comprehensive Plan in late 2009.

***The existing concurrency system and an example***

The next portion of the memo describes the existing concurrency method by discussing its steps and using the example of the Google campus to illustrate each step.

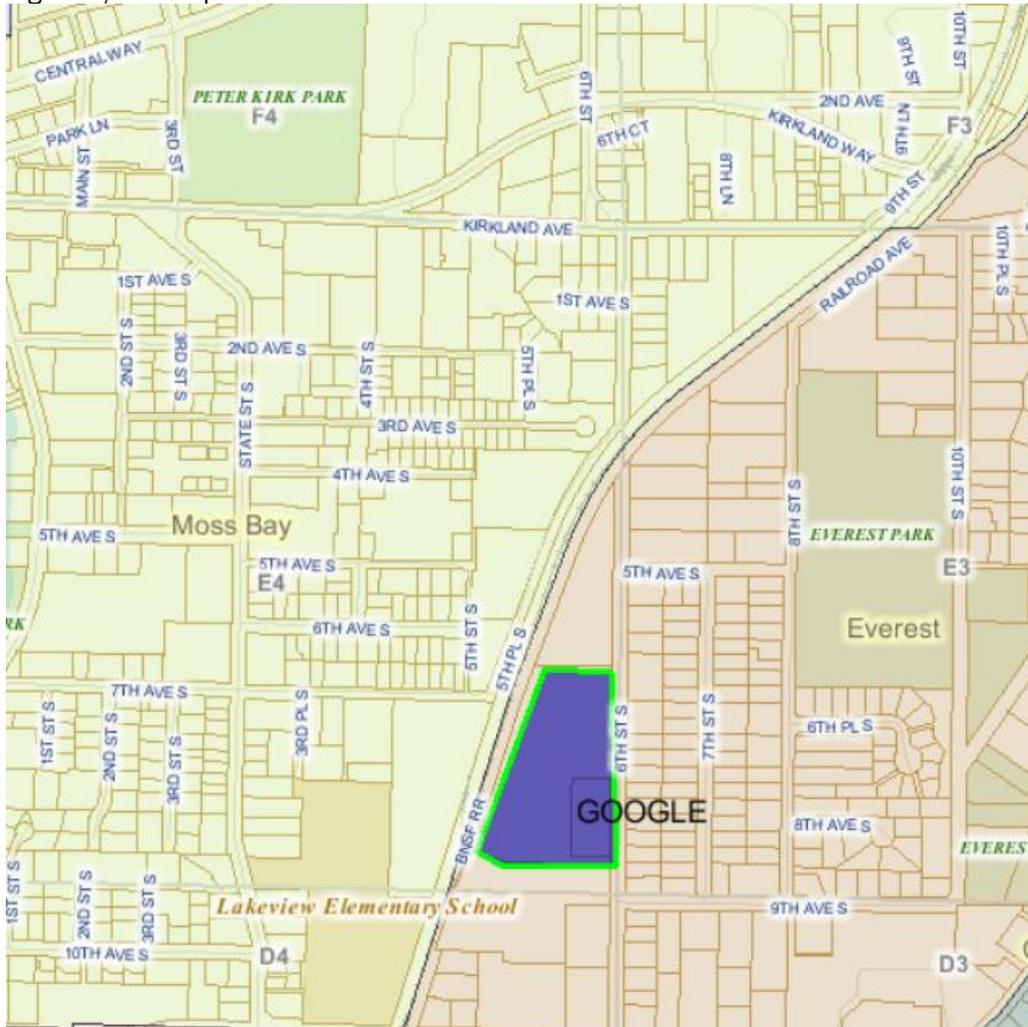
- STEP 1. The project applicant gives the size and location of the new development. Any existing land use associated with the site but that will not be part of the future project is also noted. The traffic from that land use will be subtracted out so that the net new traffic impacts can be evaluated. Table 1 and Figure 1 show the Google campus example.

**EXISTING SYSTEM EXAMPLE**

Table 1. Proposed and existing land use: Google Campus

<b>Land Use</b>	<b>Size (sq. ft)</b>
<b>Proposed:</b>	
Office	180,000
<b>Existing:</b>	
Office	1,700
Industrial	116,800

Figure 1, site map



STEP 2. Each land use has a different trip generation rate associated with it. Trip generation rates give the number of PM trips; total, entering and exiting, to expect per unit of land use. These rates are developed from a variety of studies and are published by the Institute of Transportation Engineers. For example, 1,000 square feet of office generates about 0.64 PM peak trips. Because we know how big the project is we know how many

trips it will produce. Trips associated with existing uses are subtracted to give net new trips. If it has special TDM or can otherwise show that it has fewer car trips than normal the excess car trips get deducted at this point. In this particular example, no trips were deducted (Table 2). This represents a “worse case” scenario; in actuality fewer trips will probably be generated.

Table 2 Trip Generation Table showing the number of trips expected from the proposed and existing land use.

<b>Land Use</b>	<b>Size</b>	<b>PM Peak Trips</b>		
	<b>Square Feet</b>	<b>Total</b>	<b>Entering</b>	<b>Exiting</b>
<b>Proposed:</b>				
Office	180,000	280	48	232
<b>Existing:</b>				
Office	1,700			
Industrial	116,800			
<b>Total Existing Trips</b>		<i>(14)</i>	<i>(6)</i>	<i>(8)</i>
<b>Net New trips:</b>		<b>266</b>	<b>42</b>	<b>224</b>

STEP 3. The next question is: where will the trips go? The BKR model helps us figure that out because it knows the location of the development project and all the surrounding land use. It can forecast where the trips from that development project will go and the route the trips will choose to get there based on the existing land use. Figure 2 on the next page shows how the trips are assigned by the BKR model. The model uses a stick-like depiction of streets and the little numbers by the sticks are the numbers of new trips that are forecast to be on that street. Street names and arrows have been added to help clarify the picture.

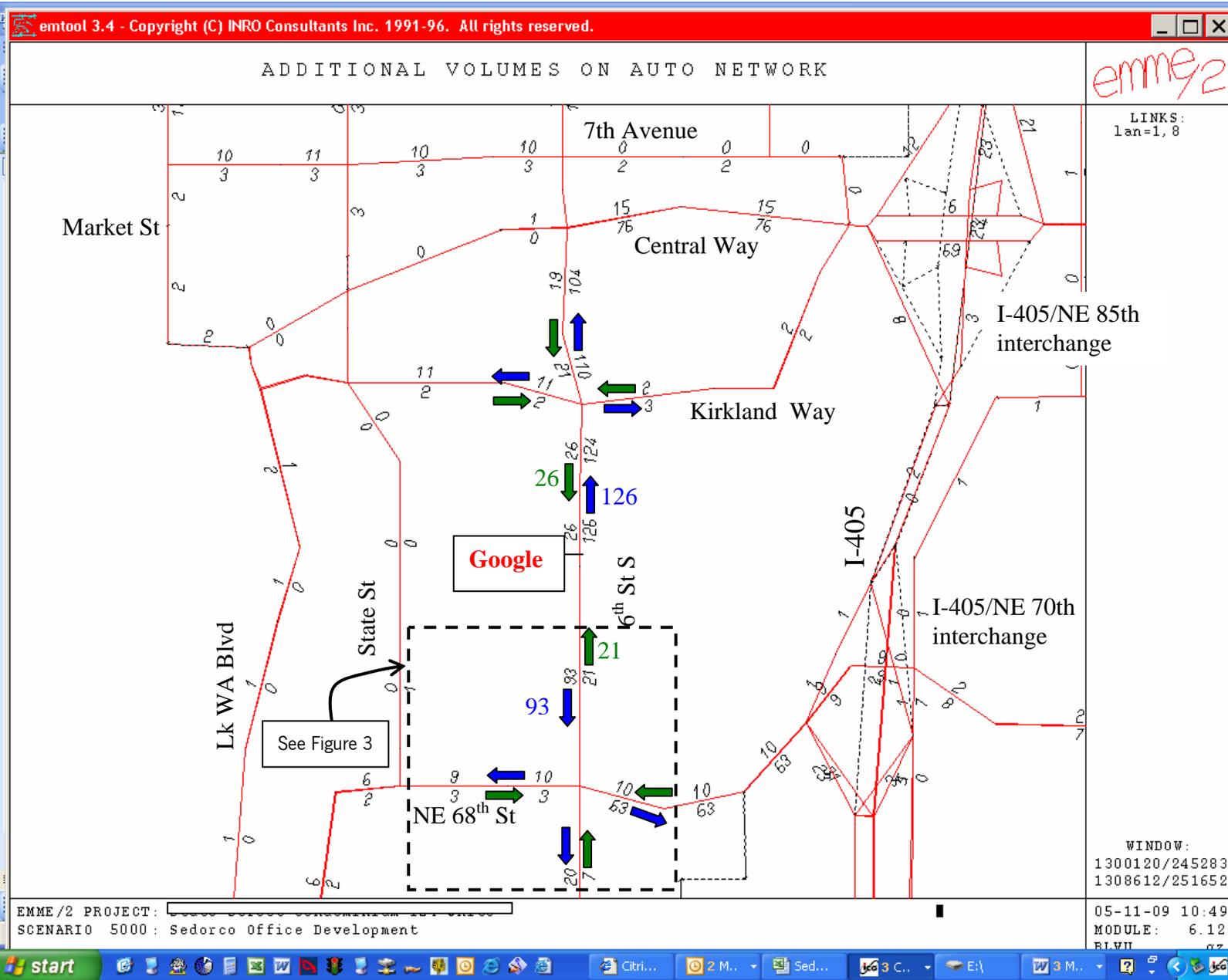
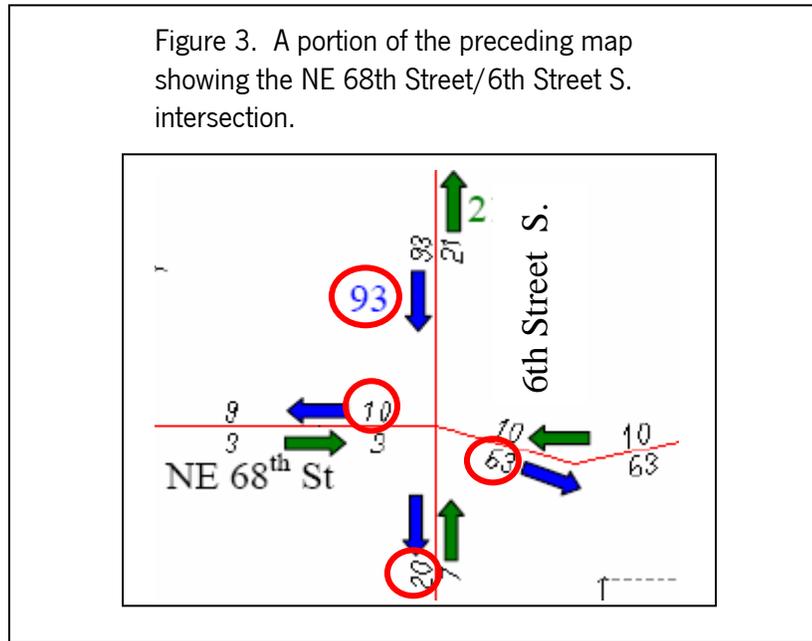


Figure 2. Illustration of how trips will leave and enter the Google campus in the PM period. The sticks represent streets and the small numbers show the number of net new trips forecast to travel in each direction on each street. Street names were added to help with orientation. Blue and green arrows and numbers were added near the project site to help clarify the picture. The blue arrows and numbers show exiting traffic and the green arrows and numbers show entering traffic. Existing traffic is not shown, only the project traffic. Notice that most of the traffic heads to I-405 via NE 70th and NE 85th Streets.

STEP 4. From the results of step 3, we know how many new trips from the new project are turning left, turning right or going straight at any signalized intersection. For example, from Figure 2 on the previous page there are 93 trips heading south at the intersection of NE 68th Street and 6th Street S., 63 turn left and go east on NE 68th Street, 10 turn right to go east on 68th Street and 20 continue south on 108th Ave NE. A section of Figure 2 is shown in Figure 3 below.



Just as with the southbound leg of this intersection, we know the volumes for the other legs of this intersection and all the legs of all the other intersections.

STEP 5. Add the results of Step 4. to the number of existing trips that are already using the intersections. Existing trips are measured by traffic counts and account for approved development that is built prior to the time of the traffic count collection.

STEP 6. In addition, because projects are often tested several years before they are to be constructed, a 1.5% annual growth factor (compounded annually) is added to the existing traffic counts. This accounts for growth from existing developments within the City and developments outside of the City from the period between when the development is tested for concurrency and when it will be built. The combination of the existing trips and the annual growth are known as background traffic.

STEP 7. Add in trips from development projects that have been approved but not yet built, because they don't show up in traffic counts. These projects are known as pipeline projects.

Table 3 shows, for the intersection of NE 68th Street and 108th Avenue NE, all the traffic from steps 4 through 8.

Table 3 Calculation of Cumulative Traffic Volume at the intersection of NE 68th Street/108th Avenue

Step	Type of Traffic	Eastbound			Westbound			Northbound			Southbound		
		left	thru	right									
4	Google Project Traffic =	4					10		7		63	20	10
5	Existing traffic Count =	221	421	108	212	349	211	132	418	253	116	192	125
6	Background Growth (1.5% per year) =	10	19	5	10	16	9	6	19	11	5	9	6
7	Pipeline Projects =	10	62	11	25	47	21	13	170	55	28	52	8
8	<b>TOTAL Future Cumulative Traffic =</b>	<b>245</b>	<b>502</b>	<b>124</b>	<b>247</b>	<b>412</b>	<b>251</b>	<b>151</b>	<b>614</b>	<b>319</b>	<b>212</b>	<b>273</b>	<b>149</b>

STEP 8. As the Table 3 above shows the volumes for one intersection, a similar table is prepared for each signalized intersection. This gives a grand total of trips with the new project for each signalized concurrency intersection.

STEP 9. The next step is to compute the v/c ratio at each signalized intersection. We use v/c ratio at signalized intersections because that's what we've agreed to use as the standard for measuring concurrency as adopted in the Comprehensive Plan. The details of how v/c is calculated at each intersection are not shown here, but basically the movements that will take the most time to move through the signal are identified and compared to the capacity of the intersection.

STEP 10. With the v/c ratios at all the intersections we're ready to perform the concurrency test. The test has two parts; one looks at individual intersections and the other looks at average performance. Each intersection has to pass both parts in order for the development to pass concurrency.

Part one checks for *individual* intersections that have a v/c ratio over 1.4. If no intersections exceed 1.4, the development passes the first part of the test.

Part two looks at *average* intersection performance. The city is divided into four subareas and each subarea has an average v/c that can't be exceeded. So taking the v/c ratios from step 9, we average them for each subarea and see if the number is higher than the

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**EXISTING SYSTEM EXAMPLE**

standard for that subarea. If its not, then concurrency is passed. The details of the southwest subarea are shown in table 4a. Details for the other subareas are not shown.

Table 4b is a summary of the all the subareas.

Table 4a. Concurrency results for the Southwest subarea

Intersection	V/C	V/C > 1.4?
Lake Wash/NE 38th PI	1.18	No
Lake Wash/Lakeview Dr	0.89	No
State St/NE 68th St	0.65	No
108th Ave NE/NE 68th St	1.17	No
Central Way/6th St	0.87	No
Central Way/3rd St	0.63	No
Central Way/Lake St	0.44	No
Lake St/Kirkland Ave	0.67	No
NE 85th St/114th Ave NE	1.03	No
<b>Subarea average</b>	<b>0.84</b>	

Table 4b. Summary of concurrency results for all subareas.

Subarea No	LOS Standards		LOS with Project Impacts		Test1. a <= A?	Test 2. b <= B?
	A= Max. Intersection LOS	B=Average 2010 V/C	a=No. of Intersection exceeding 1.4	b=Subarea Average V/C due to Development		
<b>Southwest</b>	1.4	0.89	0	<b>0.84</b>	yes	yes
<b>Northwest</b>	1.4	0.89	0	0.89	yes	yes
<b>Northeast</b>	1.4	0.87	0	0.84	yes	yes
<b>East</b>	1.4	1.05	0	1.01	yes	yes
<b>TEST RESULTS</b>						
				<b>Result:</b>	<b>PASS</b>	

**The Proposed Concurrency System.**

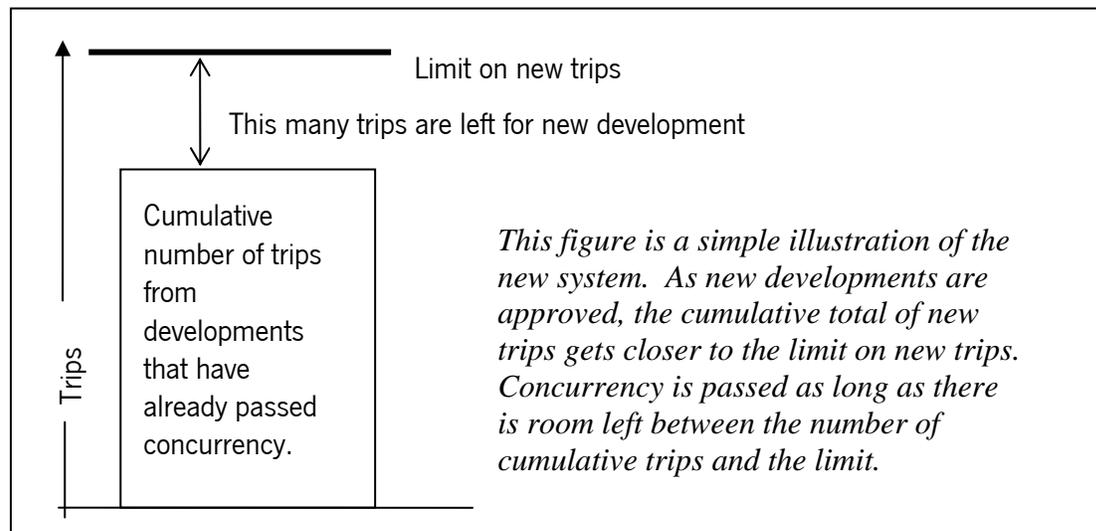
The new system is based on the cumulative number of new trips. A standard or limit on the amount of new trips is set, then as each development passes concurrency, the trips from each development are added to a cumulative total. As long as the cumulative total is less than the limit on the amount of new trips, concurrency is passed. This is illustrated in figure 4. The new method would not use v/c ratios to test for passing concurrency, it would use cumulative new trips as the standard. This means that the comprehensive plan would have to be amended to include the new trip standard.

The limit on new trips is set based on the amount of new trips that are in the 2022 land use plan in combination with how much of the 2022 road network has been completed or is in the funded CIP. The number of trips each development produces is based on its size and type of land use.

*An example using the new system*

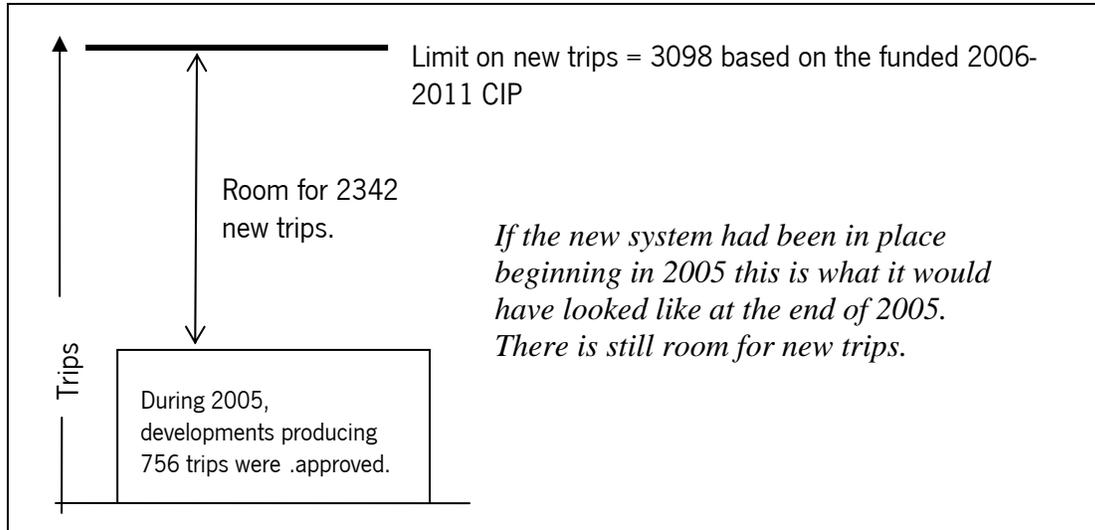
To evaluate how this new system might work in the future, we looked at some data from the past. Diagrams beginning with figure 5 show how the new system would have worked if it had been in place starting in 2005.

Figure 4. The new concurrency system.



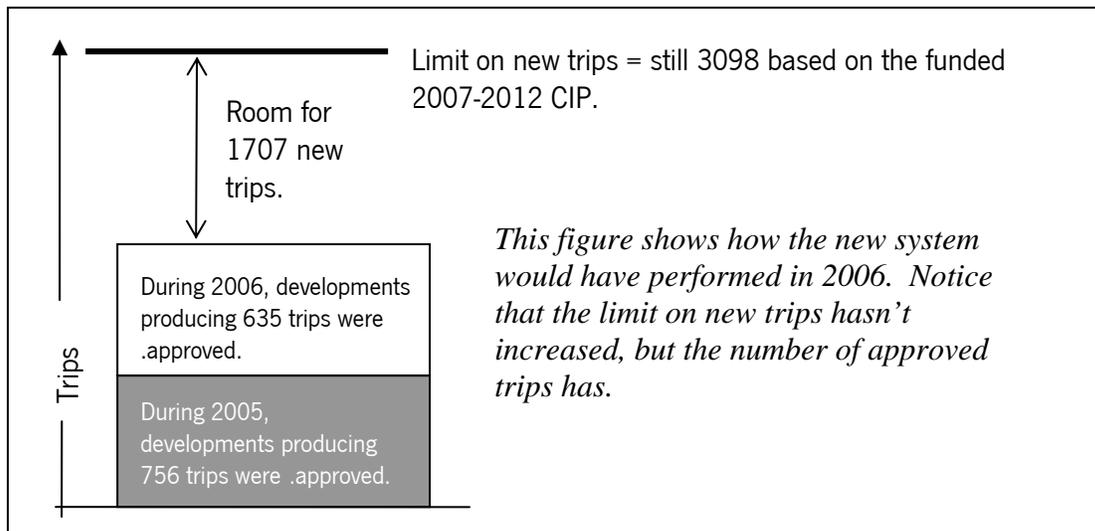
Looking at past funded CIP information a limit for new trips was calculated. Then we compared the cumulative number of trips from developments from past years to the limits for new trips. The example for 2005 is shown in the following figure.

Figure 5a. Example using the new method on previous data.



In 2005, the CIP had a minor update, so the limit on new trips didn't change. The trips from developments in 2006 are added on to the trips from 2005, but there is still room for new trips.

Figure 5b. The new method had it been in place during 2006.

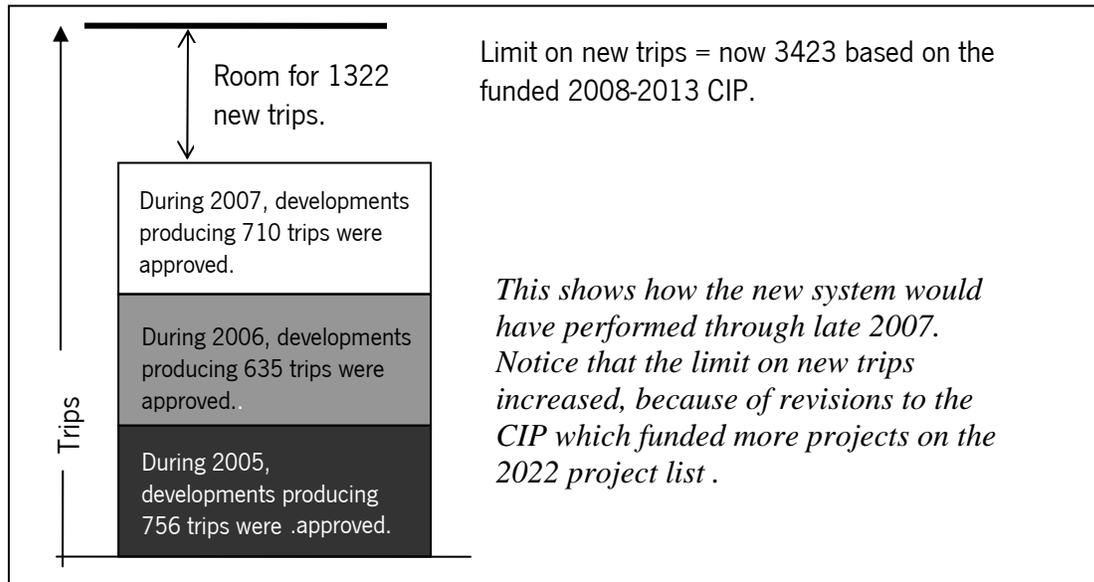


In 2006 a new CIP was developed allowing the limit on new trips to be raised.

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## NEW METHOD EXAMPLE

Figure 5c. The new method as it would have applied to development during 2007.



### *Reflections on the examples.*

One of the advantages of the new system is its simplicity. As can be seen from the preceding examples, it's easy to understand how much capacity is left in the system. That makes it easy to answer questions like will a certain development pass concurrency or how close are we to using up all the capacity.

In the example, new trips are being approved faster than new capacity is being added. This is a function of how fast development is occurring but it's also a function of the projects in the funded CIP and the way the limit on new trips is calculated.

To help further explain how the new system will work, it is instructive to consider the number of trips that are produced by various types of developments and compare them to the room for new trips that would have been available in Figures 5 a, b and c. Here are some examples.

<b>Project</b>	<b>Approximate net new PM peak auto trips</b>
Google Campus	266
McLeod mixed use	250
10 lot short plat single family	10
Merrill Gardens I	50
124 unit condos	72

### *The Report Card from the new system*

One of the features of the new system is a report card that would be issued annually. The purpose of the report card is to help give a clear sense of where concurrency stands and how actual

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**NEW METHOD EXAMPLE**

development and project construction is progressing relative to forecasts. Because the proposed method doesn't address intersection performance on a project-by-project basis, the report card is used to fill that role with an annual check in. The report card helps evaluate the effects of where development projects have occurred which is not explicitly covered in the same project level way it is in the existing concurrency system. The report card focuses on factors that will help illuminate policy choices in terms of changes to long range plans and the CIP. New work for staff caused by the report card is more than made up for by the simplification of work in the new concurrency system. The report card elements are described below.

Signalized intersection performance

This portion of the report card would show how intersections are performing based on current traffic counts and also based on current traffic counts plus forecast traffic from projects that are approved but not yet built. This information would be used to see how well intersections are performing relative to standards and help decide where CIP projects should be built. It could also be used to help make decisions about changing future year land use and road networks.

Location and intensity of development that has occurred in relation to where it was forecast to occur.

Mapping forecast and actual land use next to each other can be used to understand intersection performance and to improve the future year land use forecast. The map will show not only where the differences are but also differences between forecast and actual types of land use. It also helps to show where roadway improvements should be planned.

For the funded CIP, project milestones that have been accomplished relative to what was planned.

Because the new concurrency system uses the funded CIP to calculate the limit of new trips that are allowed, it will be important to keep track of how projects are progressing compared to what was planned. When differences exist, the limit of new trips will be adjusted accordingly.

Level of bicycle and pedestrian facilities that have been constructed relative to goals.

This is reported in order to provide a context for the level of funding that is provided to capacity projects versus that provided to non-motorized projects. This is an element that helps with the multi-modal aspect of the new concurrency system. By explicitly putting non-motorized funding in context with the motorized system it will be easier to see where changes in funding between the two types of projects should be made.

Suggestions for how the 2022 land use and/or road network and/or funded CIP should be modified.

The overall purpose of the report card is to supply information that will help those evaluating the future year plans to make decisions. This part of the report card would be a narrative that captures trends and if necessary offers suggestions of how plan elements should be altered to achieve the desired outcomes.



**CITY OF KIRKLAND**

**Planning and Community Development Department**  
**123 Fifth Avenue, Kirkland, WA 98033 425.587-3225**  
**www.ci.kirkland.wa.us**

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**MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Eric R. Shields, AICP, Planning Director

**Date:** March 20, 2008

**Subject:** INTRODUCING NEW URBAN FORESTER, DEB POWERS

**RECOMMENDATION**

I recommend that Deborah (Deb) Powers, our new Urban Forester, be introduced to the City Council. She will attend the Council's April 1<sup>st</sup> meeting for this purpose.

**BACKGROUND DISCUSSION**

Deb's most recent work experience is in the private sector performing urban forestry services; she worked with two firms that perform all aspects of tree evaluation and on-site services. While with the firms she also gained experience working for agencies and municipalities reviewing development plans and preparing Vegetation Management Plans.

Prior to the consulting firms, Deb worked for six years with the City of Seattle Parks Department and Department of Transportation where she evaluated, pruned and removed trees in parks and right-of-ways.

Deb is a Certified Arborist and is certified in Tree Risk Assessment. She also received a Certificate in Environmental Horticulture from Lake Washington Technical College.

Deb started on March 3<sup>rd</sup> and has already met scores of staff members from all of the City departments, undergone intensive training sessions and started performing her duties. I am very pleased to have her as the newest member of the Planning staff.

**CITY OF KIRKLAND**

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**CITY MANAGER'S OFFICE  
MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Marie Stake, Communications Program Manager

**Date:** March 19, 2008

**Subject:** Child Abuse Prevention Month Proclamation

**RECOMMENDATION:**

Council authorizes the Mayor to sign the Child Abuse Prevention Month Proclamation.

**BACKGROUND DISCUSSION:**

Keri Andrews and Jean-Pierre Ruiz, advisory board members of the Children's Response Center, will be present at the April 1<sup>st</sup> City Council meeting to receive the Child Abuse Prevention Month proclamation. The Children's Response Center provides services for children who have been sexually assaulted or are victims of other trauma via counseling and legal and medical advocacy. The Center raises community awareness about the issue of child abuse and provides training on issues such as child maltreatment and prevention of abuse. The City of Kirkland funds the Children's Response Center approximately \$16,500 annually.

The City Council has supported the Child Abuse Prevention Month proclamation since 2002.



## A PROCLAMATION OF THE CITY OF KIRKLAND

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### Designating the month of April, 2008 as “Child Abuse Prevention Month” of the City of Kirkland

**WHEREAS**, child abuse is a community problem and finding solutions depends on collaborative efforts among people in the community; and

**WHEREAS**, approximately 3 million children are reported abused and neglected in this country each year; and

**WHEREAS**, effective child abuse prevention programs succeed because of partnerships created among social service agencies, schools, religious and civic organizations, law enforcement agencies, the medical and business community; and

**WHEREAS**, all citizens should become more aware of the negative effects of child abuse and its prevention within the community, and become involved in supporting parents to raise their children in a safe, nurturing, and healthy environment; and

**WHEREAS**, Children’s Response Center serves the Kirkland community providing support to children and families who have been impacted by abuse, and promotes awareness on issues concerning abused and neglected children;

**NOW, THEREFORE**, I, James L. Lauinger, Mayor of Kirkland, do hereby proclaim the month of April, 2008 as *Child Abuse Prevention Month* in the City of Kirkland and call upon all citizens, community agencies, religious organizations, medical facilities, and businesses to participate in our efforts to prevent child abuse by wearing or displaying a blue ribbon in April, as a positive reminder that together we can prevent child abuse in the communities in which we live.

Signed this 1st day of April, 2008

---

James L. Lauinger, Mayor

**CITY OF KIRKLAND**

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**CITY MANAGER'S OFFICE  
MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Marie Stake, Communications Program Manager

**Date:** March 13, 2008

**Subject:** Records and Information Management Month Proclamation

**RECOMMENDATION:**

Council authorizes the Mayor to sign the Records and Information Management Month Proclamation.

**BACKGROUND DISCUSSION:**

Tara Ramos, Treasurer of the Puget Sound Chapter of the Association of Information Management Professionals (ARMA), has asked the City to recognize April, 2008 as Records and Information Management Month. This month will help appreciate the importance of record and information management and was started in 1995 by ARMA International, a professional, not-for-profit organization whose primary purpose is education in the field of records and information management. Kirkland is a member of ARMA and Kirkland City Clerk, Kathi Anderson will be at the April 1<sup>st</sup> meeting to accept the proclamation.



## A PROCLAMATION OF THE CITY OF KIRKLAND

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### **Designating the month of April, 2008 as “Records and Information Management Month” in the City of Kirkland, Washington**

**WHEREAS**, the management of records and information is critical to every business, organization and government agency in facing the complexities of competition, customer service and globalization; and

**WHEREAS**, technologies for storing information are expanding the amounts of information that can be acquired, with increased longevity; and

**WHEREAS**, the need to use information to create value and plan strategically is driving force in today’s world; and

**WHEREAS**, control of records and information is necessary for reduction of risk and liability as well as for compliance with global standards; and

**WHEREAS**, the citizens of Kirkland, Washington should recognize the important service performed by records and information professionals;

**NOW, THEREFORE**, I Mayor James L. Lauinger do hereby proclaim the month of April, 2008, as “*Records and Information Management Month*” in the City of Kirkland, Washington and I encourage all citizens to recognize this event.

Signed this 1st day of April, 2008

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James L. Lauinger, Mayor

**CITY OF KIRKLAND****City Manager's Office****123 Fifth Avenue, Kirkland, WA 98033 425.587.3001****www.ci.kirkland.wa.us**

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**MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Tracy Burrows, Senior Management Analyst

**Date:** March 21, 2008

**Subject:** 2008 Legislative Session Status Report

The 2008 Legislative Session ended on March 13th. The Legislature acted on a number of priority issues on Kirkland's legislative agenda, most notably related to municipal courts and climate change. Of the fourteen priority issues on Kirkland's legislative agenda, the Legislature passed bills making progress on eight.

High on the City's priority list was the adoption of legislation affirming cities' ability to contract with one another for court services. Following years of advocacy for this bill, the Legislature finally acted to codify the findings of the *Primm* case allowing cities to contract with municipal courts for services.

Another priority issue for the City was permanent funding for public safety and local infrastructure. The legislature made progress on public safety funding, adopting SB 6573 that provides funds for cities for criminal justice, public safety and information and assistance to parents and families dealing with at-risk or runaway youth. Appropriations will begin in 2011 with \$5 million for the biennium, increasing to a maximum of \$50 million by 2017 and for future biennia. The first distribution to cities and counties will be made in January of 2012. Distributions are based on each city's share of LEOFF 2 employees. Kirkland currently employs 148 of the 16,000 LEOFF personnel state-wide (.925%). The Legislature tinkered with infrastructure funding, but did not make progress toward a comprehensive Tax Increment Funding program. The infrastructure funding that was allocated was focused on economically distressed communities and rural areas.

Also consistent with the City's priorities, the legislature made major investments in affordable housing. The Capital Budget includes \$90 million for the Housing Trust Fund, Transitional Housing (THOR) and a new rapid response loan program to help communities secure affordable housing properties in rapidly gentrifying neighborhoods. The attached Figure 1 shows the eastside projects that have received Housing Trust Fund monies since 1993.

One of the major disappointments of the session was the failure to pass legislation that would have granted the Cascade Water Alliance eminent domain powers strictly for water utility purposes. It is likely that this legislation will be introduced next session.

The following table illustrates the progress that was made on the City's 2008 legislative agenda in each of the priority areas.

**FIGURE 1**  
**ARCH: EAST KING COUNTY TRUST FUND SUMMARY**  
**LIST OF PROJECTS FUNDED (1993 - Fall 2007)**

Project	Location	Owner	# Units	Housing Trust Fund
<b>1. Family Housing</b>				
Andrews Heights Apartments	Bellevue	St. Andrews	24	\$1,500,000
Wildwood Apartments	Bellevue	DASH	36	\$795,000
Somerset Gardents (Kona)	Bellevue	KC Housing Authority	198	\$200,000
Chalet Apts	Bellevue	St Andrews	14	\$600,000
	K.C.			
	(Issaquah			
Highland Gardens (Klahanie)	Sphere)	St. Andrews	54	\$1,175,000
Avon Villa Mobile Home Park	Redmond	MHCP	93	\$1,050,226
Terrace Hills	Redmond	St. Andrews	18	\$986,529
		KC Housing Authority		
Village at Overlake Station	Redmond	DASH	308	\$1,500,000
Summerwood	Redmond	DASH	166	\$1,200,000
RoseCrest	Issaquah	St. Andrews	40	\$1,300,000
Mine Hill	Issaquah	St. Andrews	28	\$500,000
Issaquah Highlands Property	Issaquah	SAHG/SRI	45	\$1,350,000
Greenbrier Family Apts	Woodinville	DASH	50	\$730,000
Plum Court	Kirkland	DASH	61	\$800,000
Kenmore Court	Kenmore	LIHI	33	\$500,000
<b>SUB-TOTAL</b>			<b>1659</b>	<b>\$14,186,755</b>
<b>2. Senior Housing</b>				
Cambridge Court	Bellevue	Resurrection Housing	20	\$850,000
Ashwood Court	Bellevue	DASH/Shelter Resources	50	\$544,062
Evergreen Court (Assisted Living)	Bellevue	DASH/Shelter Resources	64	\$550,000
Kirkland Plaza	Kirkland	St. Andrews	24	\$318,135
	Mercer			
Ellsworth House Apts	Island	St. Andrews	59	\$1,000,000
		DASH/Shelter		
Greenbrier Sr Apts	Woodinville	Resources	50	\$470,000
<b>SUB-TOTAL</b>			<b>417</b>	<b>\$3,732,197</b>
<b>3. Homeless/Transitional Housing</b>				
Hopelink Place	Bellevue	Hopelink Housing at Crossroads	20	\$987,659
Kensington Square	Bellevue		6	\$318,618
Dixie Price Transitional Housing	Redmond	Hopelink Springboard (EHA)	4	\$115,632
Avondale Park Redevelopment	Redmond		60	\$1,300,000
<b>SUB-TOTAL</b>			<b>113</b>	<b>\$2,721,909</b>
<b>4. Special Needs Housing</b>				
My Friends Place	Uninc. KC	EDVP	6	\$240,000
Foster Care Home	Kirkland	Friends of Youth	4	\$133,783
DD Group Home 4	Redmond	Community Living	5	\$125,000
DD Group Homes 5 & 6	Redmond/T	Community Living	10	\$665,000
United Cerebral Palsy	Bellevue/R edmond	UCP	9	\$33,891
DD Group Home	Bellevue	Residence East	5	\$90,000
Harrington House	Bellevue	AHA/CCS	8	\$225,095
		Community Living		
DD Group Home 3	Bellevue		5	\$75,000
Parkview DD Condos III	Bellevue	Parkview	4	\$192,000
IERR DD Home	Issaquah	IERR	6	\$172,967
Oxford House	Bothell	Oxford/Compas s Ctr.	8	\$219,668
	Bellevue/Bo thell			
Parkview DD Homes VI	thell	Parkview	6	\$302,738
<b>SUB-TOTAL</b>			<b>109</b>	<b>\$2,475,142</b>
<b>TOTAL</b>			<b>2298</b>	<b>\$23,116,003.00</b>

Issue	Kirkland's 2008 Legislative Agenda	Bill Number	2008 Status/Summary
Municipal Courts	<i>Kirkland supports cities' ability to form municipal courts and is working to preserve all options for providing municipal court services in the future.</i>	2SHB 2557	Municipal Courts of Limited Jurisdiction – this Bill codifies the <i>Primm v. Medina</i> case clarifying the authority of cities to contract with another city for municipal court services.
Public Safety	<i>Kirkland supports legislation that provides additional funding options for public safety purposes, including public safety facilities.</i>	ESSB 6573	This bill provides funds for cities for criminal justice, public safety and information and assistance to parents and families dealing with at-risk or runaway youth. Appropriations will begin in 2011 with \$5 million for the biennium, increasing to a maximum of \$50 million by 2017 and for future biennia. The first distribution to cities and counties will be made in January of 2012. Distributions are based on each city's share of LEOFF 2 employees
Annexation	<i>Kirkland supports legislation that extends the deadline for eligibility for the State annexation sales tax credit and that provides additional funding options for annexation-related expenses.</i>		No legislation adopted this session.
Infrastructure Funding	<i>Kirkland supports legislation that provides a new permanent source of funding for infrastructure.</i>	ESHB 2765	The Capital budget allocates \$10M from the Public Works Assistance Account to create a pilot program by providing grants to local governments to "demonstrate options for the most efficient use of the states investment in local infrastructure by funding more projects at an accelerated rate." The proviso directs the pilot project to use projects that just missed the cut on the current PWB list, and adds in 2 categories to target areas that are economically distressed and jurisdictions with unused debt capacity.
Eminent Domain	<i>The City of Kirkland supports clear condemnation authority to Cascade Water Alliance.</i>	HB 1561	This bill passed out of the House, but did not progress in the Senate.

Issue	Kirkland's 2008 Legislative Agenda	Bill Number	2008 Status/Summary
Gas Tax Distribution	<i>Kirkland supports legislation to implement a more equitable distribution of the state gas tax, with an increased share allocated to cities.</i>		No gas tax legislation adopted this year.
Housing	<i>Kirkland supports increasing the Housing Trust Fund through significant contributions to the Fund to support statewide public-private investment in low-income housing.</i>	ESHB 2765	\$90 Million was included in the State capital budget for the Housing Trust Fund and low-income housing initiatives.
Telecommunications	<i>Kirkland supports maintaining local franchising and opposes any legislation that would create a statewide franchise.</i>		No statewide telecommunications franchise was granted this year.
Gambling	<i>Kirkland supports legislation that would clarify that local governments have the ability to ban and zone gambling activities.</i>		No gambling legislation was introduced this year.
Climate Change	<i>Kirkland supports legislation that builds on the land use and transportation planning that is already required of state and local governments to help accomplish the State's adopted greenhouse gas emissions reduction goals.</i>	ESSB 6580	Local solutions to climate change - This bill establishes a stakeholder process to evaluate what changes, if any, are appropriate to help cities and counties address climate change, and it establishes a pilot program to fund cities or counties wishing to address this issue.
Climate Change	<i>Kirkland also supports legislation that implements the Governor's Climate Advisory Team recommendations and that provides monetary incentives for reducing vehicle miles traveled and increasing fuel efficiency through annual motor vehicle license fees.</i>	HB 2815	Framework for reducing greenhouse gas emissions – Under this bill, the State will develop a required reporting system to monitor greenhouse gas emissions and WS DOT will develop recommendations to reduce annual per capita vehicle miles traveled.  \$2.65 million was included in the supplemental operating budget for climate change initiatives

Issue	Kirkland's 2008 Legislative Agenda	Bill Number	2008 Status/Summary
Local Farms – Healthy Kids	<i>Kirkland supports legislation that will address:(1) establishing a state Farm to School Program, (2) improving state procurement policies to increase institutional purchasing from local farms, and (3) dedicating state funds to jump start school, food bank and other institutional purchases from local sources.</i>	SB 6483	This bill strengthens links between state agriculture and state food procurement to expand local markets, improve nutrition, and benefit the environment. The bill creates four programs: <ul style="list-style-type: none"> <li>• a Farm-to-School Program;</li> <li>• a Washington Grown Fresh Fruit and Vegetable Grant Program administered by the Office of the Superintendent of Public Instruction;</li> <li>• a Farmers Market Technology Improvement Pilot Program; and</li> <li>• a Farmers to Food Banks Pilot Program.</li> </ul>
Evergreen Cities	<i>Kirkland supports the development of a statewide performance standards and grants program to enable cities and counties to restore their urban forests.</i>	E2SHB 2844	This bill outlines a process by which stakeholders and agencies work together to develop a series of model approaches to protect and care for trees, while the Department of Natural Resources embarks upon a statewide inventory and assessment of trees in cities. Once model approaches are available, cities choosing to implement them would receive "preference" when applying for various state grants and loans.
Campaign Finance	<i>Kirkland supports the passage of legislation that would remove the prohibition against the use of public funds to finance campaigns for local office and would allow cities, towns, and counties to determine whether and how to fund campaigns for local office.</i>	ESSB 5278	This bill removes the prohibition against the use of public funds to finance political campaigns for local office. Before a local government may adopt public funding, it must be submitted to the voters for approval or rejection. If a county, city, town, or district establishes a programs to publicly finance local political campaigns, only funds derived from local sources may be used to fund the program.
Performance Audit Reimbursement	<i>Kirkland supports legislation that would reimburse local governments for the direct expenses related to the completion of and response to state performance audits. This reimbursement would be made from the Performance Audits of Government Account established by Initiative 900.</i>	SB 6450	This bill made it out of the Senate, but did not get a Hearing in the House. It would have reimbursed school districts for the costs of gathering and assembling information requested by the performance audit team.



## CITY OF KIRKLAND

### City Manager's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001

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## MEMORANDUM

**To:** Dave Ramsay, City Manager

**From:** Kari Page, Neighborhood Services Coordinator

**Date:** March 18, 2008

**Subject:** City Council Meeting with Totem Lake Neighborhood

### RECOMMENDATION:

City Council assign topic areas for the upcoming neighborhood council meeting with the Totem Lake Neighborhood Association and provide direction on a possible agenda change.

### BACKGROUND:

As part of the City Council's continuing effort to remain in touch with the interests and needs of the community, the Council will meet with the Totem Lake Neighborhood on Wednesday, April 16, 2008. The meeting will begin at 7:00 p.m. at the Evergreen Hospital in the Surgery and Physicians Center on the first floor, room TAN-100.\* (12040 NE 128<sup>th</sup> Street). Staff will continue to structure the format of the meeting and invitations the same as the past, unless instructed by Council to change.

Potential topic areas suggested by Lynda Haneman, the Totem Lake Neighborhood Chair include:

- 1) Annexation update and discussion about the previous night's study session
- 2) Plans and updates on developments: Totem Lake Mall, Evergreen Hospital, and Park Place
- 3) Description and timeline for the Transit Center in Totem Lake
- 4) Completion details on I-405 improvements in Totem Lake
- 5) Burlington Northern Railroad update

At the last few meetings, Council entertained three questions after each Council presentation/topic to break up the "lecture style" format and involve the audience more. Time was reserved at the end for the informal questions and answers. The proposed agenda follows this same format.

7:00-7:05 p.m.	I.	Greeting and Introduction - Mayor James Lauinger
7:05-7:10 p.m.	II.	Comments from the Neighborhood Association Chair
7:10-8:15 p.m.	III.	Comments, Questions and Discussion – Neighborhood and City Council
	A.	Budget Update – Mayor James Lauinger
	B.	Key Issues Update – City Councilmembers
8:15-8:45 p.m.	C.	General Discussion and Questions from Audience
8:45 p.m.	IV.	Adjourn

The following outlines the planned process and timeline for this meeting:

March 22	Neighborhood receives Council's invitation (with request cards) in the mail
April 1	City Council members decide topic areas (at Council Meeting)
March 22-31	Neighborhood sends questions/requests to Neighborhood Services Coordinator
April 1	City Council and Departments receive categorized list of questions/requests
April 1-10	Departments respond to questions/requests (received by March 31)
April 11	City Council receives list of Departmental answers (to questions/requests)
April 16	Neighborhood Council Meeting
April 30	City posts all questions and answers on the web

**MARCH**

Sun	Mon	Tue	Wed	Thur	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

**APRIL**

Sun	Mon	Tue	Wed	Thur	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

1	Council Meeting (assign topic areas)
2	Residents receive mailing and send in cards
3	Directors/Council receive list of questions
4	Council Receives questions and answers
5	Meeting Date

## **KIRKLAND CITY COUNCIL SPECIAL MEETING**

### **Minutes**

**March 13, 2008**

#### **1. CALL TO ORDER**

Mayor Lauinger called the Special Meeting of the Kirkland City Council to order at 6:00 p.m.

#### **2. ROLL CALL**

Members Present: Mayor James Lauinger, Deputy Mayor Joan McBride, Councilmembers Dave Asher, Mary-Alyce Burleigh, Jessica Greenway and Bob Sternoff.

Councilmember Tom Hodgson was absent/excused as he was out of town.

#### **3. PLANNING COMMISSION INTERVIEWS**

Mayor Lauinger recused himself from consideration of the Planning Commission applicants, passing the gavel to Deputy Mayor McBride, and left the room.

Councilmember Burleigh moved to defer Council discussion of the qualifications of Planning Commission applicants and the vote to appoint until Council's March 24, 2008 special meeting. Councilmember Greenway seconded the motion, which passed unanimously on a voice vote.

Council then interviewed the following applicants:

- a. Karen Tennyson
- b. Mike Miller
- c. C. Ray Allshouse
- d. Sarah Andeen
- e. Jay Arnold
- f. Arthur Best
- g. Mark Eliassen
- h. Thomas Neir
- i. Glenn Peterson
- j. Santiago Ramos

Following the Planning Commission interviews, Mayor Lauinger rejoined the meeting.

#### **4. SALARY COMMISSION INTERVIEW**

- a. Doreen Marchione

**5. DESIGN REVIEW BOARD INTERVIEWS**

- a. Sarah Andeen
- b. Michael Stanger
- c. Randy Zeiler

**6. PARK BOARD INTERVIEWS**

- a. Robert Kamuda
- b. Arthur Best
- c. Rob Butcher
- d. Jennifer Davies
- e. George Noble
- f. John Rudolph
- g. Shelly Stockman
- h. Adam White

**7. LIBRARY BOARD INTERVIEWS**

- a. Lucy Zucotti
- b. Jeffrey Fine

**8. TRANSPORTATION COMMISSION INTERVIEW**

- a. Jennifer Spall

Following the remaining interviews, Council adjourned to executive session.

**9. EXECUTIVE SESSION**

- a. Discussion of Qualifications for Board Members

Council then reconvened in open meeting.

**10. SELECTION AND APPOINTMENT OF DESIGN REVIEW BOARD, SALARY COMMISSION AND PARK BOARD MEMBERS**

Councilmember Asher moved to appoint Michael Stanger to a four year term ending 3/31/2012 on the Design Review Board, and to select Randy Zeiler as an alternate appointee should an additional vacancy arise on the Board within the next six months. Councilmember Sternoff seconded the motion, which passed unanimously.

Councilmember Asher moved to reappoint Doreen Marchione to a three year term ending 11/28/2011 on the Salary Commission. Councilmember Sternoff seconded the motion, which passed unanimously.

Councilmember Asher moved to reappoint Robert Kamuda and to appoint Jennifer Davies to four year terms ending 3/31/2012 on the Park Board, and to select Adam White as an alternate appointee should an additional vacancy arise on the Park Board in the next six months. Deputy Mayor McBride seconded the motion, which passed unanimously.

**11. ADJOURNMENT**

The March 13, 2008 Special Meeting of the Kirkland City Council adjourned at 9:15 p.m.

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City Clerk

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Mayor



KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES  
March 18, 2008

1. CALL TO ORDER

2. ROLL CALL

ROLL CALL:

Members Present: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

Members Absent: None.

3. STUDY SESSION

a. Joint Meeting with the Senior Council

Joining Councilmembers for this discussion in addition to City Manager Dave Ramsay were Supervisor of the Peter Kirk Community Center Dana LaRue, Senior Council members Doris Ford, Kathy Iverson, Diane Umayam, Penny Kahn, Dan Montgomery, Sheryl Henry, Art Mussman, Joan Luster, Bob McCrory, Debra Sinick, Vice Chair Don Bartleson, and Chair Barbee Pigott.

4. EXECUTIVE SESSION

5. SPECIAL PRESENTATIONS

a. Community Emergency Response Team Graduates Recognition

Jeff Blake, Director of Fire and Building, awarded the graduates of the Community Emergency Response Team with Certificates of Completion.

b. Recognition of Cindy Peterson, Outgoing Director, Kirkland Teen Union Building

Judy Manchester, Youth Services Supervisor, recognized Cindy Peterson for her work as Director of the Kirkland Teen Union Building, and introduced new Director Seth Dostart.

c. Introducing Jodi Bardinelli, Kirkland Wednesday Market Director

Dick Beazell, Executive Director of the Kirkland Downtown Association, introduced Kelly Jordan, President of Wednesday Market, who introduced the new Kirkland Wednesday Market Director, Jodi Bardinelli.

d. Built Green Hammer Award

Planner David Barnes accepted the "Built Green" Hammer Award presented by Mayor Lauinger on behalf of the Master Builders Association of King and Snohomish County.

6. REPORTS

a. City Council

(1) Regional Issues

Council members shared information regarding the Metropolitan Solid Waste Management Advisory Committee; 520 Bridge HOV Committee; Public Issues Committee Meeting; Suburban Cities Meeting; Eastside Transit Board; Cascade Water Alliance; Bellevue Human Service needs update; and the NORCOM celebration with Senator Patty Murray and Congressman Dave Reichart.

b. City Manager

(1) Northeast King County Regional Communications Agency Principals Assembly Appointment

Motion to Approve the Northeast King County Regional Communications Agency Principals Assembly Appointment of Bob Sternoff.

Moved by Councilmember Mary-Alyce Burleigh, seconded by Deputy Mayor Joan McBride

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

(2) Legislative Session Status Report

(3) Calendar Update

7. COMMUNICATIONS

a. Items from the Audience

Stan Wolf 6333 Lk WA Blvd NE #408 Kirkland, WA  
Bob Johanson 119 6th Ave Kirkland, WA  
Carl Nutt 23 5th Ave Kirkland, WA

Kosar Jaff 216 6th Ave Kirkland, WA  
Tracie Stone 11016 132nd Ave NE Redmond, WA  
Johanna Palmer 12911 NE 128th Pl Kirkland, WA  
Bob Burke 1032 4th ST Kirkland, WA  
Mehdi Nakhjiri 10420 NE 55th ST Kirkland, WA  
Youssef Parast 1534 4th ST Kirkland, WA

b. Petitions

8. CONSENT CALENDAR

a. Approval of Minutes: March 4, 2008

b. Audit of Accounts:

Payroll \$ 1,991,486.09

Bills \$ 1,818,659.15

Run # 731 Check #'s 496741-496909

Run # 732 Check #'s 496910-496966

Run # 733 Check #'s 496989-497222

c. General Correspondence

d. Claims

(1) Kevin L. Kuester

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

(1) Resolution R-4691, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING THE MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF KIRKLAND AND KING COUNTY."

h. Other Items of Business

(1) Report on Procurement Activities

(2) Approving Surplus Equipment Rental Vehicles/Equipment for Sale

(3) Issuing a Cabaret Music License to the Heathman Hotel

Motion to Approve the Consent Calendar.

Moved by Councilmember Mary-Alyce Burleigh, seconded by Councilmember Jessica Greenway

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

9. PUBLIC HEARINGS

10. UNFINISHED BUSINESS

- a. Accepting Public Improvements, Establishing a Lien Period, and Authorizing Additional Funds for the Juanita Creek Channel Enhancements at Juanita Beach Park

Motion to Accept the Juanita Creek Channel Enhancements at Juanita Beach Park project, establish the 45 day lien period and authorize additional funding of \$158,500 from the Surface Water Utility Capital Contingency.

Moved by Deputy Mayor Joan McBride, seconded by Councilmember Jessica Greenway

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

11. NEW BUSINESS

- a. Nakhjiri/Kirkland Congregational Church Private Amendment Request

Joan Lieberman-Brill, Senior Planner, introduced Karen Tennyson, Planning Commission Chair, who presented the Planning Commission's recommendation for the Nakhjiri Private Amendment Request.

Motion to accept staff recommendation and Planning Commission recommendation to support proposed Kirkland Comprehensive Plan Amendments and rezone for the Nakhjiri/Kirkland American Legion Private Amendment and direct staff to draft intent to adopt resolution to be approved at the April 15th meeting.

Moved by Councilmember Dave Asher, seconded by Councilmember Jessica Greenway

Vote: Motion failed 3 - 4

Yes: Councilmember Dave Asher, Councilmember Jessica Greenway, and Councilmember Bob Sternoff.

No: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Mary-Alyce Burleigh, and Councilmember Tom Hodgson.

Motion to accept staff recommendation and the Planning Commission recommendation to oppose the Kirkland Comprehensive plan amendment and rezone request for the Kirkland Congregational Church and direct staff to draft intent to adopt resolution to be approved at the April 15th meeting.

Moved by Councilmember Dave Asher, seconded by Deputy Mayor Joan McBride

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

Council recessed for a short break

b. Endorsing Strategic Plan for Arts and Culture

GG Getz, Vice-Chair of the Cultural Council presented information on the efforts of the Cultural Council to prepare a Strategic Plan for the Arts and Culture.

Motion to Endorse the efforts of the Cultural Council to prepare a Strategic Plan for Arts and Culture

Moved by Councilmember Tom Hodgson, seconded by Councilmember Jessica Greenway

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

c. National Pollutant Discharge Elimination System Phase II Municipal Stormwater Permit - Stormwater Management Program and Annual Compliance Report

Jenny Gaus, Surface Water Engineering Supervisor, made a presentation of the annual compliance report.

Motion to Authorize the City Manager to sign the National Pollutant Discharge Elimination System Phase II Municipal Stormwater Permit - Stormwater Management Program and Annual Compliance Report

Moved by Councilmember Dave Asher, seconded by Councilmember Mary-Alyce Burleigh

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

d. 2007-2008 Miscellaneous Budget Adjustments and CIP Process Change:

Sandi Hines, Financial Planning Manager, presented information on miscellaneous budget adjustments and changes to the Capital Improvement Program process.

(1) Ordinance No. 4134, Amending the Biennial Budget for 2007-2008

Motion to Approve Ordinance No. 4134, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING THE BIENNIAL BUDGET FOR 2007-2008"

Moved by Councilmember Jessica Greenway, seconded by Deputy Mayor Joan McBride

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

(2) Resolution R-4692, Adopting the Fiscal Policies for the City of Kirkland

Motion to Approve Resolution R-4692, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE FISCAL POLICIES FOR THE CITY OF KIRKLAND"

Moved by Councilmember Mary-Alyce Burleigh, seconded by Deputy Mayor Joan McBride

Vote: Motion carried 6-1

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.  
No: Councilmember Dave Asher.

e. 2007-2008 City Initiated Comprehensive Plan Amendments

Joan Lieberman-Brill, Senior Planner, presented information about the 2007-2008 City Initiated Comprehensive Plan Amendments.

Motion to approve staff recommendation and Planning Commission and Houghton Community Council proposed 2007-2008 City Initiated Comprehensive Plan Amendments and direct staff to draft intent to adopt resolution to be approved at the April 15th meeting.

Moved by Councilmember Dave Asher, seconded by Councilmember Mary-Alyce Burleigh

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

12. ANNOUNCEMENTS

13. ADJOURNMENT

The Kirkland City Council regular meeting of March 18, 2008 was adjourned at 10:37 p.m.

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City Clerk

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Mayor

## **KIRKLAND CITY COUNCIL SPECIAL MEETING**

### **Minutes**

**March 24, 2008**

#### **1. CALL TO ORDER**

Mayor Lauinger called the Special Meeting of the Kirkland City Council to order at 7:00 p.m.

#### **2. ROLL CALL**

Members Present: Mayor James Lauinger, Deputy Mayor Joan McBride, Councilmembers Dave Asher, Mary-Alyce Burleigh, Jessica Greenway, Tom Hodgson and Bob Sternoff.

#### **3. LIBRARY BOARD INTERVIEWS**

- a. Sarah Andeen
- b. Todd Boyle
- c. Wallace P. Franz
- d. Caprice Leinonen
- e. Ronald Stieger
- f. Deborah Zettervall

#### **4. TRANSPORTATION COMMISSION INTERVIEWS**

- a. Donald Samdahl
- b. Sarah Andeen
- c. Marc Boettcher
- d. Harvey Sherman
- e. Michael Wilson

Following the interviews, Council adjourned to executive session.

#### **5. EXECUTIVE SESSION**

- a. Discussion of Qualifications for Library Board and Transportation Commission Members

Council then reconvened in open meeting.

**6. SELECTION AND APPOINTMENT OF LIBRARY BOARD AND TRANSPORTATION COMMISSION MEMBERS**

Councilmember Asher moved to reappoint Lucy Zucotti, and to appoint Sarah Andeen and Caprice Leinonen to four year terms ending 3/31/2012 on the Library Board, and to select Ronald Stieger as an alternate appointee should an additional vacancy arise on the Board within the next six months. Councilmember Burleigh seconded the motion, which passed unanimously.

Councilmember Asher moved to reappoint Jennifer Spall and Donald Samdahl to four year terms ending 3/31/2012 on the Transportation Commission, and to select Marc Boettcher as an alternate appointee should an additional vacancy arise on the Commission in the next six months. Deputy Mayor McBride seconded the motion, which passed unanimously.

Mayor Lauinger then recused himself from consideration of the Planning Commission applicants, passing the gavel to Deputy Mayor McBride, and left the meeting.

**7. EXECUTIVE SESSION**

- a. Discussion of Qualifications for Planning Commission Members

Council then reconvened in open meeting.

**8. SELECTION AND APPOINTMENT OF PLANNING COMMISSION MEMBERS**

Councilmember Asher moved to reappoint Karen Tennyson and to appoint C. Ray Allshouse to four year terms ending 3/31/2012 on the Planning Commission, and to select Mark Eliassen as an alternate appointee should an additional vacancy arise on the Commission within the next six months. Councilmember Greenway seconded the motion, which passed on a five to one vote, with Councilmember Sternoff voting no.

**9. ADJOURNMENT**

The March 24, 2008 Special Meeting of the Kirkland City Council adjourned at 9:18 p.m.

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City Clerk

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Mayor



**CITY OF KIRKLAND**

**Planning and Community Development Department**  
**123 Fifth Avenue, Kirkland, WA 98033 425.587-3225**  
**www.ci.kirkland.wa.us**

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**MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Dorian Collins, Senior Planner

**Date:** March 25, 2008

**Subject:** Correspondence from Lori Isch Regarding South Kirkland Park and Ride

**RECOMMENDATION**

Authorize the mayor to sign the enclosed letter to Lori Isch.

**BACKGROUND DISCUSSION**

Ms. Isch contacted the City Council regarding her concerns about how commuters who use the South Kirkland Park and Ride would be accommodated if part of the site were redeveloped with housing. The draft letter in response to Ms. Isch describes the concept for Transit-Oriented-Development at the site, including the plan to make additional parking available for commuters if redevelopment occurs.

**From:** Lori Isch [mailto:[lori.isch@usa.net](mailto:lori.isch@usa.net)]  
**Sent:** Wednesday, February 27, 2008 6:07 PM  
**To:** KirklandCouncil  
**Subject:** Housing at S Kirkland P&R

I'm concerned about the proposed plans for building housing at this P&R. Currently, the parking lot is nearly always full with commuters. The proposal says nothing about how the existing (and growing) commuters will be accommodated if a large part of this property is turned into housing.

The concept is interesting, but please ensure that the people that are trying to do the right thing by riding the bus every day are not further inconvenienced with the proposed changes.

Metro's level of customer service and maintenance are already marginal.

Thanks!

Lori Isch  
64th St resident  
[Lori.isch@usa.net](mailto:Lori.isch@usa.net)  
424 444 7321 (cell)

April 1, 2008

**DRAFT**

Lori Isch  
10116 NE 64th St, #B  
Kirkland, WA 98040

Dear Ms. Isch:

Thank you for your message concerning the conceptual ideas the City Council discussed in February regarding transit-oriented-development at the South Kirkland Park & Ride. Your note questioned how existing and future commuters would be accommodated if part of the site were redeveloped with housing.

As you may know, the site is owned by King County, and is located within the corporate limits of both Kirkland and Bellevue. King County has recently received a grant award for a number of transit improvements, including the expansion of the parking capacity at the South Kirkland Park & Ride. King County is interested in exploring the opportunity for transit-oriented-development (TOD) at the site, as it views the consolidation of housing at major transit facilities as an effective strategy to increase transit ridership and reduce the harmful effects of congestion and greenhouse gas emissions.

The County has approached the cities of Bellevue and Kirkland with the concept for the Park & Ride site, since changes to the Citys' Comprehensive Plans and Zoning Codes would be necessary to enable this type of project at the site. The City of Kirkland is interested in studying this idea, since the preliminary TOD concept includes a share of affordable housing units to be included in a mixed income housing development at the site. In any case, King County plans to expand the existing parking supply by at least 250 stalls to ensure that the facility continues to serve the significant commuter population that uses the South Kirkland Park & Ride.

The City Council appreciates your thoughts. Please feel free to contact Dorian Collins in the Planning Department at (425) 587-3249, or [dcollins@ci.kirkland.wa.us](mailto:dcollins@ci.kirkland.wa.us) if you have additional questions or concerns.

Sincerely,  
KIRKLAND CITY COUNCIL

James L. Lauinger, Mayor



**CITY OF KIRKLAND**  
**Department of Public Works**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

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## **MEMORANDUM**

**To:** Dave Ramsay, City Manager

**From:** Daryl Grigsby, Public Works Director  
Iris Cabrera P.E., P.T.O.E., Transportation Engineer

**Date:** April 1, 2008

**Subject:** MCFALL PEDESTRIAN SAFETY CORRESPONDENCE

### RECOMMENDATION:

It is recommended that Council authorize the Mayor to sign the attached response to Ms. Natalie McFall regarding suggestions to enhance pedestrian safety.

### BACKGROUND DISCUSSION:

Ms. McFall wrote to the City Council to request that the City increase pedestrian safety measures. She proposes building a sky bridge on Central Way. She would like to know why this idea has not been considered in more depth.

Attachments

11091 Champagne Pt. Rd. NE  
Kirkland, WA 98033  
February 26, 2007

James L. Lauinger, Mayor of the City of Kirkland  
City Council  
123 Fifth Avenue  
Kirkland, WA 98033

Dear Mayor Lauinger:

I absolutely feel that pedestrian safety in Kirkland is very important. I urgently request you to increase the measures the City takes to insure pedestrian safety.

I understand that in late 2007 the City increased safety measures by changing the color of PedFlags in hope to encourage more people to use the flags. I also think that painting the curbs where the crosswalk starts and displaying the sign about how many people have gotten hit without a PedFlag, as compared to with, is all helpful. I see why these changes were made and I acknowledge that all of this helps increase pedestrian safety. Doing all of this it shows me, along with others, that the City does want to increase pedestrian safety measures. However, I feel they could be increased a significantly more.

I propose building a sky bridge to help pedestrians safely get across the more busy intersections or crosswalks throughout the City. It would be a good idea, especially since many of Kirkland's residents are elderly or young children. I particularly think that the Central Way crosswalk by Peter Kirk Park could use a sky bridge. There are many young children crossing there because of the park. The sky bridge would not only be used at the one crosswalk, but other nearby crosswalks on Central Way could use it too.

As you probably know from 1996 through 2006 there have been ten accidents on Central Way crosswalks from 6<sup>th</sup> Street to Lake Street, which is almost one-sixth of all the accidents in Kirkland. That is one reason why Central Way is a very good place to build a sky bridge.

Transportation Engineer Iris Cabrera informed me that the matter of putting a sky bridge or overpass in has been considered before, but never really thought about in depth. I would like to know why it wasn't more thoroughly considered. I would like you to reconsider the issue and to know if the City has looked into any costs. The issue of cost may be why a sky bridge or overpass was never really considered, but I think that the City could find a way around the cost issue. One way around the cost issue is that the City could fund some of the project and maybe get sponsors to help pay balance. I personally think that my solution to the vehicle-pedestrian accidents yearly would help to insure pedestrian safety.

Mayor Lauinger, I do realize that PedFlags have the same objective and that there might be some of the same problems with pedestrian sky bridge or overpass, but I would greatly appreciate it if this matter was considered more in depth.

Thank you very much for your time and I look forward to hearing back from you.

Sincerely,

Natalie McFall

*(all city council received this letter)*

11091 Champagne Pt. Rd. NE  
Kirkland, WA 98034  
February 27, 2008

Mary-Alyce Burleigh, City of Kirkland Council Member  
City Council  
123 Fifth Avenue  
Kirkland, WA 98033

**RECEIVED**

MAR 04 2008

CITY OF KIRKLAND  
CITY MANAGER'S OFFICE

Dear Councilwoman Burleigh:

Pedestrian safety is very important to Kirkland. Although I recognize that in the past year there have been many changes made by the City to increase the safety of all the pedestrians, I strongly feel that safety measures taken by the City should be increased.

Before the change of the flag color only 8.6 percent of the community used the PedFlags that Kirkland has to offer. I think that the signs on the flag holders and the painted curbs are helpful. It is really great to let everyone know how many people have gotten killed or injured on Kirkland crosswalks; ironically none of them were carrying a PedFlag. Do you know if the percent use of PedFlags has changed? I very much appreciate your efforts to increase pedestrian safety; however, I greatly feel that these measures could be increased even more.

I urgently request the City to increase these safety measures by putting in a sky bridge or overpass on some of the busy and dangerous crosswalks and intersections. This would be a good idea because a majority of Kirkland's citizens are elderly or young children. I propose to build a sky bridge over the crosswalk on Central Way by Peter Kirk Park, because it is used by many young children. The sky bridge would not be exclusively for that crosswalk, nearby or surrounding crosswalks could use it as well. I feel it would be a good idea for Central Way considering the fact that from 1996 to 2006 ten accidents have happened just from the segment of 6<sup>th</sup> Street to Lake Street. That number makes up almost one-sixth of all the accidents that have happened in Kirkland, and that is a considerable amount.

I would estimate that the sky bridge would cost somewhere around \$2.4 million. I do recognize that this could not all be funded by the City alone, but maybe the city could pay for some of the expenses and the rest could be paid for by sponsors. I talked to transportation engineer Iris Cabrera and she informed me that this matter has been brought up before but it was quickly dropped and never considered in depth. I would like to know why this was never fully considered, and what I can do to get this matter reopened.

I realize that the sky bridge or overpass might run into some of the same problems that the PedFlags ran into and would be much more costly; however, I still strongly feel that this is a very good idea that could really help increase pedestrian safety in the City of Kirkland.

Thank you very much for your time and I look forward to your reply.

Sincerely,



Natalie McFall

April 1, 2008

**DRAFT**

Ms. Natalie McFall  
11091 Champagne Pt Rd NE  
Kirkland, WA 98034

Dear Ms. McFall:

Thank you for your letter recognizing the City's ongoing pedestrian safety efforts and requesting increased measures to enhance pedestrian safety.

The City's most recent efforts to improve pedestrian safety include the improved PedFlag Program, better lighting, adding refuge islands at mid-block crosswalks and moving curbs to make crossing easier. Because pedestrian safety does not depend on engineering measures only, staff is also working on pedestrian education and enforcing laws that protect pedestrians.

Thank you for your suggestion of an overpass bridge to separate pedestrian and vehicular traffic. At your suggestion, staff has looked at the issue of sky bridges in more detail. Although they are appropriate in some places, like crossing I-405, they also have some serious limitations. First, they are very expensive, costing over \$2 million. Also, in part because they require long ramps for wheelchair users, they take up a large area and can be visually unattractive. Finally, and most importantly, we found that studies show that even when a sky bridge is installed, pedestrians tend to not use it. Pedestrians, particularly older pedestrians choose to cross at street level rather than climb the stairs or ramps at both ends of the bridge.

The City Council appreciates your taking the time to express your thoughts. The City will continue its efforts to keep pedestrian safety in the mind of the community.

Sincerely,  
KIRKLAND CITY COUNCIL

James Lauinger, Mayor



**CITY OF KIRKLAND**

123 Fifth Avenue, Kirkland, WA 98033 (425) 587-3000  
www.ci.kirkland.wa.us

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**MEMORANDUM**

**To:** Dave Ramsay, City Manager

**From:** Noel Schoneman, Neighborhood Traffic Control Coordinator

**Date:** March 20, 2008

**Subject:** Letter to Mr. Robert Style regarding his objection the use of speed bumps

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RECOMMENDATION

It is recommended that the Council authorize the Mayor to sign a letter responding to Mr. Robert Style who has objected to the City's use of speed bumps because they slow or divert emergency response vehicles.

BACKGROUND DISCUSSION

Mr. Robert Style sent a letter to the City Council by e-mail on March 10, 2008 expressing objections to the City's use of "speed bumps" on residential streets. Mr. Style believes such devices slow or divert emergency response vehicles.

The letter drafted in response to Mr. Style explains that the Public Works Department has changed its design standard from solid speed humps to slotted speed cushions. The slots in the speed cushions are spaced so that these devices have virtually no impact on emergency response while still slowing general traffic. The letter further explains that the Public Works and Fire Departments work closely together on the application of speed cushions. Mr. Style cited 10 Avenue S. between State Street S. and Lake Street South as an example, however this street has a series of 3 speed cushions, not the solid speed humps.

**From:** RLSTYLE@aol.com [mailto:RLSTYLE@aol.com]

**Sent:** Monday, March 10, 2008 2:13 PM

**To:** KirklandCouncil

**Subject:** Speed bumps

Honorable Councilmembers:

I've noticed more speed bumps being installed on residential streets. Speed bumps are designed to prevent speeding. I remind the council that residential streets have a speed limit of 25 mph; so, any speed bump on residential streets that does not allow traffic to proceed at 25 mph may be illegal. If lower speeds are desired, then post a new speed limit but first adopt street standards that pertain to the entire city, not special interest.

I have already documented two cases of emergency responses from Station 22 in Houghton where they did not take the shortest route to the emergency on Lake Washington Blvd, NE. There are speed bumps on 10<sup>th</sup> Ave South so the driver elected to select a longer route. I hope it doesn't happen to me when I need help. You can be sure I'll be timing the response and the route they take.

If the Fire Chief wants to provide the best service in the least amount of time, I cannot believe he would condone speed bumps. But he likes his job so he has and will placate his profession in order to satisfy the council's efforts to install special interest speed bumps. The council needs to change it's policy, not the Fire Chief.

Sincerely,

Robert L. Style  
6735 Lake Washington Blvd, NE  
Kirkland, WA 98033  
425-827-0216

April 1, 2008

**DRAFT**

Robert Style  
6735 Lake Washington Blvd NE  
Kirkland, WA. 98033

**Subject: Speed Cushions**

Dear Mr. Style:

Thank you for the e-mail you sent to the City Council expressing your views on speed humps and the importance of emergency responses in Kirkland.

Please know that the Fire and Public Works Departments routinely work together to enhance emergency response on arterials and on primary emergency response routes. For example, street improvement projects that improve traffic flow, reduce traffic congestion, and which allow the Fire Department to preempt traffic signals are big assists to emergency responses.

These departments also work closely together when new traffic calming devices are being considered – even on streets not designated as Emergency Response Routes. Since speed cushions do impact general traffic, as you noted, the City sets a high threshold before these devices are even considered. Prevailing traffic speeds must be at least 5 mph over the speed limit and there needs to be a 70% support rate from the residents in the impact area as determined by a neighborhood voting process.

We agree that if every driver obeyed the speed limits traffic calming devices would not be needed. However, that ideal doesn't exist, so the right balance between slowing motorists for traffic safety and improving response times for fire and medial safety must be found.

As part of our effort to strike the best balance between these two safety responsibilities, our design standards were changed so that slotted speed cushions are installed instead of the solid speed humps. The Public Works and Fire Departments worked together to develop this new standard for the City by testing the three types of vehicles that the Fire Department uses: the Aid Unit, Engine, and Ladder Truck. These vehicles were timed over a series of solid speed humps and again after the speed humps were converted to slotted speed cushions. Both sets of data were compared with times for no traffic calming devices. This study revealed that the slotted speed cushions, like those on 10<sup>th</sup> Avenue S., were effective in controlling general traffic but they caused virtually no delay for emergency vehicles. Because of the success of this test, Public Works changed its design standards and, over time, will convert the solid speed humps to speed cushions as streets are repaved.

Thank you again for expressing your concerns to the City Council.

Sincerely,  
KIRKLAND CITY COUNCIL

James L. Lauinger, Mayor

cc: Jeff Blake, Chief, Fire Department  
Daryl Grigsby, Director, Public Works



**CITY OF KIRKLAND**  
**Department of Finance and Administration**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100  
www.ci.kirkland.wa.us

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## **MEMORANDUM**

**To:** David Ramsay, City Manager  
**From:** Kathi Anderson, City Clerk  
**Date:** March 20, 2008  
**Subject:** CLAIM(S) FOR DAMAGES

### **RECOMMENDATION**

It is recommended that the City Council acknowledge receipt of the following Claim(s) for Damages and refer each claim to the proper department (risk management section) for disposition.

### **POLICY IMPLICATIONS**

This is consistent with City policy and procedure and is in accordance with the requirements of state law (RCW 35.31.(040)).

### **BACKGROUND DISCUSSION**

The City has received the following Claim(s) for Damages from:

- (1) Edward J. Gibson, Elliott A. Gibson, and Evan A. Gibson  
4401 S. Angeline St  
Seattle, WA 98118

**Amount:** Unspecified Amount

**Nature of Claim:** Claimants state damage resulted from unlawful arrest.

- (2) Diane and Laurence Fennema  
26 20<sup>th</sup> Avenue  
Kirkland, WA 98033

**Amount:** \$4,125.49

**Nature of Claim:** Claimant states damage to property resulted from a water main break.



**CITY OF KIRKLAND**

**Public Works Department**

**123 Fifth Avenue, Kirkland, WA 98033 425.587.3030**

[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

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**MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** John Hopfauf, Street Manager

**Date:** March 17, 2008

**Subject:** King County Road Services Division Interlocal Agreement

RECOMMENDATION:

The City Council adopt the resolution authorizing the City Manager to sign the Interlocal Agreement between King County and the City of Kirkland for provision of services by the King County Road Services Division.

BACKGROUND DISCUSSION:

In the event of an emergency, the City would have the ability use the King County Road Services Division as an additional resource to maintain the City's roads.

The County Road Services Division will, upon the City's request, provide the City with Traffic Maintenance, Road Maintenance, Construction Management and Engineering, and other road related services.

RESOLUTION R-4693

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN INTERLOCAL AGREEMENT BETWEEN THE CITY OF KIRKLAND AND THE KING COUNTY ROAD SERVICES DIVISION, TO PROVIDE ROAD-RELATED SERVICES ON AN "AS REQUESTED" BASIS AND AUTHORIZING THE CITY MANAGER TO SIGN THE AGREEMENT ON BEHALF OF THE CITY OF KIRKLAND.

WHEREAS, the King County Road Services Division has the capability of providing traffic maintenance, road maintenance, construction management and engineering, and other road related services; and

WHEREAS, King County is willing to assist the City with road services; and

WHEREAS, the City of Kirkland desires to contract with King County for the provision of emergency road services; and

WHEREAS, the parties are authorized by Chapter 39.34 RCW to enter into an interlocal cooperation agreement of this nature.

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The City Manager is hereby authorized and directed to execute on behalf of the City an interlocal agreement substantially similar to the Agreement attached hereto as Exhibit A.

Passed by majority vote of the Kirkland City Council in open meeting this \_\_\_\_ day of \_\_\_\_\_, 2008.

Signed in authentication thereof this \_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
MAYOR

Attest:

\_\_\_\_\_  
City Clerk

**INTERLOCAL AGREEMENT BETWEEN KING COUNTY AND  
THE CITY OF KIRKLAND FOR PROVISION OF SERVICES BY  
THE KING COUNTY ROAD SERVICES DIVISION**

THIS AGREEMENT is made and entered into by and between King County, hereinafter called the "County," and the City of Kirkland, hereinafter called the "City."

**RECITALS**

- A. The City owns public roads and traffic devices which require maintenance and/or other improvements.
- B. The City wishes the County Road Services Division to provide or perform certain services for the City.
- C. The parties can achieve cost savings and benefits in the public's interest by having the County complete those services for the City at the City's expense.
- D. This Agreement establishes the City's role and responsibilities as the recipient of such services and the County's role and responsibilities as the provider of such services.
- E. The parties are authorized by RCW Chapter 39.34 to enter into an interlocal cooperation agreement of this nature.

NOW, THEREFORE, the parties agree as follows:

**TERMS AND CONDITIONS:**

1. Services

- 1.1 The County Road Services Division will, upon the City's request, provide the City with Traffic Maintenance, Road Maintenance, Construction Management and Engineering, and other road related services. Examples of the types of Traffic and Road Maintenance services to be provided are contained in Exhibit 1 of this Agreement. The services provided to the City shall be any service that the City requests to the extent that the County Road Services Division is able to provide such service.
- 1.2 The County shall only perform services as requested by the City through the procedure described in Section 2 below.
- 1.3 The County shall act as a contractor of services only and will not purport to represent the City professionally other than in providing the services requested.

- 1.4 The County shall be the lead agency for the completion of work items requested by the City. The County shall provide services in the type, nature, and magnitude requested by the City.
- 1.5 In the event either party decides to make changes to the work items requested that alters the original scope of work, written notification from the City authorizing such changes shall be required preceding any such work.

2. Procedure for Requesting Services

- 2.1 The City shall request services furnished by the County through the procedure identified in Exhibit 2 of this Agreement.
- 2.2 The County shall provide the City with a cost estimate for individual service requests.

3. County and City Coordination

- 3.1 The City and County shall notify each other in writing of their respective operations liaison(s) responsible for administering day-to-day operational activities related to the provision of services under this Agreement.
- 3.2 The County and City liaisons shall meet as needed to review performance or to resolve problems or disputes. Any problems or disputes which cannot be resolved by the City and County liaisons shall be referred to the authorized City representative and the Road Services Division Director.

4. Personnel and Equipment

- 4.1 The County is acting hereunder as an independent contractor so that:
  - a. control of personnel standards of performance, discipline, and all other aspects of work shall be governed entirely by the County;
  - b. except as described in 4.3 below, all persons rendering service hereunder shall be for all purposes employees of the County.
- 4.2 The County shall furnish all personnel, resources, and materials deemed by the County to be necessary to provide the services herein described and subsequently requested and authorized by the City.
- 4.3 In the event the County uses a contractor to perform one or more of the services requested by the City, the appropriate supervision and inspection of the contractor's work will be performed by the County.

## 5. Compensation

- 5.1 Costs. The City will pay the County for actual costs (direct labor, employee benefits, equipment rental, materials and supplies, utilities, permits, and administrative overhead costs) for the services provided by the County as set forth herein. Administrative overhead costs for each work item shall be charged as a percentage of direct labor costs.
- 5.2 Billing. The County shall bill the City monthly for the costs of services provided. The monthly bill will reflect actual costs plus the administrative overhead set forth in Section 5.1 above. Payments are due within 30 days of the City's receipt of said invoice.
- 5.3 Extraordinary Costs. Whenever the City desires to modify a requested service, it shall notify the County in writing of that desire, and the County shall, before providing the modified service, advise the City in writing as to whether the modification would result in any increased or extraordinary costs and the amount thereof. If, after receiving such notification, the City authorizes the modification of service in writing, then it shall be responsible for any increased or extraordinary costs in the amount specified by the County. If the City decides not to authorize the modification of service, it shall notify the county in writing, and advise the county whether service shall continue as originally requested or the city cancels the request. If the City cancels the request, the City shall be responsible for all cost incurred by the County prior to and in connection with the cancellation.

## 6. City Responsibilities

- 6.1 The City hereby gives authority to the County to perform services within the City limits for the purposes of carrying out this Agreement.
- 6.2 The City is responsible for obtaining any permits or other authorizations that may be necessary for the County to carry out the work under this Agreement.
- 6.3 Nothing in this Section shall alter the status of the County and the Road Services Division as an independent contractor of the City, and the County's actions shall not be deemed to be those of the City when exercising the authority granted in this Section 6.

## 7. County Responsibilities

- 7.1 The County shall furnish and supply all necessary labor, supervision, machinery, equipment, materials, and supplies to perform the services requested by the City.

7.2 The County shall make every effort to recognize pertinent City deadlines for completion of services, and shall notify the City of any hardship or other inability to perform the services requested, including postponement of work due to circumstances requiring the County to prioritize its resources toward emergency-related work outside of the City limits.

8. Duration

8.1 This Agreement is effective upon signature by both parties, and shall remain in effect for the remainder of the calendar year in which it is signed and throughout the following calendar year.

8.2 Thereafter, this Agreement shall renew automatically from year to year effective January 1 to December 31 of each calendar year, unless either party notifies the other in writing to terminate or make substantial changes to this Agreement by April 1 of the preceding calendar year.

9. Indemnification

Washington State law shall govern the respective liabilities of the parties to this Agreement for any loss due to property damage or injury to persons arising out of activities conducted pursuant to it.

10. Insurance

The County certifies that it is fully self-insured.

11. Audits and Inspections

The records and documents pertaining to all matters covered by this Agreement shall be retained and be subject to inspection, review, or audit by the County or the City during the term of this Agreement and for three (3) years after termination.

12. Entire Agreement and Amendments

This Agreement contains the entire written agreement of the parties hereto and supersedes any and all prior oral or written representations or understandings. This Agreement may be amended at any time by mutual, written agreement between the parties.

13. Invalid Provisions

If any provision of this Agreement shall be held invalid, the remainder of the Agreement shall not be affected if such remainder would then continue to serve the purposes and objectives of the parties.

14. Other Provisions

- 14.2 Nothing contained herein is intended to, nor shall be construed to, create any rights in any party not a signatory to this Agreement, or to form the basis for any liability on the part of the City and the County, or their officials, employees, agents or representatives, to any party not a signatory to this Agreement.
- 14.3 Waiver of any breach of any provision of this Agreement shall not be deemed to be a waiver of any prior or subsequent breach and shall not be construed to be a modification of the terms of this Agreement.
- 14.5 The headings in this Agreement are for convenience only and do not in any way limit or amplify the provisions of this Agreement.
- 14.6 This Agreement contains the entire agreement of the parties and any representations or understandings, whether oral or written, not incorporated herein are excluded.

IN WITNESS WHEREOF, the parties have executed this Agreement effective as of the date last written below.

KING COUNTY

CITY OF KIRKLAND

\_\_\_\_\_  
King County Executive

\_\_\_\_\_  
City Manager

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

Approved as to Form

Approved as to Form

\_\_\_\_\_  
King County Deputy Prosecuting  
Attorney

\_\_\_\_\_  
City Attorney

## Exhibit 1

1. Traffic Services: The following are examples of traffic services provided by the County. Actual services provided will be those requested by the City, and the County shall provide such services in the magnitude, nature, and manner requested by the City. The City shall set its own service level standards and policies for all roadway features. The County is merely a contractor for the purpose of implementing City roadway service standards and policies.
  - 1.1 Sign Maintenance: Replacing faded sign faces and rotten posts, straightening leaning posts, cleating uncleated posts, relocating signs for visibility or pedestrian safety, maintenance of vandalized signs or signs damaged by vehicle accidents, inspection of signs to check for reflectivity, cutting or trimming bushes or limbs blocking visibility, removal of signs when appropriate, installation of new signs upon City request.
  - 1.2 Signal Maintenance: Replacing and cleaning light systems for signal and flasher displays and signs, installation and repair of vehicle detector loops, checking and adjusting signal timing, examining traffic signal operation to assure it is operating as intended, inspecting hardware for wear or deficiencies, testing and repairing of electronic control devices and components, repair or replacement of signal and flasher displays and supports or wiring external to controller cabinets, modification of controller cabinets, testing of new and modified cabinets and control devices, traffic counter testing and repair, preventative maintenance.
  - 1.3 Sign Fabrication: Design and fabricate signs of any size as needed by the City.
  - 1.4 Crosswalks: Refurbishing with thermoplastics and temporary tape and removal when appropriate.
  - 1.5 Stop Bars: Refurbishing with thermoplastics and temporary tape and removal when appropriate.
  - 1.6 Arrows/Legends: Remarking worn arrows and removing when appropriate.
  - 1.7 Curb Painting: Maintenance of curbing, islands, and parking stalls.
  - 1.8 Raised Pavement Markers: Removal and replacement of raised pavement markers or rumble bars.
  - 1.9 Striping: Painting linear road stripes on pavement, such as centerlines, edge lines, radius and channelization, removal of lines, stripes, or symbols.

- 1.10 Street Lights: Replacement of light bulbs in existing street lights not maintained by power companies, repair and replacement of street light heads, poles, or wiring.
  - 1.11 Utility Locating: Locating underground traffic facilities for utilities or other digging operations.
  - 1.12 Flasher/Crosswalk Preventative Maintenance: Examining to assure equipment is operating as intended and inspecting hardware for wear or deficiencies.
2. Roadway Maintenance: The following are examples of roadway maintenance services provided by the County. Actual services provided will be those requested by the City, and the County shall provide such services in the magnitude, nature, and manner requested by the City. The City shall set its own service level standards and policies for all roadway features. The County is merely a contractor for the purpose of implementing City roadway service standards and policies.
- 2.1 Traveled Roadway Surface: Patching, crack pouring, pre-level work, pavement replacement, grading, dust control.
  - 2.2 Shoulders: Restoration construction, paving, curb and gutter repair, spraying, extending pavement edge.
  - 2.3 Drainage: Installation of drainage pipe, curb, catch basins, culvert headers/trash racks; hand ditching, drainage pipe repair, catch basin and manhole cleaning, blade ditching/shoulder pulling, drainage systems cleaning, pipe marking, drainage preparation, catch basin repair, culvert header/trash rack replacement and repair, bucket ditching, catch basin replacement, erosion control, catch basin/manhole cover replacement, silt removal, Ditchmaster ditch cleaning.
  - 2.4 Structures: Installation of rock, gabion and rip-rap walls, guardrails, fencing, median barrier walls; rock wall repair or replacement, guidepost installation, guardrail repair, retaining wall repair, median barrier replacement, guardrail post removal, fencing repair, bridge repair.
  - 2.5 Traffic and Pedestrian Facilities: Concrete sidewalk installation, sidewalk/walkway repair, hazardous material cleanup, street sweeping, street flushing, snow and ice control, maintaining traffic control barricades.
  - 2.6 Roadside: Landscape restoration, slope/shoulder mowing, litter pickup, hand brushing, danger tree removal, landscape maintenance, slide removal, ornamental tree maintenance, tree trimming, hand mowing, roadside spraying, tansy ragwort spraying, washout repair.

## **Exhibit 2**

### **Services Request Process**

1. City liaison completes a “Request and Approval for Services” (Form A attached).
2. City Mayor, or designee, signs under the heading “Authorization for Request of Services” on the Form A.
3. The Form A is transmitted to the County liaison.
4. The County liaison delegates the request to the appropriate Section for review.
5. A County Section representative will complete Form B of the “Request and Approval for Services.” Form B will include the recommended action, cost estimate, and proposed schedule. If the Road Services Division is unable to provide the requested service, a notation will be made on the Form B, and the form will be returned to the City in a timely manner.
6. The County’s cost estimate will include all applicable costs for the service requested as described in Section 5.1 of the Agreement.
7. If the cost estimate is \$500 or less, the County may proceed with the requested service as authorized by the city representative on Form A. If the cost estimate is over \$500, Form B is transmitted to the City liaison for authorization. The signed Form B is then transmitted back to the County.
8. The County shall complete the requested work upon receipt of the signed Form B. If the County is unable to compete the work in accordance with the proposed schedule, it shall notify the city immediately.
9. The County and City liaisons maintain a file of all service requests.
10. The County liaison maintains a tracking system of all the service requests and provides the City with an updated report at least quarterly.

**REQUEST AND APPROVAL FOR SERVICES  
CITY OF KIRKLAND**

**FORM A**

**Request Number:**

**Date:**

**Nature of Request:**

**Location:**

**Requester Name:**

**Address:**

**Telephone:**

**Authorization for Request of Services:**

\_\_\_\_\_  
City Authorized Signature

Date

\*\*\*\*\*

**FORM B**

**Date:**

**Project/Work Order Number:**

**Recommended Action:**

**Cost Estimate:**

**Proposed Schedule:**

**Authorization to Proceed:**

**Date Completed:**

\_\_\_\_\_  
Director, Road Services Division

Date

\_\_\_\_\_  
City Authorized Signature  
(if cost estimate over \$500)

Date

**CITY OF KIRKLAND**

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3000

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**DEPARTMENT OF FINANCE AND ADMINISTRATION  
MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Kathi Anderson, City Clerk  
Tracey Dunlap, Director, Finance and Administration

**Date:** March 25, 2008

**Subject:** Parking Advisory Board Member Resignation and Appointment

RECOMMENDATION:

That Council acknowledge Sarah Andeen's resignation from the Parking Advisory Board and approve a motion to appoint Mike Miller as the new member to the remainder of the unexpired term, which ends March 31, 2009.

BACKGROUND DISCUSSION:

Ms. Andeen has resigned from the Parking Advisory Board as she was appointed to the Kirkland Library Board last evening and in accordance with Council policy, cannot serve on two City Boards simultaneously. Council interviewed and selected Mr. Miller as the alternate appointee for any future unanticipated vacancy within the following six-month timeframe at their special meeting on January 10, 2008.



**CITY OF KIRKLAND**  
**Department of Public Works**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

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## MEMORANDUM

**To:** David Ramsay, City Manager

**From:** Katy Coleman, Development Engineering Analyst  
Daryl Grigsby, Public Works Director

**Date:** March 17, 2008

**Subject:** RESOLUTION TO RELINQUISH THE CITY'S INTEREST IN A PORTION OF UNOPENED RIGHT-OF-WAY

### RECOMMENDATION:

It is recommended that the City Council adopt the enclosed Resolution relinquishing interest in a portion of unopened alley being identified as the north 8 feet of the unopened alley abutting the south boundary of the following described property: Lots 1 and 2, except the east 22 feet of said Lot 2, Block 140, Burke and Farrar's Kirkland Addition to the City of Seattle, Division No. 27, according to the plat thereof recorded in Volume 21 of Plats, page 90, records of King County, Washington.

### BACKGROUND DISCUSSION:

The unopened portion of the alley abutting the property of 403 10<sup>th</sup> Avenue was originally platted and dedicated in 1890 as Town of Kirkland. The Five Year Non-User Statute provides that any street or right-of-way platted, dedicated, or deeded prior to March 12, 1904, which was outside City jurisdiction when dedicated and which remains unopened or unimproved for five continuous years is then vacated. The subject right-of-way has not been opened or improved.

Shirl Hollingsworth, the owner of the property abutting this right-of-way, submitted information to the City claiming the right-of-way was subject to the Five Year Non-User Statute (Vacation by Operation of Law), Laws of 1889, Chapter 19, Section 32. After reviewing this information, the City Attorney believes the approval of the enclosed Resolution is permissible.

Attachments: Vicinity Maps  
Resolution

Copy: Rob Jammerman, Development Engineering Manager



4TH ST

10TH AVE

9TH AVE

# Hollingsworth Residence Non-User Vacation

## 403 10th Ave

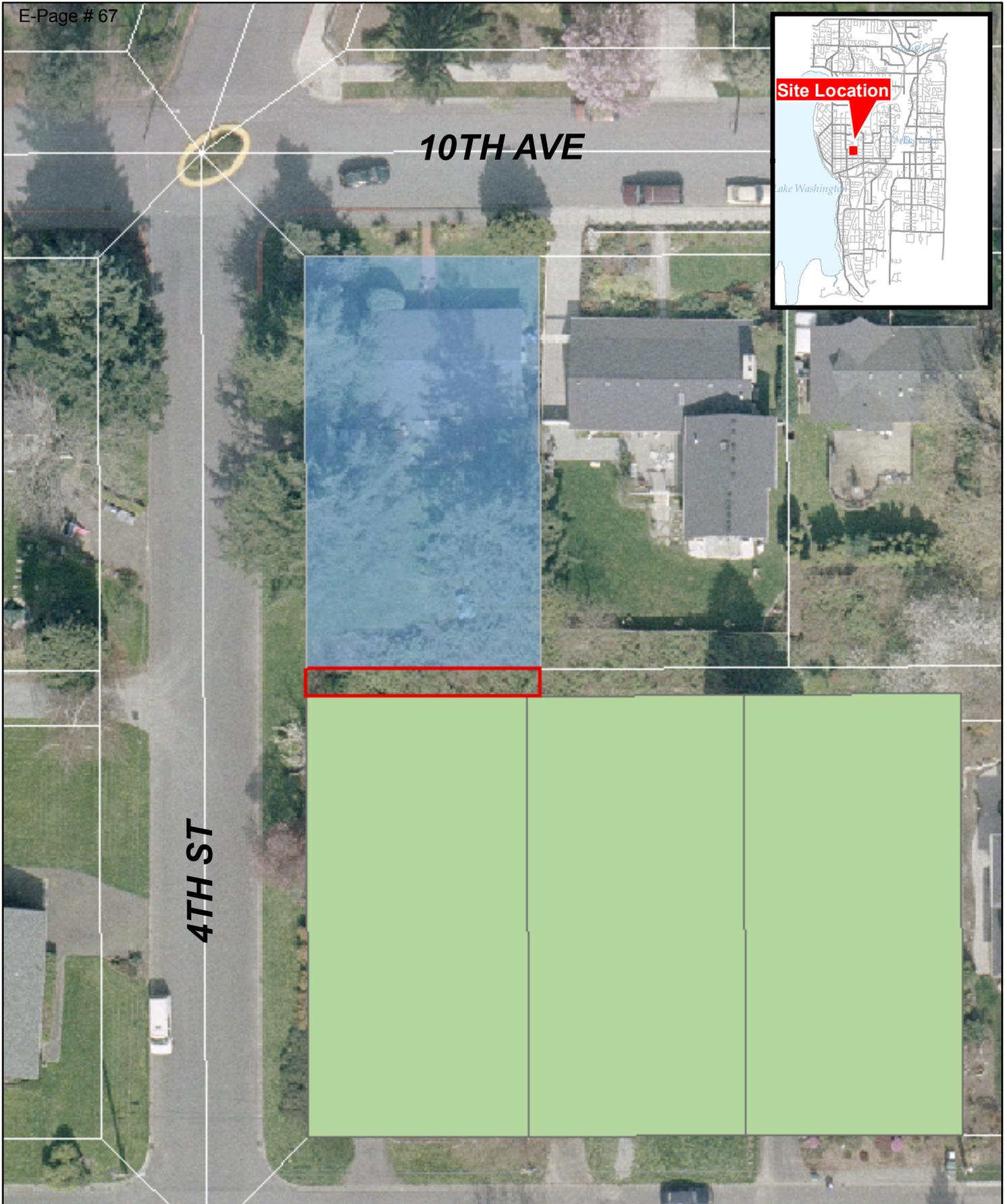
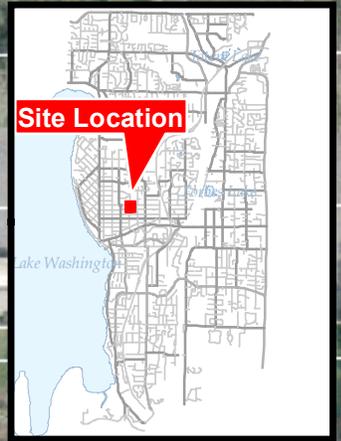
- Hollingsworth Residence
- Granted Non-User Vacations
- Pedestrian Easement
- Building Outline
- Proposed Vacation



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 Printed March 13, 2008 - Public Works GIS

**10TH AVE**

**4TH ST**



**Hollingsworth Residence Non-User Vacation**  
**403 10th Ave**

- Hollingsworth Residence
- Granted Non-User Vacations
- Proposed Vacation
- Pedestrian Easement



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RESOLUTION R-4694

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE IN AN UNOPENED RIGHT-OF-WAY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNER SHIRL HOLLINGSWORTH

WHEREAS, the City has received a request to recognize that any rights to the land originally dedicated in 1890 as right-of-way abutting a portion of the Town of Kirkland have been vacated by operation of law; and

WHEREAS, the Laws of 1889, Chapter 19, Section 32, provide that any county road which remains unopened for five years after authority is granted for opening the same is vacated by operation of law at that time; and

WHEREAS, the area which is the subject of this request was annexed to the City of Kirkland, with the relevant right-of-way having been unopened; and

WHEREAS, in this context it is in the public interest to resolve this matter by agreement,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Kirkland as follows:

Section 1. As requested by the property owner Shirl Hollingsworth, the City Council of the City of Kirkland hereby recognizes that the following described right-of-way has been vacated by operation of law and relinquishes all interest it may have, if any, in the portion of right-of-way described as follows:

A portion of unopened alley being identified as the north 8 feet of the unopened alley abutting the south boundary of the following described property: Lots 1 and 2, except the east 22 feet of said Lot 2, Block 140, Burke and Farrar's Kirkland Addition to the City of Seattle, Division No. 27, according to the plat thereof recorded in Volume 21 of Plats, page 90, records of King County, Washington.

Section 2. This resolution does not affect any third party rights in the property, if any.

Passed by majority vote of the Kirkland City Council in open meeting this \_\_\_\_ day of \_\_\_\_\_, 2008

Signed in authentication thereof this \_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
MAYOR

Attest:

\_\_\_\_\_  
City Clerk



**CITY OF KIRKLAND**  
**Department of Public Works**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

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## MEMORANDUM

**To:** David Ramsay, City Manager

**From:** Katy Coleman, Development Engineering Analyst  
Daryl Grigsby, Public Works Director

**Date:** March 17, 2008

**Subject:** RESOLUTION TO RELINQUISH THE CITY'S INTEREST IN A PORTION OF UNOPENED RIGHT-OF-WAY

### RECOMMENDATION:

It is recommended that the City Council adopt the enclosed Resolution relinquishing interest in a portion of unopened alley being identified as the north 8 feet of the unopened alley abutting the south boundary of the following described property: Lots 26 and 27, Block 169, Town of Kirkland, according to the plat thereof recorded in Volume 6 of Plats, page 53, records of King County, Washington.

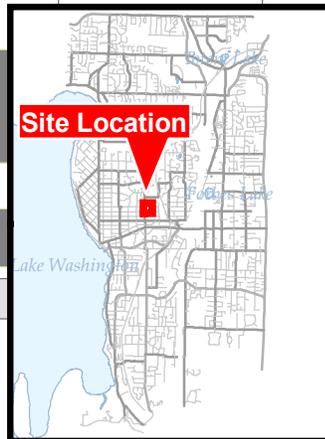
### BACKGROUND DISCUSSION:

The unopened portion of the alley abutting the property of 619 10<sup>th</sup> Avenue was originally platted and dedicated in 1890 as Town of Kirkland. The Five Year Non-User Statute provides that any street or right-of-way platted, dedicated, or deeded prior to March 12, 1904, which was outside City jurisdiction when dedicated and which remains unopened or unimproved for five continuous years is then vacated. The subject right-of-way has not been opened or improved.

Warren William Smythe and Helen E Smythe, the owners of the property abutting this right-of-way, submitted information to the City claiming the right-of-way was subject to the Five Year Non-User Statute (Vacation by Operation of Law), Laws of 1889, Chapter 19, Section 32. After reviewing this information, the City Attorney believes the approval of the enclosed Resolution is permissible.

Attachments: Vicinity Maps  
Resolution

Copy: Rob Jammerman, Development Engineering Manager



**10TH AVE**

**6TH ST**

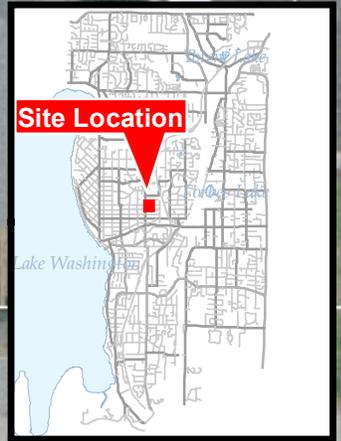
**9TH AVE**

**Smythe Residence Non-User Vacation  
619 10th Ave**

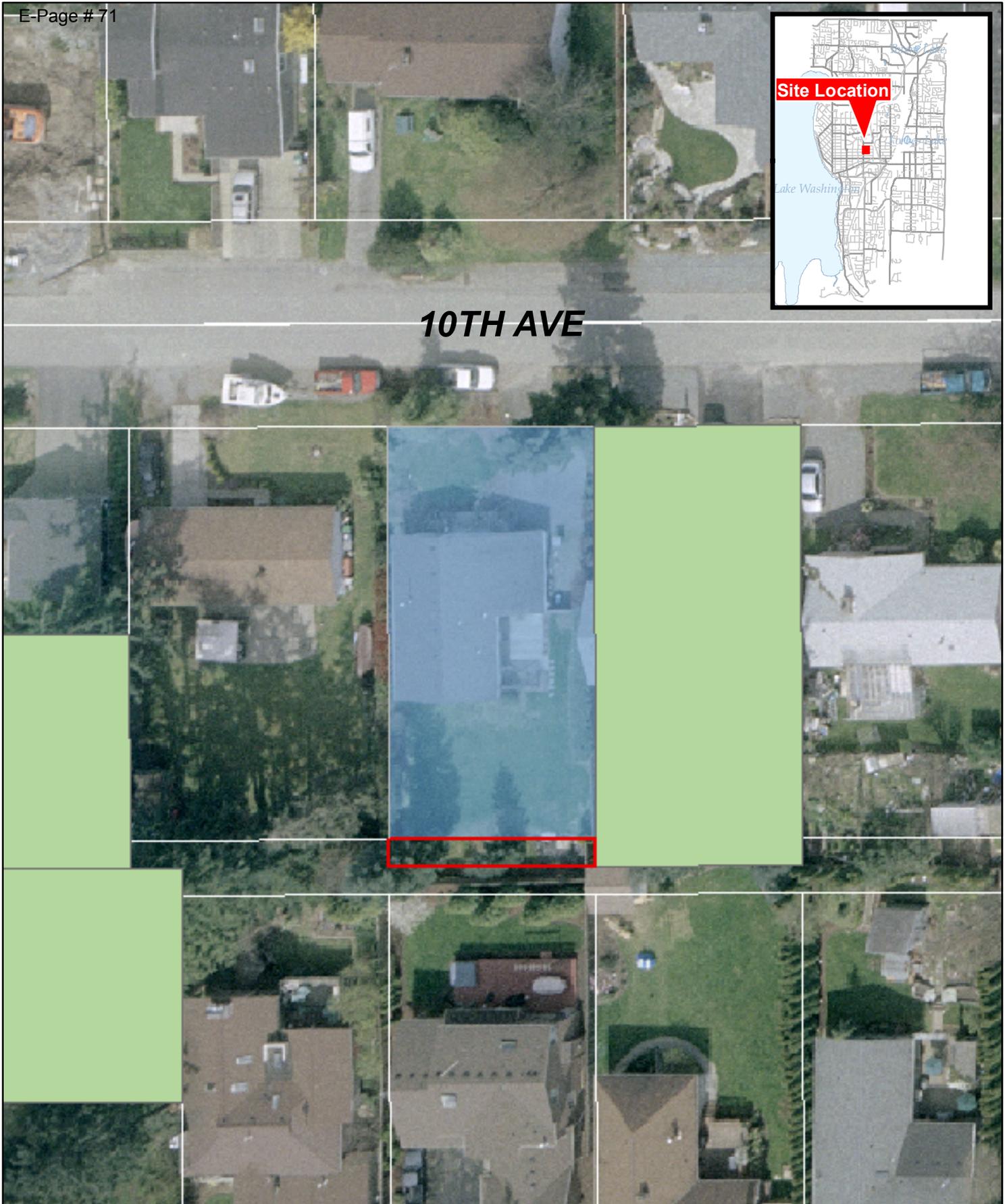
-  Smythe Residence
-  Granted Non-User Vacations
-  Proposed Vacation
-  Pedestrian Easement
-  Building Outline



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 Printed March 13, 2008 - Public Works GIS



**10TH AVE**



**Smythe Residence Non-User Vacation  
619 10th Ave**

- Smythe Residence
- Granted Non-User Vacations
- Proposed Vacation
- Pedestrian Easement



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RESOLUTION R-4695

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE IN AN UNOPENED RIGHT-OF-WAY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNERS WARREN WILLIAM SMYTHE AND HELEN E. SMYTHE

WHEREAS, the City has received a request to recognize that any rights to the land originally dedicated in 1890 as right-of-way abutting a portion of the Town of Kirkland have been vacated by operation of law; and

WHEREAS, the Laws of 1889, Chapter 19, Section 32, provide that any county road which remains unopened for five years after authority is granted for opening the same is vacated by operation of law at that time; and

WHEREAS, the area which is the subject of this request was annexed to the City of Kirkland, with the relevant right-of-way having been unopened; and

WHEREAS, in this context it is in the public interest to resolve this matter by agreement,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Kirkland as follows:

Section 1. As requested by the property owners Warren William Smythe and Helen E. Smythe, the City Council of the City of Kirkland hereby recognizes that the following described right-of-way has been vacated by operation of law and relinquishes all interest it may have, if any, in the portion of right-of-way described as follows:

A portion of unopened alley being identified as the north 8 feet of the unopened alley abutting the south boundary of the following described property: Lots 26 and 27, Block 169, Town of Kirkland, according to the plat thereof recorded in Volume 6 of Plats, page 53, records of King County, Washington.

Section 2. This resolution does not affect any third party rights in the property, if any.

Passed by majority vote of the Kirkland City Council in open meeting this \_\_\_\_ day of \_\_\_\_\_, 2008

Signed in authentication thereof this \_\_\_\_\_ day of \_\_\_\_\_, 2008.

\_\_\_\_\_  
MAYOR

Attest:

\_\_\_\_\_  
City Clerk

**CITY OF KIRKLAND****Department of Finance & Administration****123 Fifth Avenue, Kirkland, WA 98033 425.587.3100****www.ci.kirkland.wa.us****MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Barry Scott, Purchasing Agent

**Date:** March 19, 2008

**Subject:** REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF APRIL 1, 2008

This report is provided to apprise the Council of recent and upcoming procurement activities where the cost is estimated to be in excess of \$50,000. This report also includes the process being used to determine the award of the contract.

Following is a report on the City's major procurement activities since March 5, 2008:

	Project	Process	Estimate/Price	Status
1.	Jacobsen 6010 Wide Area Rotary Mower (Replacement for M-7 funded by Fleet Replacement Reserves)	Cooperative Purchase - State Contract 08506	\$50,950.61	Purchase order to be issued by March 26th

Please contact me if you have any questions regarding this report.



**CITY OF KIRKLAND**  
**Planning and Community Development Department**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

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## **MEMORANDUM**

**Date:** March 20, 2008

**To:** David Ramsay, City Manager

**From:** Paul Stewart, Deputy Planning Director

**Subject:** Cascade Agenda Leadership City (File No. MIS08-00011)

### **Recommendation**

- Receive a presentation from the Cascade Land Conservancy on the City of Kirkland becoming a *Cascade Agenda Leadership City*.
- Authorize a one-time expenditure of \$5,000 from the Council Special Projects Reserve fund for the membership fee.
- Direct staff to bring back a resolution for adoption by the Council endorsing the membership and program.
- Direct staff to develop a memorandum of agreement acceptable to both parties.

### **Background**

The City of Kirkland and the Cascade Land Conservancy have an on-going partnership. In 2005, the City adopted a resolution endorsing the Cascade Agenda – the 100-year vision for the region. In a letter from the City to the CLC, we noted that the City is committed to working in concert with the Conservancy “to implement the strategies and approaches called for in the Cascade Agenda.” In May, 2007, we became one of the first Cascade Agenda Member Cities in the region. In addition, the “Green Kirkland Partnership” is a cooperative effort between the City, the CLC and the community to restore and sustain Kirkland’s natural park and open space areas. As a result of this approach, in February, 2008 the City Council adopted the 20-Year Forest Restoration Plan.

The CLC has approached the City to become a *Cascade Agenda Leadership City*. Becoming a leadership city elevates this partnership to a new level. In addition to our efforts with the CLC on stewardship of our natural areas, this program would endeavor to improve the livability of our community through smart growth strategies, innovative land use policy and programs and community education and involvement.

Memo to Dave Ramsay

March 20, 2008

Page 2 of 2

Attached are materials from the CLC which explains the purpose, benefits and steps for the program. The membership cost for this program is \$5,000 annually. Staff would suggest that we commit to a one-year membership at this time and that any long term allocation be part of the upcoming budget discussion. City staff and the City Attorney are working on a draft memorandum of agreement that outlines the framework for this partnership.

Representatives from the Cascade Land Conservancy will be at the Council meeting to give a short presentation and answer questions. If the Council is in agreement, staff would bring back a resolution for Council's approval at the April 15<sup>th</sup> Council meeting. This would enable the CLC to make an announcement at their annual meeting on May 1<sup>st</sup>.

#### Attachments

1. Letter and materials from the Cascade Land Conservancy
2. Fiscal Note



March 17, 2008

TO: Kirkland City Council

FROM: Jeff Aken, Cascade Land Conservancy

RE: Cascade Agenda Leadership Cities informational packet and discussion

In May of 2007, Kirkland became one of the original Cascade Agenda Cities. Cascade Land Conservancy (CLC) looks forward to building upon the partnership we have forged with Kirkland by inviting the city to become the second *Cascade Agenda Leadership City*. Participation as a leadership city provides the opportunity for Kirkland's residents to see the clear connections between local actions and the achievement of broader regional goals that affect all city residents.

The Cascade Agenda Cities program enlists the regions' cities to improve the livability of neighborhoods, making them complete, compact and connected, and spectacular enough for people to choose to live there, saving the region's natural and working lands from poorly planned development. The goals of the program are to 1) manage growth fairly and responsibly, 2) make the most of new housing and 3) construct strategic public investments that support quality growth and drive economic prosperity.

These goals mirror many of the actions Kirkland is taking, such as passing the first complete streets ordinance in Washington State and creating more housing choices with a progressive Cottage, Carriage and Multiplex housing ordinance. In addition, your commitment to preserving parks, open space and trails is noteworthy.

As a leadership city, Kirkland will complete a livability self-assessment to evaluate what policies and ordinances are in place to create complete, compact and connected communities within the City and identify opportunities for future collaboration between Kirkland and the Cascade Agenda Cities program. The cost of participating in the Cascade Agenda Leadership City program is an annual fee of \$5,000. This includes 25 hours of CLC staff time to be used for policy development or outreach as determined by the city. Additional benefits of becoming a leadership city are covered in the attached packet.

Representatives of the Cascade Land Conservancy, will give a short presentation on the program and extend an invitation to Kirkland to become a leadership city at the April 1, 2008 City Council meeting.

The purpose of the session is:

1. Provide information and answer questions about the program. The attached packet contains information about the Cascade Agenda Cities Program and the benefits/obligations of becoming a leadership city along with a draft Memorandum of Agreement (MOA) between the City and CLC.

If you have questions or need more information prior to the meeting on April 1<sup>st</sup>, please feel free to contact me. Thanks and I look forward to discussing our program with you.

Sincerely,

Jeff Aken  
Program Manager, Cascade Agenda Cities



## Cascade Agenda Cities Program

**The Cascade Agenda:** The Cascade Agenda is a collective vision for conserving Washington's remarkable landscapes in the face of a growing population and a changing economy, with the following goals:

- **Save our landscape** by conserving 1.3 million acres of working farms, forests and natural areas
- **Enhance our Communities** with smart community planning and the creation of spectacular parks and public places

**Our Mission:** The mission of the Cascade Agenda Cities Program is to enlist the region's cities to improve the livability of our communities - making them complete, compact and connected - and spectacular enough to make people choose to live there, saving the region's natural and working lands from sprawling development.

**Our Vision** is for cities that are complete, compact and connected.

- **Complete:** Urban neighborhoods have a vibrant mix of people, public gathering places, civic and cultural anchors and retail establishments
- **Compact:** New development is designed to make neighborhoods efficient, walkable and affordable
- **Connected:** People live near transit connections and can walk and bike safely to daily destinations

### How CLC Adds Value:

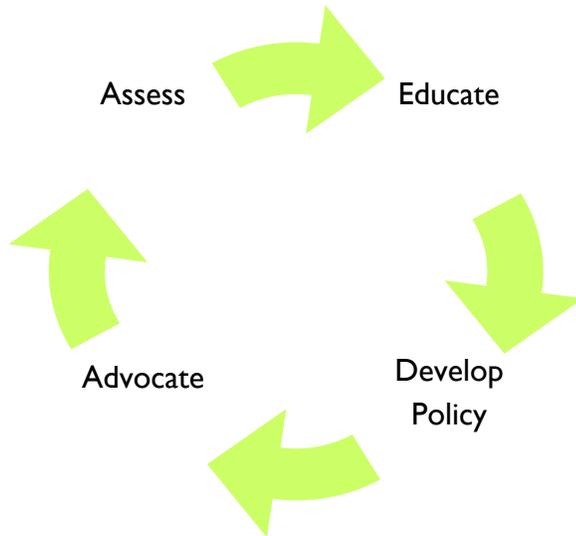
- We educate partner cities about what it takes to become a truly livable city.
- We help these cities-and their citizens-understand their options and make smart choices for future growth.
- We provide a framework for continuous improvement and sharing best practices that enables cities to make their communities better and better.

### Program Objectives/Policy Goals

- **Manage growth fairly & responsibly**
  - Level the playing field between urban infill development and Greenfield development
  - Use TDR to move development potential from rural/ resource areas into urban areas
- **Make the most of new housing**
  - Increase housing supply, choice & affordability
  - Locate most new housing in vibrant, walkable neighborhoods near transit
  - Build well-designed and efficient buildings
- **Make strategic public investments that support quality growth and drive economic prosperity**
  - Improve critical infrastructure such as transit, roads, bridges, sewer and water systems in urban areas
  - Support community assets such as libraries, museums and performance spaces
  - Expand urban park acquisition, maintenance & stewardship

## How We Will Do It

To drive local innovation in land use policy and programs, we have developed a 4-step process for assisting member cities in developing and adopting innovative policies and programs that will result in on-the-ground improvements in urban livability. We identify needs, educate city leaders and citizens, develop appropriate policies and get these policies implemented.



- **Assessment:** provide a baseline as cities enter the program and identify opportunities for action
- **Education:** educate city leaders and citizens on how to make smart choices about growth and improve the livability of their city
- **Policy development:** research best practices (locally, nationally and beyond) and facilitate development of model policies and programs with city leaders, regional experts as well as developers and builders
- **Advocacy:** Engage local citizens in advocating for quality growth in their communities and bring together a diverse coalition of interests to advocate for public investments at the state level

## How cities get involved

### *Member Cities*

- Informational meeting
- Pass council resolution
- Designate primary staff contact

### *Leadership Cities*

- Create inter-departmental team
- Conduct self-assessment of livability
- Identify opportunities and implement improvement strategies
- Participate in learning network with other cities
- Annual membership fee (\$5,000)

## Benefits for Cities

### *Member Cities*

- Recognition as a regional leader
- Access to best practices thru peer learning network
- Workshops with experts and other innovative cities
- Membership in the Cascade Agenda Coalition – directed at influencing state level policy

*Additional benefits for leadership cities*

- 25 hours of CLC staff time directed at:
  - Community outreach on growth options
  - Policy development assistance

**Current members**

- Issaquah
- Kirkland
- Shoreline
- Tacoma (Leadership City)

**Examples of partnerships with cities**

- Letter of support for the City of Shoreline Ridgecrest Mixed Use Center
- Outreach to neighborhood councils in Tacoma
- Quarterly field trips
  - High Point -December 07'
  - Cottage Housing -March 08'
- Cities Symposium planned for Autumn 08'

**For additional information:**

Please contact Jeff Aken at 206 905-6928 or [jeffa@cascadeland.org](mailto:jeffa@cascadeland.org).

## CASCADE AGENDA CITIES PROGRAM

### GETTING INVOLVED

If your city is interested in becoming even more livable while conserving the region's great places, consider becoming a member of the Cascade Agenda Cities Program. The first step to become a member is to schedule an informational meeting with our staff. We are available to meet with city staff and begin the dialogue to help your city learn more about becoming a member of the Cascade Agenda Cities Program.

For additional information on how your city can join the program, including how to download our model resolution and to learn more about making your city more complete, compact and connected, please visit us online: [www.cascadeagenda.com/cities](http://www.cascadeagenda.com/cities)

Please contact Jeff Aken at [jeffa@cascadeland.org](mailto:jeffa@cascadeland.org) or 206.905.6928 for further details.



CASCADE LAND CONSERVANCY  
615 2nd Avenue, Suite 600  
Seattle, WA 98104

CONSERVING GREAT LANDS  
CREATING GREAT COMMUNITIES



## CASCADE AGENDA CITIES PROGRAM



The Puget Sound region has a spectacular natural environment with mountains, forests, streams and a strong legacy of working lands. It is a striking place to live with a strong job market, great neighborhoods and community assets, remarkable parks, libraries and museums.

The region is at a critical moment in its history. Population is expected to double in the next 100 years, adding enough people to populate six cities the size of Seattle. Globally, climate change threatens the natural environment, economy and standard of living. In response to these mounting pressures, Puget Sound residents must work together to protect their quality of life now and create a better future for those who come after them.

Careful planning of the region's cities will provide more choices for future generations. By building most new homes in walkable neighborhoods near transit, this new growth will not compromise natural areas, working farms and forests that make this region special. Locating homes near transportation, jobs and shopping will also make it easier to get around, helping to make the cities more affordable, attractive and safer places to live, work and raise families.

*The Cascade Agenda is a collective 100-year vision for conserving Washington's remarkable landscapes in the face of a growing population and a changing economic base.*



CASCADE AGENDA CITIES are Complete, Compact and Connected.



**COMPLETE**

Urban neighborhoods have a vibrant mix of people, public gathering spaces, civic and cultural anchors, and retail establishments.

**COMPACT**

New development is designed to make neighborhoods efficient, walkable and affordable.

**CONNECTED**

Residents can use transit, walk and bike safely to daily destinations. Communities have links between natural and urban areas, allowing residents access to waterfronts, parks and trails.

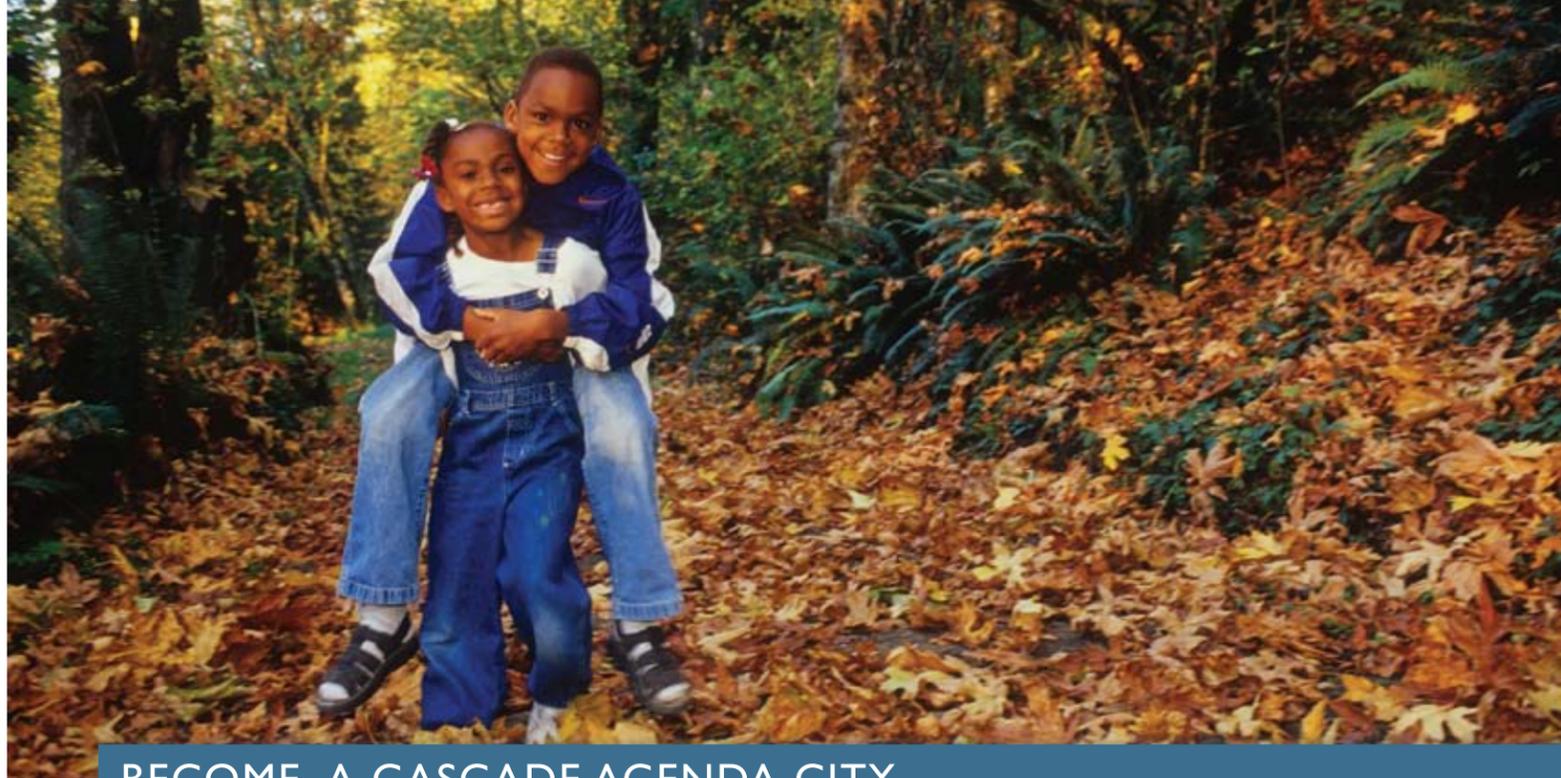


**ENLISTING THE REGION'S CITIES**

The Cascade Agenda Cities Program enlists the region's cities to improve the livability of neighborhoods—making them complete, compact and connected—and spectacular enough for people to choose to live there, saving the region's natural and working lands from poorly planned development.

*The Cascade Agenda Cities Program accomplishes this by:*

- Educating partner cities about what it takes to become a truly livable city.
- Helping these cities—and their residents—make smart choices about future growth.
- Providing a framework for continuous improvement and sharing best practices that enable cities to make their neighborhoods even better.



**BECOME A CASCADE AGENDA CITY**

**BENEFITS**

By becoming a member of the Cascade Agenda Cities Program, you are demonstrating initiative, taking action and gaining access to the following services:

- Recognition as a regional leader in creating smart communities
- Technical assistance on growth options
- Access to best practices through a region-wide learning network of peers
- Workshops with other innovative cities and regional experts
- Community outreach on how to create a better future for the region
- Membership in the Cascade Agenda Coalition—directed at influencing state level policy

**CITY RESPONSIBILITIES**

To facilitate a productive partnership the Cascade Agenda Cities program requests the following of participating cities:

- I. Member Cities
  - Pass a resolution aligning city policies with the principles of the Cascade Agenda Cities program
  - Designate a primary staff contact
- II. Leadership Cities
  - Apply to the Cascade Agenda Cities Leadership Program
  - Pass a resolution aligning city policies with the principles of the Cascade Agenda Cities program
  - Designate a staff contact and create an interdepartmental team
  - Assist in an evaluation of city policies to advance compact growth
  - Use policy review to identify opportunities and develop strategies for improvement
  - Implement improvement strategies
  - Participate in a learning network with cities across the region
  - Agree to an annual membership fee



CAREFUL PLANNING OF THE REGION'S CITIES WILL PROVIDE MORE CHOICES FOR FUTURE GENERATIONS.



May 1, 2007

Maryanne Tagney-Jones  
Chair, Cascade Land Conservancy  
615 Second Ave.  
Suite 625  
Seattle, WA 98104

RE: Cascade Agenda Cities Program

Dear Ms. Tagney-Jones:

In September, 2005, the City of Kirkland adopted Resolution R-4518 endorsing the Cascade Agenda – the 100-year vision for the region. This resolution is a reflection of the City's commitment to many of the goals and aspirations outlined in the Cascade Agenda: conserving parks and open spaces, enhancing community livability, and building a strong economy.

The City of Kirkland has a history of working in partnership with the Cascade Land Conservancy on a variety of efforts ranging from open space protection, community ivy pulls and hosting community forums. We are committed to working in concert with the Conservancy to implement the strategies and approaches called for in the Cascade Agenda.

It has now come to our attention that the Conservancy has launched a new program to build great communities and has requested Kirkland's endorsement. We feel that Kirkland has already embraced many of the principles outlined by this program. On behalf of the Kirkland City Council, we support the Cascade Agenda Cities Program and look forward to working with you to plan for, invest in and maintain great public places and quality neighborhoods and to help make this a successful region.

Sincerely,

A handwritten signature in black ink, appearing to read "James L. Lauinger".

James L. Lauinger  
Mayor, City of Kirkland

**FISCAL NOTE**

CITY OF KIRKLAND

Source of Request							
Paul Stewart, Deputy Planning Director							
Description of Request							
Request funding of \$5,000 for 2008 membership dues to become a Cascade Agenda Leadership City with the Cascade Land Conservancy (CLC). Becoming a leadership city elevates the City's partnership with the CLC to a new level. In addition to the City's current efforts with the CLC on stewardship of natural areas, this program would endeavor to improve the livability of our community through smart growth strategies, innovative land use policy and programs and community education and involvement.							
Membership as an Agenda Leadership City requires an annual fee of \$5,000. Staff recommends paying for the 2008 membership dues from the Council Special Projects Reserve and will bring back the ongoing commitment request to Council as an ongoing service package for the 2009-10 budget.							
Legality/City Policy Basis							
Fiscal Impact							
<b>One-time use of \$5,000 of the Council Special Projects Reserve for the 2008 membership dues.</b> The reserve is able to fully fund this request. Membership as a Leadership City requires an annual fee of \$5,000 that will be brought back as an ongoing service package for the 2009-10 budget.							
Recommended Funding Source(s)							
<b>Reserve</b>	Description	2008 Est End Balance	Prior Auth. 2007-08 Uses	Prior Auth. 2007-08 Additions	Amount This Request	Revised 2008 End Balance	2008 Target
	Council Special Projects Reserve	309,960	33,000	0	5,000	271,960	250,000
	Prior 2007-08 Authorized Uses include \$15,000 for the Assistance League of the Eastside's School Bell Program and \$18,000 for staff support in the Planning Department for affordable housing regulations.						
<b>Revenue/Exp Savings</b>							
<b>Other Source</b>							
Other Information							
Prepared By	Sandi Hines, Financial Planning Manager				Date	March 20, 2008	



**CITY OF KIRKLAND**  
**123 Fifth Avenue, Kirkland, WA 98033 425.587.3800**  
**www.ci.kirkland.wa.us**

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## MEMORANDUM

**To:** David Ramsay, City Manager

**From:** Daryl Grigsby, Public Works Director  
Ray Steiger, P.E., Capital Projects Manager

**Date:** March 20, 2008

**Subject:** NE 85<sup>th</sup> STREET EMERGENCY WATERMAIN REPAIR

### RECOMMENDATION:

It is recommended that City Council approve the use a combination of Water/Sewer Operating Reserves and the Water Opportunity Fund to pay a contractor for work performed on the NE 85th Street Emergency Watermain Repair.

### BACKGROUND DISCUSSION:

On Tuesday, February 19, 2008, a watermain leak was detected in the 16-inch transmission main that runs beneath NE 85<sup>th</sup> Street, adjacent to Schuck's Auto located at 12640 NE 85th Street (Attachment A.) The existing 16-inch watermain is a unique material made up of steel reinforced concrete cylinder pipe that required a specialty contractor to perform the necessary repair. In order to avoid the potential for a major failure of the main, City water crews turned off a portion of the water system leaving the existing fire hydrants on the north side of NE 85<sup>th</sup> Street, between 124<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE, unavailable for use – a situation that the fire department was aware of but one that needed to be corrected as soon as possible. As a result, pursuant to KMC 3.85.210, the City Manager authorized an emergency purchase; procurement reports of the purchase were presented to Council at their regular meetings of March 4<sup>th</sup> and March 18<sup>th</sup>.

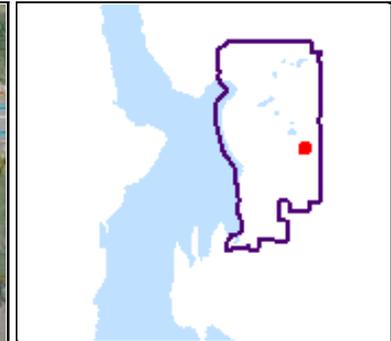
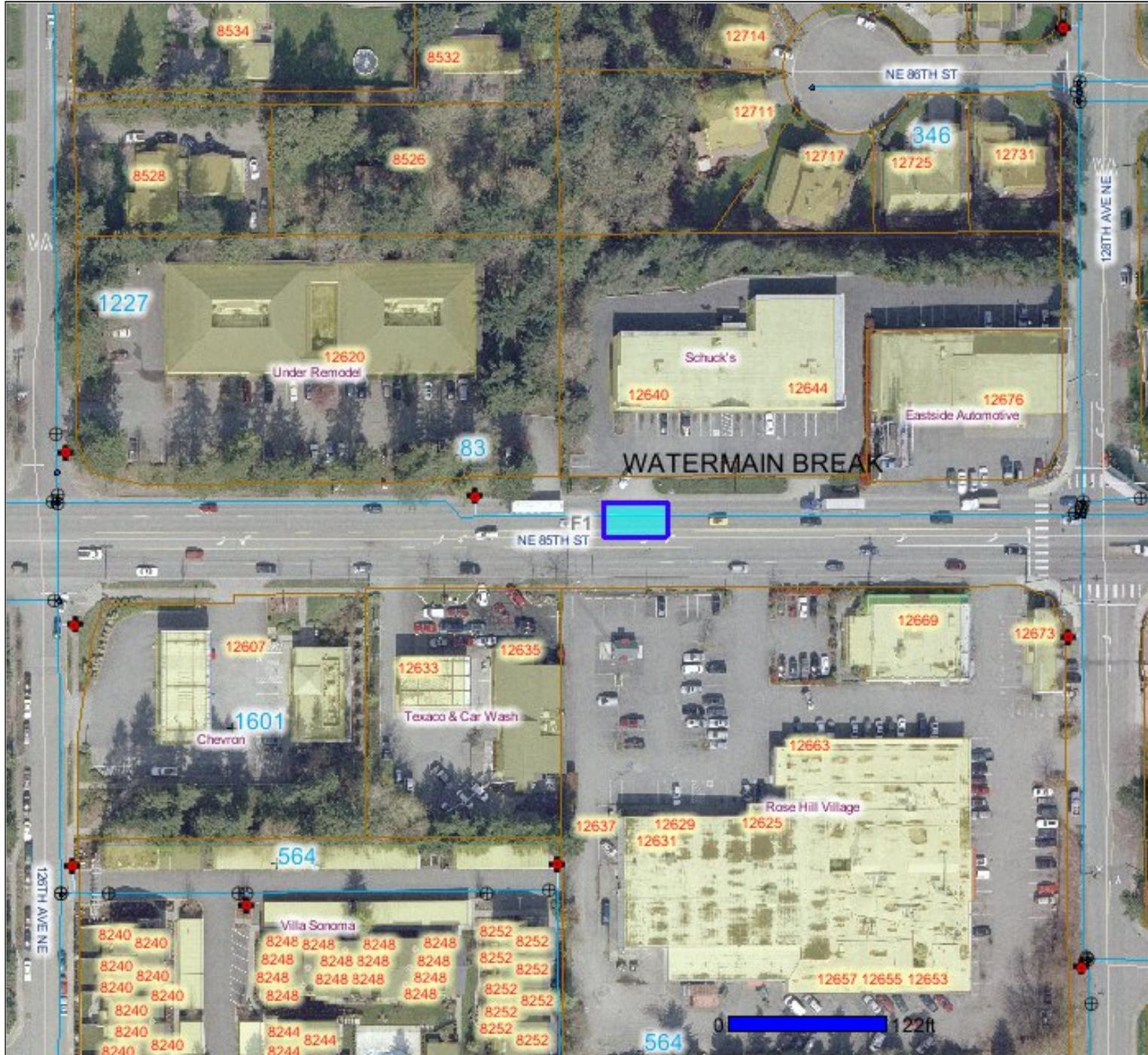
The physical repair work on the watermain began on February 20<sup>th</sup> by crews from Frank Coluccio Construction Company, Seattle, WA. At the time of the emergency purchase, it was estimated that the repair could be made in 2-days and at an estimated time-and-material cost of \$50,000. The exact location of the leak, an age and corrosion related hole about the size of a quarter, was more difficult to pinpoint – the actual repair took 5-days and nearly \$90,000 to complete.

At the time the Contractor was authorized to perform the work, Staff had identified a \$50,000 Water Opportunity Fund within the Water Division's maintenance budget to pay for the repair. The actual repair cost, including sales tax, ended up being \$89,105.69 leaving a deficit of \$39,105.69. As a result of this shortfall staff is recommending Council's authorization to use Water/Sewer Operating Reserves and the Water Opportunity Fund, as noted on the attached Fiscal Note (Attachment B), to fully fund the purchase.

The existing watermain in NE 85<sup>th</sup> Street is a circa 1968 former Seattle Water Department water line and this latest repair is the third in the past 10-years. A significant failure occurred in 1999 and closed one west-bound travel lane at the intersection of NE 85<sup>th</sup> Street and 120<sup>th</sup> Avenue NE; a contractor crew repaired that failure at a cost of approximately \$160,000. Currently, a replacement waterline for NE 85<sup>th</sup> Street has been designed with the main being relocated to NE 80<sup>th</sup> Street where construction impacts will be less significant. The design of the new watermain is being done concurrent with a new sewermain replacement project also on NE 80<sup>th</sup> Street. The recommendation for award of the construction contract for the first phase of this joint utility replacement project will be presented to Council at their regular meeting of April 18, 2008, with the second phase currently being planned for project start in 2011 and a completion in 2013.

Attachments: (2)

# ATTACHMENT A -- NE 85th STREET EMERGENCY WATERMAIN REPAIR



Approximate  
Scale 1:1,450  
1 in = 121 ft

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**FISCAL NOTE**

CITY OF KIRKLAND

Source of Request							
Daryl Grigsby, Public Works Director							
Description of Request							
Request funding of \$89,106 for the emergency repair of a watermain leak on NE 85th Street. The repair work was authorized by the City Manager pursuant to KMC 3.85.210 and reported to the Council at regular meetings on March 4th and March 18th. The original cost estimate of the repair work was \$50,000 and was identified to be funded from the Water Opportunity Fund budgeted in the Water/Sewer Operating Fund. The detection of the leak and repair work were more difficult than originally estimated and the final cost totaled \$89,106.							
Funding for the emergency repair cost is proposed as follows \$50,000 from the Water Opportunity Fund and \$39,106 from the Water/Sewer Operating Reserve.							
Legality/City Policy Basis							
Fiscal Impact							
<b>Use of the budgeted Water Opportunity Fund in the amount of \$50,000.</b> This funding is budgeted for unplanned construction opportunities or repairs and is fully able to fund \$50,000 of the total cost. <b>Additionally, a one-time use of \$39,106 of the Water/Sewer Operating Reserve.</b> The reserve is able to fully fund this request.							
Recommended Funding Source(s)							
<b>Reserve</b>	Description	2008 Est End Balance	Prior Auth. 2007-08 Uses	Prior Auth. 2007-08 Additions	Amount This Request	Revised 2008 End Balance	2008 Target
	Water Opportunity Fund	N/A	0	0	50,000	N/A	N/A
	Water/Sewer Operating Reserve	1,511,245	0	0	39,106	1,472,139	1,511,245
There are no prior 2007-08 Authorized Uses of the Water Opportunity Fund or Water/Sewer Operating Reserve.							
<b>Revenue/Exp Savings</b>							
<b>Other Source</b>							
Other Information							
Prepared By	Sandi Hines, Financial Planning Manager				Date	March 20, 2008	



**CITY OF KIRKLAND**  
**Department of Public Works**  
 123 Fifth Avenue, Kirkland, WA 98033 425.587.3800  
 www.ci.kirkland.wa.us

## MEMORANDUM

**To:** David Ramsay, City Manager

**From:** Daryl Grigsby, Public Works Director  
David Godfrey, P.E., Transportation Engineering Manager

**Date:** March 21, 2008

**Subject:** Funding Metro Route 255

### RECOMMENDATION:

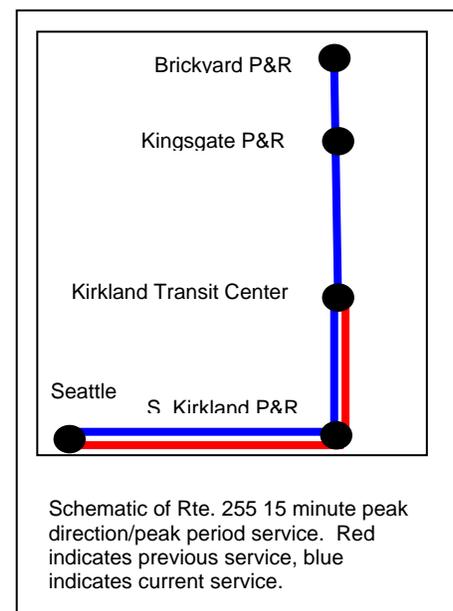
It is recommended that Council approve a proposal to fund continuation of certain peak hour trips on Metro Route 255 by reducing service on Route 277. Metro can make the change administratively, but would like to have the support of the City of Kirkland.

### BACKGROUND:

#### *Summary*

In cooperation with City of Kirkland Staff, Metro has proposed a service modification which maintains trips on the highly productive route 255. In order to maintain those trips, a service reduction is proposed for Route 277 which is a lower-usage, less productive route. Ridership on the 277 is relatively low, about 12 riders per bus hour (compared to about 26 riders per bus hour on route 255) and ridership has been decreasing over time.

Metro Route 255 currently operates at 15 minute frequencies in the morning peak to Seattle from Brickyard P&R and to Brickyard from Seattle in the afternoon peak. Prior to the beginning of construction of the I-405 nickel project, about half of these peak period trips originated or ended at Kirkland Transit Center instead of Brickyard P&R. WSDOT paid to extend all the peak period trips to Brickyard as construction mitigation for the nickel project. (see box at right) The new trips are very popular, growing by about 30% since their inception in 2006. Now that construction of the nickel project is complete, WSDOT is no longer funding the trips. Metro Transit does not have new funding to continue the trips and is considering trade-offs in service to free up hours to fund the 255 service.



Route 277 travels between Juanita and the University of Washington in the peak periods; to UW in the morning and to Juanita in the afternoon. Ridership is relatively low on Route 277. Metro is proposing cutting some of the trips on the 277 and using the savings to permanently fund the extra trips on the 255.

Memorandum to Dave Ramsay

March 21, 2008

Page 2

Metro can make the reduction to the 277 administratively, but would like to have the support of the City of Kirkland.

*Route 255*

Metro route 255 runs between Seattle and Brickyard P&R via Kingsgate P&R, Juanita, Kirkland Transit Center, and South Kirkland P&R on weekdays and weekends. It begins about 5:00 AM and runs until about 12:00 AM on weekdays and has slightly less coverage on weekends. Except during the peak when it runs every 15 minutes in the peak direction, and late night when it runs every 60 minutes it runs every 30 minutes both directions on weekdays. On weekends it runs every 30 minutes except early morning and late evening when it again runs every 60 minutes.

In June 2006, WSDOT began funding peak-hour, peak-direction trips of Route 255 between Kirkland Transit Center and Brickyard Park and Ride. Previously, in the peak hour/peak direction, half the 255 trips ran between the Kirkland transit center and Seattle. The other half ran between Brickyard and Seattle. Together this provided every 15 minute peak service to the transit center and every 30 minute service to Brickyard. By extending the trips that ended at the Kirkland Transit Center, 15 minute peak hour/peak direction service between Brickyard and Seattle was created.

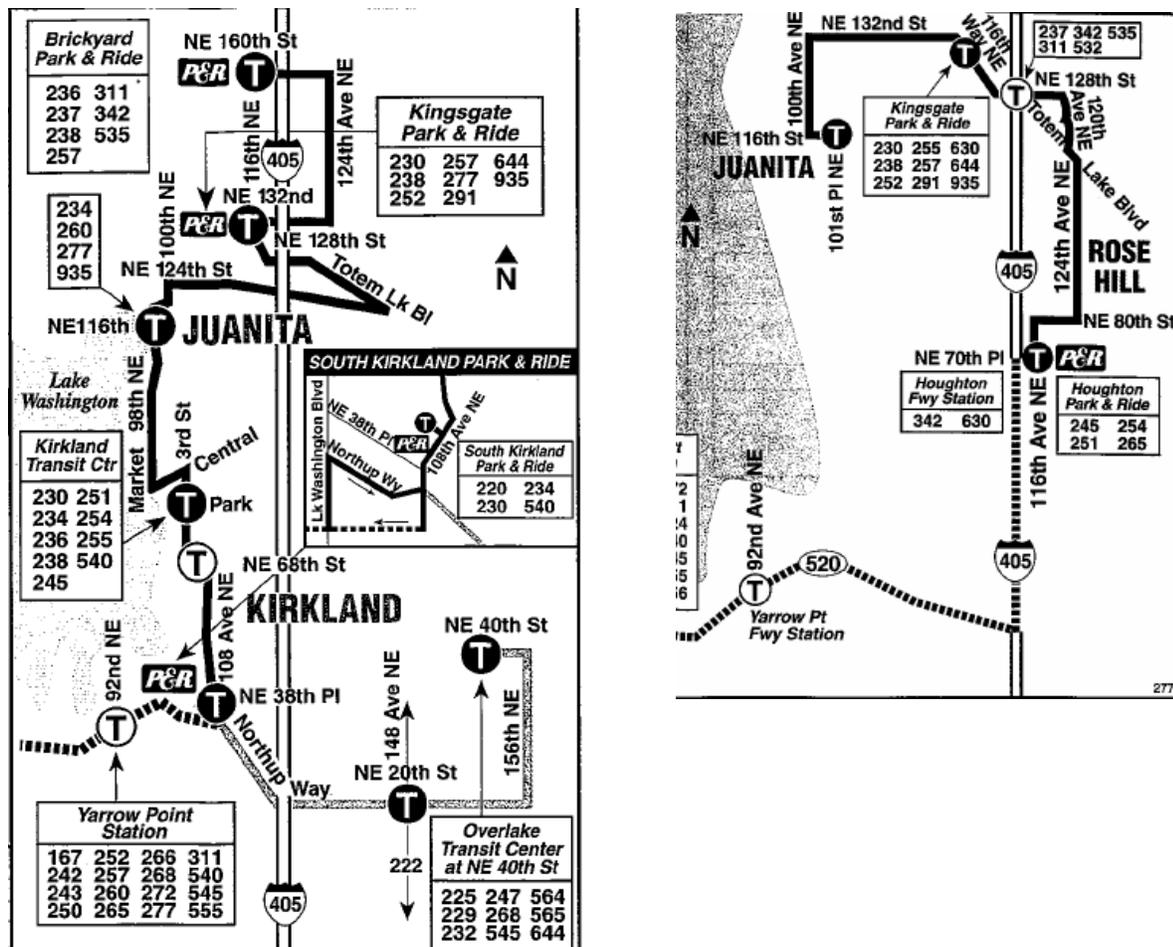


Figure 1. Route maps of Route 255 (left) and Route 277. Non-Kirkland portions of the maps are omitted. Heavy black lines indicate routes, broken lines indicate travel on freeways.

The extra trips have been successful in attracting new riders. Ridership on the route has increased by 32% over the period spring 2006 to spring 2007 measured on extended trips as they approach the Kirkland Transit Center. This is a large increase on an already productive route.

Beginning in June of 2008, WSDOT will no longer fund the extra route 255 trips. Because the extra trips were so successful, Metro and City of Kirkland have partnered to fund the trips through September 2008, with each partner contributing about \$25,000. The way Metro spends new hours is largely dictated by the Transit Now proposal. This means that if Metro is to fund the 255 trips after September, offsetting reductions in other service must be made. Route 277 is a candidate for making these cuts.

#### *Route 277*

Metro route 277 is a peak hour/peak direction route that runs on weekdays between Juanita and the University of Washington via Kingsgate P&R, Totem Lake, Lake Washington and Juanita High Schools, and Houghton P&R. It operates on I-405 and SR 520 between Houghton P&R and the University District. When the University is in session, there are 6 trips to UW in the morning and 6 to Juanita in the afternoon. When UW is not in session there are 4 morning trips and 5 afternoon trips. Morning trips are about every half hour between about 6:00 AM and 8:30 AM. Afternoon trips are about every half hour between 2:30 PM and 5:00 PM. Ridership on the 277 is relatively low, about 12 riders per bus hour (compared to about 26 riders per bus hour on route 255) and ridership has been decreasing over time.

#### *The proposal*

By permanently deleting the trips that currently run only when the UW is in session and by entirely deleting one other afternoon trip, Metro would have enough hours to permanently fund the 255 extensions. Kirkland staff supports this concept because it cuts relatively unproductive runs on a relatively unproductive route in order to fund service that has proven to be effective. There is a reduction in coverage on Route 277 but it is relatively minor.

Riders of route 277 would be informed of the cuts by postings at key locations and notices in the rider alert that is published for each service change.

#### *Other options*

Although Metro and City of Kirkland staff recommend the service changes described above, other options include a) not funding the 255 trips after September; b) deleting trips from a route other than 277 c) funding the extra trips with City funds at a cost of approximately \$150,000 per year.

#### *A Summary of Metro Service in Kirkland*

In fall of 2001, a major change to service in Kirkland took place, putting more emphasis on connecting eastside cities in exchange for one-seat rides to Seattle. Other changes have taken place over the following six years. Some routes that serve Kirkland have changed their hours of operation and/or frequency, some have been added and some have been deleted. The Table 1 summarizes, at a very high level the impact of those changes on service and ridership. Bus ridership has increased when considering both the entire routes that touch Kirkland and when considering only stops in Kirkland. Looking only at the stops in Kirkland, the number of weekday opportunities i.e. the number of times a bus goes past a stop, has increased only 3% (from 15,515 in 2001 to 15,998 in 2007) but during the same time ridership has increased 45%.

Any comments Council has on how they would like to see this information further broken down would be helpful. Metro staff has agreed to try to provide any further analysis that Council would find useful.

March 21, 2008

Page 4

Table 1. Summary of Service and Ridership changes to routes serving Kirkland.

Time	Number of Routes with at least one stop in Kirkland	Annual Bus Trips	Annual Bus Hours	Total Route Annualized Ridership	Average weekday On + off at stops in Kirkland	Comments
Spring 2000	21	140,540	181,277	2,872,325		Base line for spring-spring service comparison
Fall 2001	20	193,544	253,767	2,981,556	6,688	Major service re-organization/base line for fall-fall ridership comparison
Fall 2007	20	204,224	280,897	4,438,243	9,728	Last period for which ridership is available
Spring 2008	21	227,767	289,141	No data		Latest service change; no ridership available.
Change in ridership, Fall 2001- Fall 2007	-	-	-	+49%	+45%	Calculated as (2007-2001)/2001
Change in service, Spring 2000- Spring 2008	-	+62%	+60%	-		Calculated as (2008-2000)/2000