CITY OF KIRKLAND
CITY COUNCIL

Joan McBride, Mayor • Doreen Marchione, Deputy Mayor • Dave Asher • Toby Nixon
Bob Sternoff • Penny Sweet • Amy Walen • Kurt Triplett, City Manager

Vision Statement

Kirkland is an attractive, vibrant and inviting place to live, work and visit.
Our lakefront community is a destination for residents, employees and visitors.
Kirkland is a community with a small-town feel, retaining its sense of history,
while adjusting gracefully to changes in the twenty-first century.

123 Fifth Avenue • Kirkland, Washington 98033-6189 • 425.587.3000 • www.kirklandwa.gov

AGENDA
KIRKLAND CITY COUNCIL MEETING
City Council Chamber
Tuesday, October 16, 2012
6:00 p.m. – Study Session
7:30 p.m. – Regular Meeting

COUNCIL AGENDA materials are available on the City of Kirkland website www.kirklandwa.gov**.** 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 (425-587-3190) or the City Manager's Office (425-587-3001) 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 425-587-3190. If you should experience difficulty hearing the proceedings, please bring this to the attention of the Council by raising your hand.

EXECUTIVE SESSIONS may be held by the City Council only for the purposes specified in RCW 42.30.110. These include buying and selling real property, certain personnel issues, and litigation. The Council is permitted by law to have a closed meeting to discuss labor negotiations, including strategy discussions.

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.

1. *CALL TO ORDER*

2. *ROLL CALL*

3. *STUDY SESSION*

   a. Draft Urban Forest Strategic Management Plan

4. *EXECUTIVE SESSION*

   a. To Discuss Potential Litigation

5. *HONORS AND PROCLAMATIONS*

   a. 2012 Washington District 9 Junior Softball World Series Host Team Proclamation

6. *COMMUNICATIONS*

   a. *Announcements*

   b. *Items from the Audience*

   c. *Petitions*

7. *SPECIAL PRESENTATIONS*

   a. Audit Debrief and Government Finance Officers Association (GFOA) Certificate of Achievement for Financial Reporting

QUASI-JUDICIAL MATTERS Public comments are not taken on quasi-judicial matters, where the Council acts in the role of judges. The Council is legally required to decide the issue based solely upon information contained in the public record and obtained at special public hearings before the Council. The public record for quasi-judicial matters is developed from testimony at earlier public hearings held before a Hearing Examiner, the Houghton Community Council, or a city board or commission, as well as from written correspondence submitted within certain legal time frames. There are special guidelines for these public hearings and written submittals.

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.

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.

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.

b. Neighborhood Food Drive Results

8. *CONSENT CALENDAR*

a. Approval of Minutes: October 2, 2012

b. Audit of Accounts:
Payroll $
Bills $

c. General Correspondence

d. Claims

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

h. Other Items of Business

(1) Report on Procurement Activities

9. *PUBLIC HEARINGS*

a. Ordinance O-4379 and its Summary, Imposing and Extending a Moratorium Within Neighborhood Business (BN) Zones on the Acceptance of Applications for the Review and/or Issuance of Development Permits for Any New Development, Addition or Alteration as Such Terms are Defined in this Ordinance.

10. *UNFINISHED BUSINESS*

a. Commercial Codes and Plans – City Council Direction

b. Amended 2012-2014 Planning Work Program

c. Ordinance O-4380 and its Summary, Relating to Solid Waste Collection Rates and Amending Section 16.12.030 of the Kirkland Municipal Code.

11. *NEW BUSINESS*

a. Ordinance O-4381 and its Summary, Relating to Zoning, Planning and Land Use, Adopting a New "Residential Suites" Use Category, and Adopting Regulations Governing Residential Suites Uses.

b. Human Services Funding Recommendations for 2013-2014

ITEMS FROM THE AUDIENCE Unless it is 10:00 p.m. or later, speakers may continue to address the Council during an additional Items from the Audience period; provided, that the total amount of time allotted for the additional Items from the Audience period shall not exceed 15 minutes. A speaker who addressed the Council during the earlier Items from the Audience period may speak again, and on the same subject, however, speakers who have not yet addressed the Council will be given priority. All other limitations as to time, number of speakers, quasi-judicial matters, and public hearings discussed above shall apply.

12. REPORTS

a. City Council

(1) Regional Issues

b. City Manager

(1) Calendar Update

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT

Council Meeting: 10/16/2012
Agenda: Study Session
Item #: 3. a.

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov

MEMORANDUM

Date: October 4, 2012

To: Kurt Triplett, City Manager

From: Deb Powers, Urban Forester
Paul Stewart, Deputy Planning Director

Subject: **DRAFT URBAN FOREST STRATEGIC MANAGEMENT PLAN**

RECOMMENDATION:

The City Council receives the Draft Urban Forest Strategic Management Plan (Plan) (Attachment 1) and provides feedback and direction to staff regarding the following:

- Additional information that the Council would like to see incorporated into the Plan.
- Other strategies the Council would like to see addressed.
- Additional opportunities for public input.
- Direction on the priority strategies to implement the Plan.

Based on Council direction, staff will prepare the final Plan for approval by the Council at a regular Council meeting. In addition, staff will prepare for the Council's concurrence an annual work plan on the priority implementation strategies.

BACKGROUND DISCUSSION:

Introduction

As noted in the 20-Year Forest Restoration Plan, "The people of Kirkland care about their forests." The urban forest includes the trees in parks, natural areas, along streets, shorelines and stream corridors and on privately-owned property. Urban forestry management is about making space for, planting and maintaining trees while accommodating population growth and protecting the resource for the benefit of future generations and quality of life.

The urban forest is a valuable community asset and a key component of Kirkland's 'green infrastructure,' providing essential services with environmental, social and economic benefits. Trees make important contributions to the City's health and livability by reducing stormwater runoff and flooding (Attachment 2), improving water and air quality, providing fish and wildlife habitat and making Kirkland a more desirable place to live, work and recreate.

A well-maintained urban forest provides the residents, businesses and visitors of a community a healthy, safe and pleasant environment by maximizing the benefits of its trees. The wide range of benefits provides a strong justification to support better management of tree canopy cover in urban areas. A recent analysis on Seattle's urban forest estimated the value of carbon benefits and pollution removal that Seattle's urban forest provides at over $16 million annually.

Urban forest management involves considerable forethought and vision. Serving as a 'road map' for the City Council, community leaders, volunteers, and City staff, this Plan is intended to provide long-term, consistent guidance to Kirkland's city-wide urban forestry operations and programs over the next twenty years.

However, in reality, this can be very challenging. Protection of existing trees and planting new trees in suitable locations, particularly in denser areas, requires careful planning. Furthermore, tree protection and planting should be balanced with, not at the expense of, urban intensification and 'grey infrastructure' elements that are also intended to support communities.

This challenge is why many other cities, including Lake Forest Park, Bainbridge Island, Renton, and Seattle have adopted forestry management plans, recognizing that proactive management is needed to sustain an urban forest while balancing other urban priorities such as accommodating population and employment growth and development. The U.S. Conference of Mayors recognizes that urban forests are an integral part of urban infrastructure and acknowledge that communities can be improved through an expansion of community tree programs (Attachment 3).

Similar to the "Fire Strategic Plan" reviewed recently by the City Council, this Plan is an organizational study which evaluates the efficiency and performance of the City's urban forestry efforts. However, the Draft Urban Forest Plan involves multiple departments (e.g. Parks, Public Works and Planning). It also addresses community involvement and volunteer efforts (Green Kirkland Partnership), CIP and operations and maintenance (Parks, Streets and Surface Water), guiding documents, codes and ordinances (Kirkland Comprehensive Plan, Zoning Code) and related programs (Tree City USA).

In addition, the Plan incorporates feedback about Kirkland's urban forest from a public survey and focus group meetings. It is important to note that the community has considerable interest in this topic. In September 2012, an on-line survey was posted for community response. We were expecting 100-200 responses. To our surprise, over **660 people** completed the questionnaire and submitted hundreds of comments. The survey results are summarized in Section 3.2 and included in the Draft Plan in Appendix C.

Purpose of the Draft Plan

The purpose of the Draft Urban Forest Strategic Management Plan (Plan) is to identify the challenges to better urban forestry management in Kirkland and to provide a guide for efficient urban forestry operations, policies and programs. It was developed in response to significant changes in Kirkland including a major land annexation and the prior achievement of goals established in previous management documents.

Managing the urban forest includes tree maintenance, policy development, public education, and budgetary decisions. The Plan examines all of these by conducting a gap analysis resulting in a 'report card' on the City's efforts thus far and identifying goals and strategies based on the City's vision, priorities and resources. Identifying Kirkland's challenges and opportunities for better urban forestry management supports the City Council's Operational Values towards efficiency, greater accountability and development of performance measures.

The risk of not having a management plan in place is greater liability, increased costs, inconsistent or lower levels of service, and not achieving the goals and vision of the community. A strategic plan promotes greater coordination and cooperation among the appropriate city departments and enables the City to track and monitor its activities and to engage and inform the community on a regular basis.

History

In response to the recommendations in an American Forests' Ecosystem Analysis for the Puget Sound Metropolitan area (Attachment 4) and the City's own estimated canopy coverage, the City's Comprehensive Plan was revised in 2005 to incorporate a goal to increase canopy coverage city-wide:

> *In 2003, Kirkland's overall tree cover was estimated to be 32 percent. Significant improvements in storm water management and air quality could be realized if the average tree cover were to be increased to 40 percent. To approach measurable economic and ecologic benefits, Kirkland's regulations, programs, and public outreach should aim toward increasing the City's tree canopy long term…"* (Policy NE-3.1)

More recently, the City Council adopted a goal statement on the Environment to:

> *"Protect and enhance our natural environment for current residents and future generations. We are committed to the protection of the natural environment through an integrated natural management system."*

This commitment is evident in that the City has taken many proactive steps to manage its urban forest resource, making laudable progress in the last decade. In 2001, the City conducted a Tree Management Review and has engaged the community in support of restoring Kirkland's native forest areas. The City hired an Urban Forester and a Field Arborist and has maintained its Tree City USA status for ten consecutive years. Additional accomplishments include:

- Adopting Kirkland's Natural Resource Management Plan (2003)
- Completing the first Street Tree Inventory (2004)
- Instituting the Green Kirkland Partnership (2005)
- Adopting comprehensive tree protection codes (2006)
- Approving the 20-Year Forest Restoration Plan (2008)
- Certified as Community Wildlife Habitat by the National Wildlife Federation (2009)
- Receiving two Growth Awards from the National Arbor Day Foundation (2007, 2010)
- Conducting Kirkland's Urban Tree Canopy Assessment (2011)

Kirkland's efforts became apparent with the 2011 Tree Canopy Assessment: unlike any city in the region that has conducted benchmark canopy assessments, Kirkland's canopy coverage had increased over the last decade, and, combined with the canopy in the new neighborhoods following annexation, the City has met its 40% canopy cover goal established in the Comprehensive Plan.

Having met these goals and attained many of the milestones established in previous management documents, the questions to consider for the future are:

> *How will Kirkland maintain its canopy cover over time as growth occurs? How can we better manage our urban forest resource?*

It became apparent that the City is in need of a *sustainable* guide for efficient urban forestry management for the future. The City had not undergone a review of its forestry program in over ten years. In addition, this project provided an opportunity to poll the community and stakeholder groups to ensure that the City's efforts are aligned with the community regarding its management of the urban forest resource.

Process

In late 2010, under the guidance of the City's Urban Forester Deb Powers and Paul Stewart, Deputy Planning Director, an interdepartmental team was formed to identify the project purpose, scope, methodology, timeline, and funding sources. The Team includes Sharon Rodman and Jason Filan, Parks and Community Services; and Jenny Gaus and Mark Padgett from Public Works.

In June 2011, the City secured grant funding from the Washington Department of Natural Resources and the USDA Forest Service for the project, and in early 2012, the Project Team selected Davey Resource Group (DRG) as the forestry consultant to assist in the preparation of the management plan. The Plan would develop and identify:

- Over-arching goals that support the sustainability of Kirkland's urban forest
- Strategies to increase program efficiency and cost-effectiveness
- Recommendations for actions towards attaining goals

To review the City's current forestry-related management practices, DRG identified individuals from the Planning, Public Works, and Human Resources, Information Technology/GIS and Parks and Community Services departments as having urban forestry-related activities. These individuals were interviewed by DRG and the information was compiled along with notes from research into City codes, documents and policies. The City looked at other municipal plans and programs, consulted with industry professionals and conducted a literature review. Throughout the development of the Plan, the Project Team provided direction and feedback; as did the respective department directors.

Four focus areas emerged that define the environmental, economic, and social components of Kirkland's urban forest management. These were identified as:

- **Kirkland's Urban Forest Asset** – the individual and collective tree resource and the current level of knowledge about the structure, condition, and benefits of the asset
- **The City's Guiding Policies and Regulatory Framework** - the official documents, policies and codes that outline the vision, goals and strategies guiding the urban forestry program.
- **The Municipal Urban Forestry Program** - the organization of municipal staff and financial resources dedicated to the care, preservation, and management of the urban forest.
- **Municipal-Community Interaction** - a review of groups and individuals outside the general management structure of the City who are aware and engaged in urban forest sustainability, advocacy, volunteerism, and partnerships.

Organization of Plan

The Plan is organized by these four focus areas, using the guidelines in *A Framework for Strategic Urban Forest Management Planning* (Attachment 5). A gap analysis evaluates Kirkland's program performance using criteria and indicators from *A Model of Urban Forest Sustainability* (Attachment 6), a business model approach using detailed performance measures. Ratings for Kirkland's performance in urban forestry management are expressed as low, moderate, high, or optimal performance.

The Plan is formatted by the following sections:

Section 1: Executive Summary and Introduction (pp 1-15)
Section 2: Review of Current Practices (pp 16 -58)
Section 3: Community Outreach Results (pp 59-63)
Section 4: Goals, Objectives and Recommendations (pp 64-84)
Section 5: References (pp 85-88)

In addition, the Plan includes 4 appendices with supporting material: the urban forest model Performance Measures (A), a summary of focus group comments prepared by Forterra (B), the on-line Survey Results (C) and departmental Organizational Charts (D).

Community Outreach Efforts

Community outreach and involvement are essential both in the preparation of the draft plan and its acceptance and implementation. Over the course of the plan development, the City undertook a number of steps to gather input and engage the community. An early draft was presented to the Parks Board for review and comment. In August and September, as the plan was being developed further, the City issued a press release and began posting information on webpages.

An online questionnaire was posted and announcements sent out to a variety of listserv groups. This was picked up by *Kirkland Patch* with a heading "Hey Kirkland, How Do We Feel About Our Trees?" *Kirkland Views* posted information about the survey and the *Kirkland Reporter* included an article in their September 6 edition. The draft plan and survey questionnaire were mentioned at the September KAN meeting. In addition, an article was published in the September *City Update Newsletter* and a segment on "Currently Kirkland" has been aired.

Widespread distribution of information on the survey questionnaire exceeded our expectations with over 660 responses and hundreds of additional written comments. The draft plan contains a summary of the survey. The comments are far-ranging and it is worth reviewing the individual comments in Appendix C to see the extent of the community's concerns, issues and perspectives.

In partnership with Forterra (formerly Cascade Land Conservancy), three focus group discussions were held in late September. One group consisted of residents, property owners and forest stewards; a second group of urban forestry professionals (i.e. arborists); and a third group of developers, builders and business representatives. Forterra facilitated the group discussion and provided a summary of the participant comments in Section 3.1 and Appendix B. One major reoccurring issue from the survey results and focus group meetings is the need for more education and outreach on city requirements, standards and practices.

Key Findings, Goals and Recommendations

In summary, Kirkland's overall urban forest performance based on the program review, criteria and indicators gap analysis and comparison to best management practices (BMPs) is low to moderate. Although the City is performing well by several indicators, there are more criteria rated below a 'moderate' performance rating. Three indicators cannot be evaluated due to a lack of available data. These gaps are significant barriers to the potential sustainability of the City's urban forest management.

Section 4 provides a number of recommendations for each goal and strategy; only the key recommendations are provided with the findings, goals and strategies in each of the four focus areas below:

I. KIRKLAND'S URBAN FOREST ASSET - Current tree planting in the City is somewhat ad hoc. The Green Kirkland Partnership has been very successful in planting the natural areas in parks. Trees are planted as part of capital projects and there are requirements for some tree establishment coming from City development code requirements. However, there is no formal tree planting program. In addition, the outdated street tree inventory does not include the recently annexed area, and no inventory exists for trees in formally-landscaped parks. Only partial and outdated information exists on the quality, condition, structure and risk potential of public trees in Kirkland.

Although the City's 20-Year Forest Restoration Plan provides an assessment of the quality and health of native trees and vegetation located in parks and open space, it does not include the significant acreage of open space in the annexation area under the current jurisdiction of Kirkland. Although a very comprehensive tree canopy assessment has been completed recently, the information is not usable by all departments.

GOAL: Ensure the sustainability of Kirkland's urban forest resource
STRATEGY: Obtain a greater understanding of the structure, function and benefits of the urban forest resource in order to improve the quality and sustainability of the resource
KEY RECOMMENDATIONS:

1. *Establish dedicated resources for public tree planting and maintenance*
2. *Update public tree inventory*
3. *Analyze urban forest benefits, functions and value*

II. THE CITY'S GUIDING POLICIES AND REGULATORY FRAMEWORK – The City's Comprehensive Plan provides a clear vision for Kirkland's future urban forest by establishing a target canopy goal. Recognizing that over 50 percent of the City's canopy is on private property, the adoption of code requirements for tree retention sought to achieve the city-wide 40 percent canopy goal. Kirkland Zoning Code Chapter 95 provides for tree protection and requires a permit to remove trees and a review process for trees impacted by development. This code, while comprehensive and somewhat complex, provides adequate flexibility to accommodate various development scenarios. As a program asset, Kirkland's regulatory framework and code enforcement has played a role in canopy preservation and expansion over the previous decade.

GOAL: Use effective measures to protect and enhance the urban forest resource
STRATEGY: Balance regulatory approach with education/outreach, partnerships and incentives
KEY RECOMMENDATIONS:

1. *Increase public outreach/education on tree protection regulations (training, handouts, brochures, etc.)*
2. *Update codes and ordinances to simplify and provide clarity*
3. *Draft Vegetation Management Plans for utility corridors*

III. THE MUNICIPAL URBAN FORESTRY PROGRAM – Tree management involves many departments within the City of Kirkland. Staff priorities for urban forestry operations are currently driven by reactive management tactics due to budgetary constraints. This limits the City's ability to realize efficiency gains from proactive management. There is no centralized urban forestry program or division. Some operations involve a moderate level of informal, intra-departmental cooperation and communication. This lack of more formalized

organizational structure results in a general disconnect between staff's understanding of the City's urban forestry policies and the public's understanding and application of them.

GOAL: Build an urban forest program commensurate to the community's vision and goals
STRATEGY: Develop efficiency and increase collaboration between City departments. Develop policies that promote formalized tree management strategies for public trees.

KEY RECOMMENDATIONS:

1. *Establish a Formally-Recognized Forestry Program*
2. *Generate Program Funding*
3. *Prepare an annual report and develop Annual Work Plans*

IV. MUNICIPAL-COMMUNITY INTERACTION - Residents, community groups, developers and other organizations that can influence and support urban forest management efforts are an important community resource. As evidenced by the success of the Green Kirkland Partnership, the City has active neighborhood associations, volunteer groups and business interests that support natural resource stewardship. A recurring concern observed during this analysis was the lack of resources available to educate and engage the community on urban forestry issues. A greater emphasis on community outreach can help generate the support and community vision necessary for a sustainable and successful urban forestry program.

GOAL: Build stronger community engagement and public participation in urban forest stewardship for a sustainable and successful urban forestry program.
STRATEGY: Emphasize community outreach and incentives to generate program support
KEY RECOMMENDATIONS:

1. *Dedicate funding for Green Kirkland Partnership*
2. *Maintain Tree City USA Status and strive to earn Growth Awards*
3. *Engage Community Groups, Neighborhood Associations, and Green Industry Businesses*

Summary and Next Steps

Strategic planning results in greater efficiency, reduced costs and greater accountability of municipal operations. The risk of not having a management plan in place is greater liability, inconsistent or lower levels of service, and not achieving the goals and vision of the community. The intent of this Plan is to ensure the sustainability of Kirkland's urban forest in order to optimize the benefits provided by trees city-wide.

This Draft Plan identifies performance measures and establishes priorities in context to short and long-term goals. The findings from DRG's review, Kirkland's performance ratings, comparisons to best management practices and other municipal forestry programs and public outreach efforts were used to develop broad, long-term goals.

The draft plan is the initial blueprint for future efforts. Based on the discussion at the study meeting and direction of the Council, staff will bring back the final plan for Council's consideration.

The Council should determine if additional outreach efforts should occur prior to bringing the Plan back to the Council. At a minimum, the City should post a press release and send out an announcement to all the listserv groups informing them of the draft plan and welcoming additional comments. Additional opportunities for involvement include hosting a community forum, an expert

panel presentation, or speaker series. Staff would also bring back an annual work plan that identifies priority action items, timing, resources and departmental focus.

Attachments

1_Draft Urban Forest Strategic Management Plan
2_How Trees Can Retain Stormwater Runoff
3_Protecting and Developing the Urban Tree Canopy
4_Regional Ecosystem Analysis, Puget Sound Metropolitan Area
5_Plan Framework
6_Urban Forest Sustainability Model

City of Kirkland

Urban Forestry Strategic Management Plan

[DRAFT]

September 2012

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Acknowledgments

Project Team

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Executive Summary

A well-maintained urban forest provides the residents, businesses and visitors of a community a healthy, safe and pleasant environment by maximizing the benefits of its trees. The wide range of benefits provides a strong justification to support better management of trees in urban areas. The intent of this Plan is to ensure the sustainability of Kirkland's urban forest in order to optimize the benefits provided by trees city-wide.

The purpose of this Urban Forest Strategic Management Plan (Plan) is to identify the challenges to better urban forestry management in Kirkland and provide a guide for efficient urban forestry operations, policies and programs. It was developed in response to significant changes in Kirkland including a major land annexation and the prior achievement of goals established in previous management documents.

The City has taken proactive steps to protect and manage its urban forest resource by establishing a community vision related to trees and ecological benefits in the City's Comprehensive Plan and the City Council goals. Kirkland drafted its first Tree Management Review in 2001, engaged the community as stewards to restore Kirkland's native forest areas, hired an Urban Forester and a Field Arborist and has maintained its Tree City USA status for ten consecutive years. Additional accomplishments include:

Adopting Kirkland's Natural Resource Management Plan (2003)
Adopting comprehensive tree protection codes (2006)
Approving the 20-Year Forest Restoration Plan (2008)
Receiving two Growth Awards from the National Arbor Day Foundation (2007, 2010)
Conducting Kirkland's Urban Tree Canopy Assessment (2011)

Kirkland's efforts are apparent in that canopy coverage increased 4.4% between 2002 and 2010, prior to a 2011 annexation. As a result of annexation, the City has met its 40% canopy cover goal established in the Comprehensive Plan and as recommended by American Forests' Ecosystem Analysis for the Puget Sound Metropolitan area (American Forests, 1998).

Davey Resource Group (DRG) was contracted to review and the City's urban forestry program, analyze its performance, and conduct a public survey. Four focus areas emerged that define the environmental, economic, and social components of Kirkland's urban forest management. The following are key findings in each of the four focus areas:

Key Findings

Kirkland's Urban Forest Asset – *This is the individual and collective tree resource and the current level of knowledge about the structure, condition, and benefits of the resource.* Current tree planting in the City is ad hoc; the only formal directive for new tree establishment is from development code requirements. The outdated street tree inventory does not include the recently annexed area, and no inventory exists for trees in formally-landscaped parks. Only partial and outdated information exists on the quality, condition, structure and risk potential of public trees in Kirkland. Although the City's 20-Year Forest Restoration Plan provides an assessment of the quality and health of native trees and vegetation located in park open space, it does not include the significant acreage of open space in the annexation area under the current jurisdiction of Kirkland. Although a very comprehensive tree canopy assessment has been completed recently, the information is not usable by all departments.

The City's Guiding Policies and Regulatory Framework – *These are the official documents, policies and codes that outline the vision, goals and strategies guiding the urban forestry program.*

The City's Comprehensive Plan provides a clear vision for Kirkland's future urban forest by establishing a target canopy goal. Recognizing that over 50 percent of the City's canopy is on private property, the adoption of code requirements for tree retention sought to achieve the city-wide 40 percent canopy goal. Kirkland Zoning Code Chapter 95 provides for tree protection and requires a permit to remove trees and a review process for trees impacted by development. This code, while comprehensive and somewhat complex, provides adequate flexibility to accommodate various development scenarios. As a program asset, Kirkland's regulatory framework and code enforcement has played a role in canopy preservation and expansion over the previous decade.

The Municipal Urban Forestry Program – *This is the organization of municipal staff and financial resources dedicated to the care, preservation, and management of the urban forest*. Tree management involves many departments within the City of Kirkland. Staff priorities for urban forestry operations are currently driven by reactive management tactics due to budgetary constraints. This limits the City's ability to realize efficiency gains from proactive management. There is no centralized urban forestry program or division. Some operations involve a moderate level of informal, intra-departmental cooperation and communication. This lack of more formalized organizational structure results in a general disconnect between staff's understanding of the City's urban forestry policies and the public's understanding and application of them.

Municipal-Community Interaction – *These are the groups and individuals outside the general management structure of the City who are aware and engaged in urban forest sustainability, advocacy, volunteerism, and partnerships.* As evidenced by the success of the Green Kirkland Partnership, the City has active neighborhood associations, volunteer groups and business interests that support natural resource stewardship. A recurring concern observed during this analysis was the lack of resources available to educate and engage the community on urban forestry issues.

Key Goals, Strategies and Recommendations

In September 2012, Forterra facilitated three focus group meetings and was instrumental in obtaining input from key stakeholders. Collectively with DRG's program review, a gap analysis using criteria and indicators, public survey results and comparisons to best management practices (BMPs), this information provides the rationale for the goals, strategies and recommendations proposed in Section 4. The key goals, strategies and recommendations in each of the four focus areas are outlined below:

KIRKLAND'S URBAN FOREST ASSET

Goal: *Ensure the sustainability of Kirkland's urban forest resource*

Strategy: *Obtain a greater understanding of the structure, function and benefits of the urban forest resource in order to improve the quality and sustainability of the resource*

Key Recommendations:

1. *Establish dedicated resources for public tree maintenance*
2. *Update public tree inventory*
3. *Analyze urban forest benefits, functions and value*

THE CITY'S GUIDING POLICIES AND REGULATORY FRAMEWORK

Goal: *Use effective measures to protect and enhance the urban forest resource*

Strategy: *Balance regulatory approach with education/outreach, partnerships and incentives*

Key Recommendations:

1. *Increase public outreach/education on tree protection regulations (training, handouts, brochures, etc.)*

2. *Update codes and ordinances to simplify and provide clarity*
3. *Draft Vegetation Management Plans for utility corridors*

THE MUNICIPAL URBAN FORESTRY PROGRAM

Goal: *Build an urban forest program commensurate to the community's vision and goals*
Strategy: *Develop efficiency and increase collaboration between City departments. Develop policies that promote formalized tree management strategies for public trees.*
Key Recommendations:

1. *Establish a Formally-Recognized Forestry Program*
2. *Generate Program Funding*
3. *Prepare an annual report and develop Annual Work Plans*

MUNICIPAL-COMMUNITY INTERACTION

Goal: *Build stronger community engagement and public participation in urban forest stewardship for a sustainable and successful urban forestry program*
Strategy: *Emphasize community outreach and incentives to generate program support*
Key Recommendations:

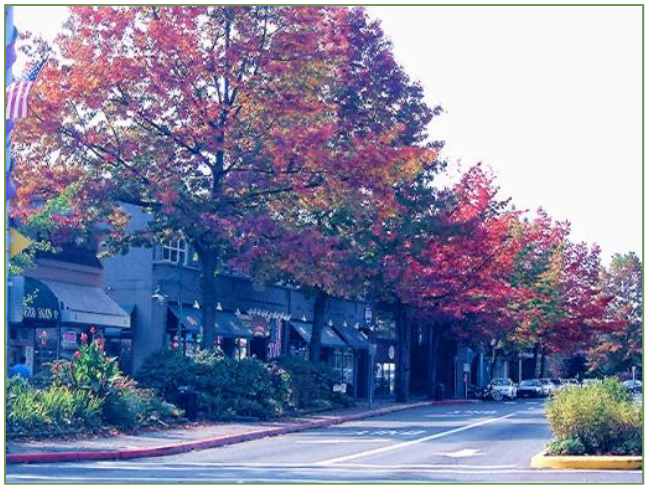
1. *Dedicate funding for Green Kirkland Partnership*
2. *Maintain Tree City USA status and strive to earn Growth Awards*
3. *Engage Community Groups, Neighborhood Associations, and Green Industry Businesses*

Implementing this plan enables the City to measure, monitor and manage its urban forest resource in order to reduce costs and liability, provide consistent or higher levels of service, and achieve the community's vision over the next twenty years.

The 'urban forest' includes the trees in yards, parks, natural areas, in commercial and industrial zoning; along streets, shorelines and stream corridors; and on privately-owned property.

Urban forestry is about making space for, planting and managing trees in these spaces to accommodate population growth and protect community assets for future generations to enjoy and benefit from.

1. Introduction



Autumn in downtown Kirkland

Kirkland's urban forest consists of the trees in woodlands, parks, yards, in public spaces and along streets. Trees affect the air and water where we live and the desirability of our neighborhoods and downtown. They are a valuable natural resource that enhance Kirkland's quality of life, minimize the effects of urbanization, foster civic pride and contribute to community character; long-term benefits that residents, businesses and visitors seek.

Unfortunately, many urban elements negatively impact trees, shortening their normal life expectancy. These impacts include constrained spaces, poor quality and limited volume of soils, reflected heat, and lack of adequate water (Urban, 2008). On a larger scale, tree removal resulting from development, insufficient public tree monitoring or maintenance, the threat of invasive species in fragile forest ecosystems, and the effect of shrinking municipal budgets contribute to the decline of a community's physical environment.

For these reasons, urban forests require sound and deliberate management to ensure that trees function well in their intended landscape, provide optimal benefits to the community, and remain reasonably safe for property and people. To preserve the value and benefits of their tree resource, many jurisdictions -

- Develop a long-term vision for their urban forest resource
- Measure their urban forest asset
- Establish tree protection ordinances
- Determine management goals and service levels

In the last decade, Kirkland has taken most of these proactive steps to manage its urban forest resource, recognizing that urban forest management and protection requires considerable forethought and vision. The intention of this Plan is to examine Kirkland's efforts towards this vision and lay the foundation for sustainable urban forest programming. Identifying Kirkland's challenges to better urban forestry management will support the City's efforts towards efficient urban forestry operations, policies and programs.

"We have an opportunity and a responsibility to create a sustainable community that balances urban growth with natural resource protection…that meets the needs of the present without sacrificing the ability of future generations and other species to meet their own needs."

Comprehensive Plan Vision/Framework Goal (FG-7)

1.1 About Kirkland

Located across Lake Washington from Seattle, the City of Kirkland is an attractive, vibrant lakefront community situated north of Bellevue, south of Bothell and Woodinville, and west of Redmond in King County, Washington. The City is approximately 18 square miles with a population of about 82,000. Kirkland maintains a distinctive downtown waterfront character with restaurants, art galleries, a performing arts center, public parks, including beaches, and a collection of public art. Having the only downtown frontage located on Lake Washington's eastern shore, Kirkland has a unique history and character of its own, particularly in relation to its urban forest.

History of Kirkland's Urban Forest

Prior to the arrival of the first Euro-American settlers in the late 1860's, the lake and surrounding area provided abundant resources for the original Native American inhabitants from the Duwamish tribe (Harvey, 1992). At that time, the temperate Pacific Northwest forest was dominated by Douglas fir, Western red cedar and mixed hardwood species such as Bigleaf maple, cottonwood and alder.

To open clearings and provide browse for game animals and space to cultivate camas bulb, small areas were cleared by periodic burning. Early homesteaders also cleared land for farming, creating "stump ranches" and burn piles from the large conifers that extended to the lakeshore from what is now the Houghton neighborhood (Sundberg, 2012).

Inland growth was slow as the land beyond the shoreline was densely forested and few decent roads for overland travel existed. Historical records and maps show that just enough local timber was cut to clear sections of land to support early growth and industry; much of the timber resource remained, even around the town's first shingle mill.

Kirkland map, 1897. (Courtesy of Loita Hawkinson)

Where old growth conifers were removed, fast-growing native deciduous species such as Bigleaf maple re-colonized instead. Without further disturbance, the native conifer forest would typically re-establish over the course of time; however, due to increasing development, the regeneration of Kirkland's native conifer forests was unlikely to occur naturally.

Eventually, the original inhabitant and homesteader farms gave way to a small town that would support British businessman Peter Kirk's vision for a steel mill. Completed in 1880, the mill was located on Rose Hill, two miles from the lake's shore. Due to a financial crisis the steel mill closed in 1893 without producing any steel.

Peter Kirk

Kirkland became prosperous again with the successful operation of the state's first wool mill, supplying goods for the Klondike gold rush. The Anderson Steamboat Company originally built ferries; the completion of the Lake Washington Ship Canal and the onset of World War I brought further expansion to the shipbuilding industry in Kirkland, which had become a bedroom community to Seattle (Stein, 1998).

After its incorporation in 1905, Kirkland's homes, businesses and streets steadily grew, leaving the native forest remnants behind, both intentionally and unintentionally, to became part of the urban forest that exists today. As shade, ornamental and food-source trees were planted, the tree species diversity changed over time, too. Scandinavian settlers planted birch trees on Big Finn Hill to partake in the traditional use of softened birch-branch switching during sauna (Hawkinson, 2012).

Since the 1920's, acquisition of Kirkland's renowned waterfront parks has been an ongoing effort with the vision and determination of community leaders and City officials. In 1928, the Forbes family built a two-story bathhouse at Juanita Beach and planted 150 cottonwood trees, some of which have survived and to this day. Oaks and maple trees were planted to beautify landscapes, and small cherry and apple orchards became commonplace on many properties.

Kirkland's modest growth continued after World War II until the SR 520 floating bridge was constructed in 1963, connecting Kirkland to the major metropolitan city of Seattle. As a result, Kirkland's population increased dramatically in the following two decades, especially with the annexations of Houghton, Totem Lake, South Juanita, North Rose Hill, and South Rose Hill. Unfortunately, the rapid growth and development resulted in increased pollution in Lake Washington and a decline in environmental quality (City of Kirkland, 2004).

The Community's Vision

It wasn't until the 1990's, in response to the Growth Management Act, that the importance of the urban forest resource was recognized in the City's Comprehensive Plan. This guiding policy document is a result of the community's efforts to establish a vision for Kirkland in the year 2022. It reflects the support and appreciation for a healthy environment and defines the community's values in its Vision Statements and Framework Goals detailed further in Section 2.2.

In 2002, the City estimated its canopy cover to be approximately 32 percent. Scientific and technical literature had documented the connection between levels of canopy coverage to healthy communities, quantifying the aesthetic, social, economic and environmental benefits of trees in urban areas. As a result, a Comprehensive Plan revision provided further direction for the City to *"Work toward increasing Kirkland's tree cover to 40 percent"* (V-8 Policy NE-3.1). Given the community's vision and the policy goal to increase average tree cover city-wise, the Kirkland City Council adopted a comprehensive tree protection ordinance in late 2005.

Kirkland's Present-Day Urban Forest

Since 2005, Kirkland has hired an urban forester, collected asset data about its urban forest and continued to engage the community in support of protecting Kirkland's urban forest.

Pines and sequoia at Marina Park

In 2008, the Kirkland City Council adopted a 20-Year Forest Restoration Plan to promote the stewardship of native open space areas located in parkland. However, aside from the Green Kirkland Partnership efforts, no formal tree planting programs have been developed since the 2005 Centennial Tree Project, commemorating Kirkland's 100th birthday.

In 2009, Kirkland became the sixth city in Washington certified as a Community Wildlife Habitat by the National Wildlife Federation. Kirkland has maintained its Tree City USA status for ten consecutive years and has been the recipient of two Growth Awards from the National Arbor Day Foundation. As a Tree City USA, Kirkland has qualified to receive numerous state and federal agency grants.

With a recent annexation in 2011, the City of Kirkland nearly doubled its area and significantly increased its population, making it the 12th largest City in Washington State. As a consequence, the City also increased its urban forest resource considerably: including the annexed neighborhoods of Finn Hill, Juanita and Kingsgate, the City's urban tree canopy (UTC) increased from 36 percent to 40.7 percent. The annexation increased Kirkland's UTC due to larger single family residential lots and vast parks/open space areas with high canopy cover. Currently, 60 percent of all tree canopy is found on single family residential properties, while 14.6 percent canopy is distributed in parks and open space. (AMEC, 2011).

While Kirkland has committed to accept its share of growth and development, the challenge becomes balancing this growth while maintaining a livable community. To better understand the returns associated with achieving this balance, the next section details the benefits that trees and urban forests provide.

Presently, Kirkland is comprised of:

- *40.7% tree canopy coverage city-wide, including the annexed areas*
- *60% tree canopy is found on single family residential properties*
- *14.6% tree canopy is from all parks (includes state, county, etc.)*
- *36% of Kirkland's total land base is impervious surfaces*

AMEC, 2011

1.2 Benefits of the Urban Forest

Currently, 82% of all Americans live in metropolitan areas, where it's particularly important for trees to provide environmental, social and aesthetic benefits. Urban planners and architects recognize that trees are elements that contribute to a great city (Benfield, 2012). Urban residents report they like where they are living more and feel safer than residents who have fewer trees around them (Sullivan, 1996). A majority of people feel that trees improve one's quality of life (Lohr, 2004).

Many of the contributions that trees make are associated with a low cost-to-benefit ratio. For instance, green streets, rain barrels, and tree planting are estimated to be 3-6 times more effective in managing stormwater than conventional methods per $1,000 invested (Foster, et al. 2011). Portland, Oregon is saving 43 percent ($64 million) by integrating green infrastructure – including planting 4,000 trees – into its innovative stormwater infrastructure (Rosen, 2011).

More and more research shows the enormous contributions that trees make to our cities in terms of public health, stormwater mitigation, energy usage, economic stability, and air, water and soil quality improvements. Quantifiable benefits from urban forests include the following:

Water Quality and Stream Flow

Water quality for fish and people

Surface water runoff is a major source of contamination for Lake Washington and Kirkland's riparian areas, impacting humans and wildlife. Requirements for surface water management are becoming more stringent and costly for both developers and the City. Runoff volumes, peak stream flows and flooding incidents can be reduced by incorporating trees into stormwater management planning; lessening the need for expensive detention facilities and the cost of treatment to remove sediment and other pollutants (Fazio, 2011). Trees improve and protect water quality in the following ways:

Interception - Trees intercept rainfall in their canopy, which acts as a mini-reservoir. Some water evaporates from the canopy, and some slowly soaks into the ground, reducing the total amount of runoff. (Xiao et al, 1998). Canopy interception also lessens soil compaction, which in turn further reduces runoff.

Increased soil capacity and infiltration - Root growth and decomposition increase the capacity and rate of soil infiltration by rainfall and snowmelt (McPherson et al, 2002), resulting in even percolation rates and increased filtration of contaminants.

Reduced soil erosion – Tree roots reduce the flow and volume of stormwater runoff, avoiding erosion and preventing sediments and other pollutants from entering streams, rivers, Lake Washington, and the Puget Sound.

Provide salmon habitat – Shade from trees helps to cool warm urban runoff, which poses a threat to anadromous fish, like salmon. Shade from trees provides lakeside and riparian habitat for salmon and cools water temperatures, increasing dissolved oxygen, which is essential to salmon survival.

Air Quality

Air pollution is a serious health threat that causes asthma, bronchitis, sensitivity to allergens, eye irritation, headaches, dizziness, and nausea (AirNow, 2007). Trees remove tons of material from the air within a city, improving air quality in the following ways:

Coast redwood on Lake Street

Absorb pollutants & particulate matter - Trees absorb harmful pollutants like ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO) and sulfur dioxide (SO_2) (McPherson et al, 1999; Nowak 1992, Rowntree et al, 1991). Trees intercept particulate matter (PM_{10}) including dust, ash, pollen, and smoke. Mature trees absorb 120-240 lbs of particulate pollution each year (University of Washington, 1998).

Ozone and VOC reduction - Shade and evapotranspiration reduce the formation of ozone (O_3), which is brought on by high temperatures. Some trees can absorb more volatile organic compounds (VOCs) than previously thought (Karl, T. et al, 2010). VOCs are carbon-based particles emitted from automobile exhaust, lawnmowers, and other human activities. Although some vegetation can produce VOCs that increase ozone pollution, local i-Tree Eco models have shown trees have a positive overall effect on ozone levels. (Ciecko, et al, 2012).

Increase oxygen levels - Trees and vegetation increase oxygen levels in the atmosphere through photosynthesis. Photosynthesis is the process where plants use sunlight to convert CO_2 to plant tissue.

Carbon Storage & Sequestration

Trees reduce atmospheric carbon dioxide (CO_2), lowering greenhouse gases associated with global climate change. Trees do this in two ways: *carbon storage* (total carbon bound up in tree biomass) and *carbon sequestration* (the annual rate of CO_2 removal through photosynthesis) (Jo, et al., 1995). Urban trees reduce atmospheric carbon in two ways:

Directly – Through growth and the storage of carbon in tree roots, wood and leafy biomass. 'Biomass' is the calculation of the tissue mass of a tree. Atmospheric carbon reductions offset a city's total annual emissions.

Indirectly – By lowering the demand for heating and air conditioning, thereby reducing the emissions associated with electric power generation and natural gas consumption.

The City of Kirkland is a founding member of the King County Climate Change Collaborative and a member of the International Council for Local Environmental Initiatives (ICLEI). ICLEI consists of over 1,000 local governments providing national leadership on climate protection and sustainable development. In 2009, the City Council adopted *A Climate Protection Action Plan* to achieve targeted reduction of greenhouse gases according to ICLEI milestones. Kirkland's canopy cover has been identified as a performance measure contributing to the plan's success.

Energy Conservation

Trees can reduce energy consumption. Urban trees and forests modify the environment and conserve energy in four principal ways:

Well-located trees provide energy savings to homeowners

Shade dwellings and impervious surfaces – Impervious surfaces in 2011 were assessed as 36% of the total land base (Kirkland, 2011). Shade from trees reduces the amount of radiant energy absorbed and stored by impervious surfaces, thereby reducing the *urban heat island effect*, a term that describes the increase in urban temperatures in relation to surrounding urban infrastructure (Stone, 2012). Shade from trees also reduces the amount of energy used to cool a structure in summer (Simpson, 2002).

Evapotranspiration – Evapotranspiration is the release of water vapor from tree canopies, cooling the surrounding area. Through shade and transpiration, trees and other vegetation within an urban setting modify the environment and reduce heat island effects. Temperature differences of more than 9°F (5°C) have been observed between city centers without adequate canopy cover and more forested suburban areas (Akbari, et al., 1997).

Wind reduction – Trees reduce wind speeds by up to 50% and influence the movement of air and pollutants along streets and out of urban canyons. By reducing air movement into buildings and against conductive surfaces (e.g., glass, metal siding), trees reduce conductive heat loss from buildings, translating into potential annual heating savings of 25% (Heisler, 1986).

Green roofs – Native trees and vegetation on rooftops can help reduce the urban heat island effect, decrease the heat loss through rooftops and provide a beautiful addition, not only for enjoyment to humans, but also contribute to the success of the community's ecosystem by increasing habitat for all living creatures (Department of Energy, 2004).

Social and Economic Benefits

Trees create livable cities on an aesthetic level, but also in terms of health, safety, and economic stability. Trees contribute to the improved physical and psychological health of urban residents, creating an atmosphere conducive to community participation. The following benefits contribute to Kirkland's attractiveness as a place to work, live, and play:

Trees and greenery encourage outdoor activity

Health and well-being – Exposure to nature has a healthy impact on people, including higher test scores with kids and reduced symptoms of Attention Deficit Disorder (Wolf, 1998). Residents of areas with the highest levels of greenery were three times as likely to be physically active and 40 percent less likely to be overweight or obese than residents living in the least green settings (Ellaway, et al., 2005).

Reductions in crime – Results of a Portland crime study found that street trees fronting a house reduced 44 crime occurrences. The net effect of all trees was a reduction in 33 crimes (Donovan, et al., 2010). Empirical evidence shows a connection between trees and reduced violent crime and theft (Kuo, et al., 2001).

Increased property values – On average, street trees add $8,870 to home sales prices in Portland, Oregon and reduced time on the market by 1.7 days. The increase in property value with trees extends to neighboring houses (Donovan, 2010). A study found 7 percent higher rental rates for commercial offices having high quality landscapes (Laverne, 2003).

Economic stability – In business districts and commercial areas, trees have been shown to stimulate more frequent shopping trips and a willingness to pay more for parking. Consumers travel further, shop longer and spend 9 to 12 percent more in business districts with trees (Wolf, 2005, 2007).

The cumulative benefits of trees contribute to making Kirkland a healthier and more desirable community. Numerous other benefits, such as wildlife habitat, biodiversity, and scenic values, have been traditionally regarded as free social goods. Undervaluing these services in economic decisions may result in an unhealthy urban forest vulnerable to development and conversion to other uses.

The wide range of benefits provides a strong justification to support better maintenance and management of tree cover in urban areas. However, in reality, this can be very challenging. Protection of existing trees and planting new trees in suitable locations, particularly in denser areas, requires careful planning. Furthermore, tree protection and planting should be balanced with, not at the expense of, urban intensification and infrastructure elements that are also intended to support sustainable communities.

The key to urban conservation is to find the balance between the seemingly conflicting goals of allowing development density and protecting natural resources.

Metropolitan Greenspaces Program, Portland, Oregon

Balancing Tree Benefits with Costs

Ecologists, scientists, engineers and expertise in computer technology have provided an enormous body of work establishing the benefits of trees. But there are also environmental problems that may be associated with the urban forest, such as generation of pollen, hydrocarbons, and green waste; water and energy consumption; obscured views; and displacement of native plant species. Costs associated with urban forests include tree establishment and care, repair of forest-induced damage to other parts of the urban infrastructure (particularly sidewalks and utilities); blocked solar collectors, and foregone opportunities for activities such as gardening and sports.

The challenge faced by planners and decision-makers is to balance the many benefits and costs that are associated with urban forests and trees. Quantifying the benefits from the urban forest can help managers and advocates communicate the value of the urban forest to residents, developers, and city leaders. A cost-benefit analysis can prove critical to budget development and the justification of municipal resources.

Using a tree inventory, cities assess the monetary value of its trees, then calculate the services provided by their urban forest so that a cost-benefit comparison can be made. A good example of a recent assessment of ecosystem functions is Seattle's Forest Ecosystem Values Report (Ciecko, et al, 2012). Generally, nonstructural methods such as trees provide a greater range of benefits at a lower cost to the municipality. Using this data along with software programs such as the USDA Forest Service i-Tree suite (see sidebar), a city can calculate the annual benefits derived from its urban forest. With the addition of regional environmental data and the City's management costs, cities can conduct a cost versus benefit ratio analysis.

The National Tree Benefit Calculator (www.treebenefits.com) can help tree owners estimate the value of benefits from individual trees. The Tree Benefit Calculator is intended to be simple and accessible. As such, this tool should be considered a starting point for understanding trees' value in the community, rather than a scientific accounting of precise values. For more detailed information on urban and community forest assessments, visit the i-Tree website.

Using the calculator, a mature, 24-inch diameter, red maple (*Acer rubrum*), located on a residential street in Kirkland is estimated to provide $201 in annual environmental benefits (Figure 1).

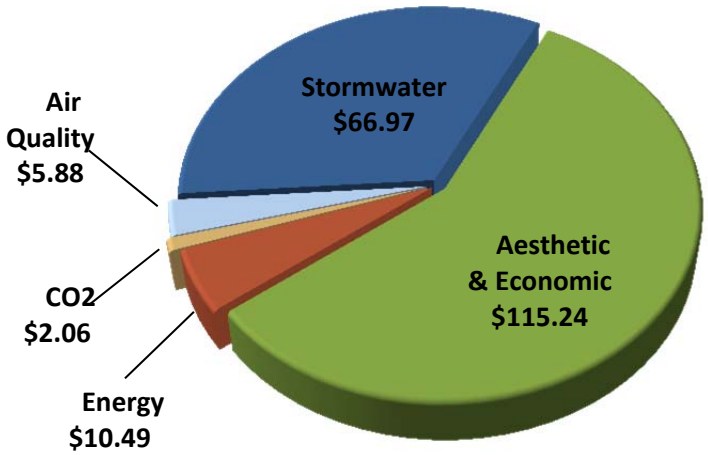


Figure 1. Annual benefits of a mature red maple on a Kirkland right-of-way

Throughout this Plan, there is reference to software programs that can be of immense help to planners and others determined to improve the forests in their community. Two, in particular, are widely used: CITYgreen and i-Tree. This sidebar presents a brief summary of each. To gather further, up-to-date information, consult the respective websites www.americanforests.org/productsandpubs/citygreen/ and www.itreetools.org/

CITYgreen is a GIS-based software tool that analyzes the ecological & economic benefits of tree canopy and other landscape features. The software calculates dollar benefits for ecosystem services (eg., stormwater runoff, air and water pollution removal, and carbon sequestration and storage) provided by land cover within a specified geographic area. CITYgreen, developed by American Forests, is an extension to ESRI's (Environmental Systems Research Institute) ArcGIS and works with Windows-based PCs that have ArcGIS.

The analysis is based on a land cover dataset derived from either aerial photography of satellite imagery and data specific to the area such as soil type, climate, and rainfall. The dataset is first "classified" into various landcover features such as tree canopy, open space, impervious surfaces, water, etc. before CITYgreen can analyze the data.

The analysis findings are summarized in easy-to-read reports that stratify each land cover feature in acres and as a percentage of the total area. This information is very useful when communities are establishing tree canopy goals or managing land use. The City of Kirkland has obtained this information with its 2011 Urban Tree Canopy Assessment.

One of the most powerful features of CITYgreen is the ability to analyze alternate land cover scenarios. Starting with a current land cover map, users can calculate the effects of future land cover changes without are made. With land cover maps from earlier time periods, users can also compare how land cover has changed over time and how these changes affect the land's ecosystem services. This becomes an important decision-making tool. Communities can see how historic land change trends affected air and water quality and use this information to guide their land-use planning in the future.

i-Tree is a suite of programs that can be used by companies of all sizes to inventory, evaluate, and assess the benefits of urban and community forests. Developed by U.S. Forest Service Research, State and Private Forestry, and other cooperators, i-Tree is offered free of charge to anyone wishing to use it. The i-Tree software suite includes the following urban forest analysis tools:

UFORE (Urban Forest Effects Model) is designed to use standardized field data from randomly located plots throughout a community and local hourly air pollution and meteorological data to quantify urban forest structure and numerous urban forest effects and benefits.

STRATUM (Street Tree Resource Analysis Tool for Urban Forest Managers) uses a sample or existing tree inventory to describe tree management needs and quantify the value of annual environmental and aesthetic benefits such as energy conservations, air quality improvement, CO2 reduction, stormwater control, and property value increases.

In addition to the analysis programs in i-Tree, the following utilities are also included:

MCTI (Mobile Community Tree Inventory) is a basic tree inventory application that allows communities to conduct tree inventories and analysis at various levels of detail and effort. Data can be collected and entered into the program using paper tally sheets or a Personal Digital Assistant (PDA) using new or existing inventories.

The ***Storm Damage Assessment Protocol*** provides a standardized method to assess widespread storm damage in a simple, credible, and efficient manner immediately after a severe storm. It is adaptable to various community types and sizes, and provides information on the time and funds needed to mitigate storm damage.

- Hand-held Personal Digital Assistant (PDA) programs to collect field data.
- Plot selection programs to determine where to collect sample field data.
- Report writers to generate reports, graphs, charts, and tables to summarize data and results in an easily understandable format.

1.3 Strategic Plan Overview

The purpose of this strategic plan is to ensure the sustainability of Kirkland's urban forest in order to optimize the ecosystem services provided by trees city-wide. It is developed in response to significant changes in Kirkland, including a major land annexation and the prior achievement of goals established in previous management documents. It is primarily focused on the City's urban forest program, its practices and policies.

Serving as a 'road map' for community leaders, volunteers, and City staff, this Plan is intended to provide long-term, consistent guidance to Kirkland's city-wide urban forestry efforts over the next twenty years. A twenty-year horizon is a reasonable time to achieve tangible urban forest goals for two reasons: a long term planning horizon is needed to sustain various municipal budget shifts, and trees are slow to respond to changes, good or bad.

Strategic planning results in greater efficiency, reduced costs and greater accountability of the city forestry operations. The risk of not having a management plan in place is greater liability, inconsistent or lower levels of service, and not achieving the goals and vision of the community. The framework and methodology for development of this plan is outlined below.

Framework

As a foundation, the first two sections of this Plan introduce a historical perspective of Kirkland's urban forest and the benefits of trees in urban areas. A review of the City's current urban forest management and an assessment of Kirkland's performance follow.

The findings from the review and performance ratings were used to develop broad, long-term goals. The goals are meant to guide the City's urban forestry management efforts and establish the focus and direction over a twenty year horizon through 2033.

Figure 2. Plan framework

To provide further guidance, the goals are accompanied by various strategies identifying how to achieve each goal. The strategies are followed with recommendations, which are specific actions (Figure 2). The goals, strategies and recommendations are incorporated into the first of four Five Year Management Plans (2013-2018).

The third level of planning, typically addressed with an annual operating plan, directs day-to-day operations; essential for projecting budget requirements and developing work programs. It links the high-level 20 year strategic objectives with the daily on-the-ground operations. It incorporates long-range goals into regular routines, which increases efficiency and cost-effectiveness.

The political and managerial structures of the City have not fully accounted for the budget and staffing resources that support the goals outlined in this plan; therefore the Annual Operating Plan level has not been detailed herein. These details may be developed as the Plan is implemented, some which may involve public participation.

The Plan is formatted in accordance to Washington State's Evergreen Communities Task Force, *A Guide to Community and Urban Forestry Programming* (Washington State Department of Commerce, 2009).

Methodology

To identify the challenges related to better urban forestry management and provide a sustainable guide for efficient urban forestry management, a thorough review of the City's current forestry-related practices and policies was conducted by Davey Resource Group (DRG). The multi-departmental Project Team provided direction for research into City codes, policies, documents, and current scientific and technical literature.

Twenty representatives from the Planning, Public Works, Human Resources, Information Technology/GIS and Parks and Community Services departments were interviewed. The discussions generally focused on staffs' specific areas of expertise and reviewed how individuals work within Kirkland's urban forestry program.

Four focus areas emerged that define the environmental, economic, and social components of Kirkland's urban forest management. The Plan is organized by these four focus areas, which are further defined in Section 2:

- Kirkland's Urban Forest Asset
- The City's Guiding Policies and Regulatory Framework
- The Municipal Urban Forestry Program
- Municipal-Community Interaction

Kirkland's performance in each of these areas is examined and assessed in Section 2.6. The criteria for performance are based on *A Model of Urban Forest Sustainability* (Clark et al, 1997), a business model approach to efficient urban forest management using detailed performance measures as outlined in Appendix A. Each performance criteria has an indicator of low, moderate, good or optimal performance. The criteria and indicators in Appendix A provide a template for developing subsequent five year plans.

The basis for the gap analysis used to assess Kirkland's current performance is derived from *Criteria and Indicators for Strategic Urban Forest Planning and Management* (Kenney et al. 2011). A comparison of Kirkland's current operations to best management practices (BMPs) and other urban forestry programs also directed the goals, strategies and recommendations proposed in Section 4. The information used to compare local municipal urban forestry programs in Section 2.4 is based on Tree City USA reporting to the National Arbor Day Foundation and information provided by the Washington State Department of Natural Resources Urban and Community Forestry Division.

Community Outreach

To ensure that the City's efforts are aligned with the community, public feedback was sought during the development of this Plan. Davey Resource Group conducted an online survey using Survey Monkey ™ to gauge the community's interest and priorities for the following:

- Vision and overall sentiment related to trees and ecological systems
- Understanding of Kirkland's tree-related codes and policies
- Priorities for managing the urban forest resource

Over 650 responses resulted from the survey, which is detailed in Section 3.2.

The City partnered with Forterra to conduct focus group meetings to understand the concerns of specific stakeholders regarding urban forestry management issues. These meetings targeted the development and business communities, arborists and tree care professionals, and the general public and environmental groups. The feedback from all public outreach efforts is compiled into summary reports with an analysis of responses, general trends and comments outlined in Section 3.1 and Appendix B and C.

Plan Monitoring & Revisions

As with successful business modeling, the plan was designed to be adaptive to change, even if the criteria and indicators change over time. The concept of adaptive management is a guiding principle of strategic planning and management. The results of the initial approach must be monitored in a systematic manner so that any adjustments can be made based on the experience gained and new information.

The successes and shortcomings experienced after the first five-year management planning period should be reviewed, and findings incorporated into the subsequent management plan (Figure 3). Reviews should be undertaken in the final year of each planning cycle, ideally in consultation with a technical advisory committee and key stakeholders. The result is that the plan remains effective and relevant to the community through 2033 while providing a template for extending into the next 20 years. See Section 4.7 for more detail on monitoring and revisions.

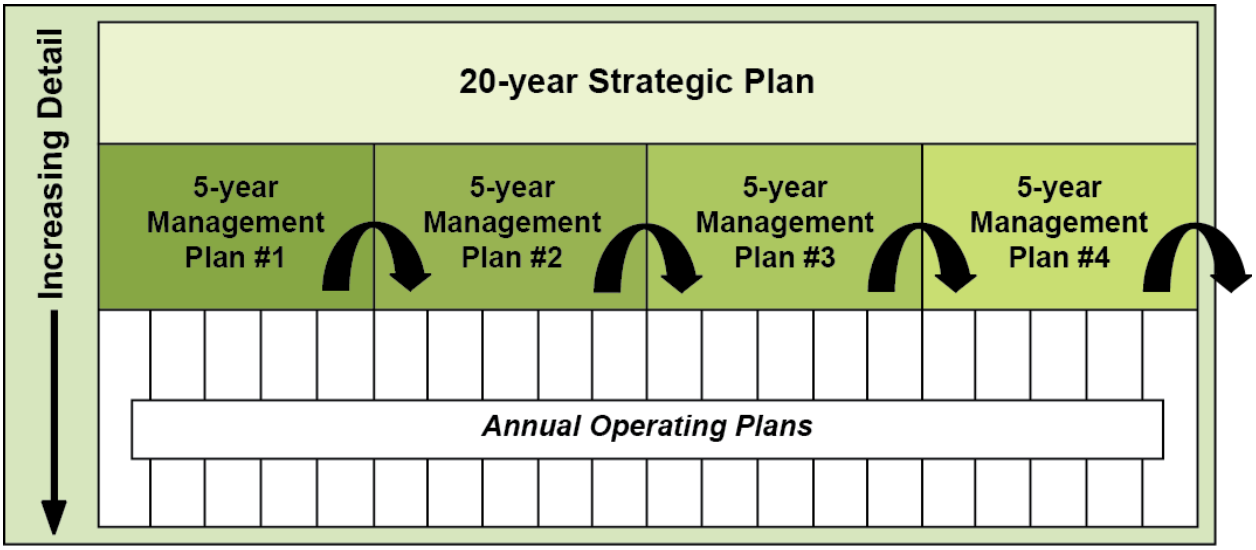


Figure 3. Framework for an adaptive plan that includes monitoring and revisions

2. Review of Current Practices

This section reviews the existing urban forest management practices in the City of Kirkland. As mentioned in the previous section, the environmental, economic, and social components of municipal urban forest management were divided into four primary focus areas:

Kirkland's Urban Forest Asset – the individual and collective tree resource and the current level of knowledge about the structure, condition, and benefits of the asset

Kirkland's Guiding Policies and Regulatory Framework – the official documents, policies and codes that outline the vision, goals and strategies guiding the urban forestry program

The Municipal Urban Forestry Program - – the organization of municipal staff and financial resources dedicated to the care, preservation, and management of the urban forest.

Municipal-Community Interaction – a review of groups and individuals outside the general management structure of the City who are aware and engaged in urban forest sustainability, advocacy, volunteerism, and partnerships

Examining each of these areas enables managers to effectively allocate limited resources with the objective of moving towards optimal performance levels and sustainability. Paired with the performance indicator ratings in Section 2.6, this information establishes a baseline assessment of Kirkland's urban forest performance. This information is an invaluable tool for tracking the successes and shortcomings of each five-year management plan.

2.1 Kirkland's Urban Forest Asset

Business models emphasize the importance of asset inventories, affirming "you can't manage what you don't know you have." Managing the urban forest includes tree maintenance, policy development, and budgetary decisions - all of which depend on understanding current urban forest conditions. Thorough knowledge of the urban forest asset is the basis of effective management and planning. This includes knowing the structure, functions, benefits, and the cost of caring for the asset. In urban forests, structure describes the overall tree population including species and age diversity, the distribution of varying tree ages and species, and the condition, risk potential, and value of individual trees.

Understanding the asset's structure helps managers to plan for succession, guard against catastrophic losses from pests and disease, and to identify both under- and high-performing tree species.

This section describes Kirkland's current understanding of the structure and function of its urban forest. It summarizes available information such as planning documents and current electronic databases including the partial tree inventory and canopy assessment data.

The urban forest asset: the trees themselves

Measuring the Urban Forest

Measuring and assessing the urban forest can be done in several ways: from inventorying individual trees in specific groups or areas, such as right-of-way street tree inventories; to using overhead imagery such as canopy assessments or broader urban forest resource analysis such as i-Tree Eco (see sidebar). The type of asset inventory used may also vary depending on the extent of management in any given area. For example, intensively-managed zones such as streets may have a higher level of inventory detail than natural areas.

Tree canopy assessments determine the amount of tree leaf surface that is covering a large area, usually expressed in acres or square miles. Canopy studies can measure smaller sections within a larger boundary such as land-use zones or neighborhoods, and allow a municipality to see how much of their jurisdiction is covered by trees, regardless if the trees are on public or private property. Measuring canopy can reveal quite a bit of information about a city's growth, especially if compared over time. Having recently become more readily available, cities utilize geographic information system (GIS) technology to set canopy goals, monitor changes in canopy, help with local planning, and calculate urban forests' economic value and ecosystem services. A shortcoming of urban tree canopy assessments is they lack detailed information regarding individual trees.

Tree inventories assess detailed information such as the location, quantity, species, size, and condition of trees. Cities conduct inventories of public trees to track tree maintenance, manage liability associated with tree failure, determine appropriate tree species and prioritize tree planting needs. Inventories may reveal valuable assets such as the presence of rare or endangered species that may otherwise be overlooked. While this information is very useful for managing public trees, it alone does not provide enough information for long-range planning of the citywide urban forest as public trees account for only a fraction of the urban forest.

Over the last decade, the City has conducted a partial street tree inventory, performed a vegetation assessment of its natural areas located in parks and completed a remotely-sensed high-resolution urban tree canopy assessment. The inventory information and the natural area vegetation assessment do not include the 2011 annexation area; only the canopy analysis includes Kirkland's urban forest in the newly annexed neighborhoods. **With these combined projects, the City has insufficient information about its urban forest resource according to the urban forest measurement resources available today.**

Kirkland's Urban Tree Canopy

Periodically measuring urban tree canopy is a good indicator of the impacts of development and resource protection efforts over time. To mitigate the effects of development and provide urban forest benefits to the community, the City established a 40% canopy goal based on the recommendations in an American Forests report for the Puget Sound

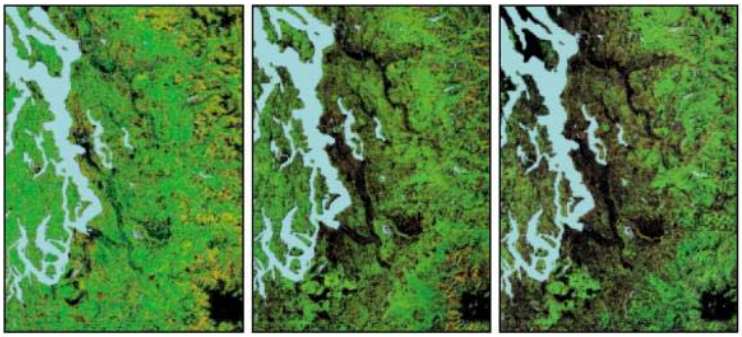


Figure 4. Puget Sound land cover from 1972 to 1996. Impervious surfaces are shown in black; tree cover is indicated by green

Region (Figure 4) (American Forests, 1998). This report conveyed the dramatic decline in canopy cover associated with the rapid growth in the Puget Sound region from 1972 to 1996. The analysis placed a dollar figure on the increased cost of stormwater management and the cost of air quality controls. Based on these findings, American Forests recommended canopy cover goals for the region as follows:

- 40% tree canopy overall in the Puget Sound region
- 50% tree canopy in suburban residential areas
- 25% tree canopy in denser urban residential areas
- 15% tree canopy in Central Business Districts

Measuring urban tree canopy involves mapping the extent and location of tree canopy within the overall community boundaries. A canopy assessment completed in 2002 by the City's GIS Department determined that Kirkland had 2,151 acres of tree canopy. At that time, the City's overall canopy cover was estimated to be 31.6% (Figure 5).

To assess change over the previous decade and determine the effectiveness of its tree regulations, the City completed its most comprehensive and detailed canopy assessment (Kirkland Urban Tree Canopy Assessment Report) in 2011. Through high-resolution satellite imagery, remote sensing and geographic information system (GIS) mapping, the City's tree canopy within the pre-annexation boundaries had a net gain of 4.4% to 36% overall; an increase of 299 acres of tree canopy. As a result of the 2011 annexation, the City acquired an additional 4,561 acres of land. The canopy assessment showed that the annexed area includes an additional 2,187 acres of tree canopy, which nearly doubles the area of tree canopy. With the acquisition of the additional land area and tree canopy coverage, the City reached and exceeded its overall canopy cover goal, totaling 40.7% with annexation.

Kirkland's 2011 canopy assessment provides a comparison of other land covers such as impervious surfaces, shrubs, turf/ grass/meadow and water. It also provides a more detailed evaluation of the canopy within land use zones, drainage basins, parks and open space, rights-of-way and parcel level detail. However, the data has not yet been incorporated into the City's GIS system and is only available in report form, limiting its usefulness and/or accessibility by City staff. Once incorporated, the data can provide a valuable perspective to drive strategies that target specific areas to improve urban forest canopy and optimize ecosystem benefits.

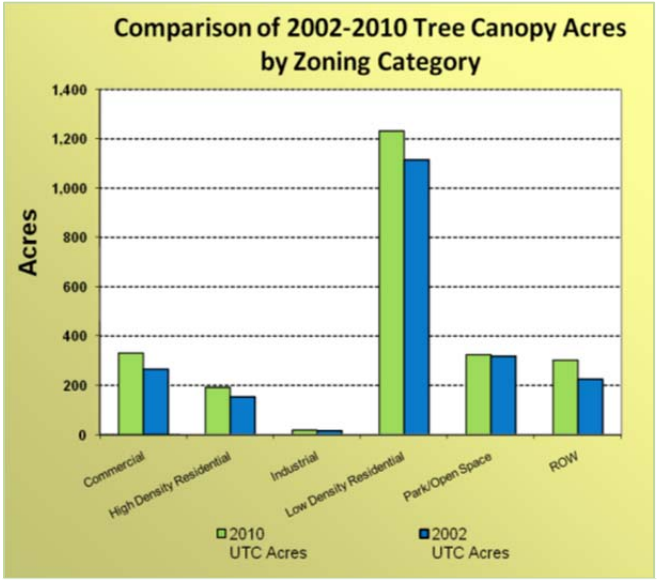


Figure 5. Kirkland's canopy changes over time

Kirkland's Public Tree Inventory

Street trees enhance the City's neighborhoods

Infrastructure is a city's physical capital assets, which include the sewer system, utilities, roads, parks, and trails. Trees on streets and other rights-of-way are also important attributes of the City's infrastructure, much like light posts, signals, and sidewalks. In Kirkland, when development occurs or major arterials or collectors are improved, new street trees are installed.

While it's generally not feasible, or necessary, to account for individual trees in open space, critical areas or naturalized areas, an inventory of public trees on streets, trails, parks, and City facilities is an important step in a comprehensive urban forest management program. A functional tree inventory should record, update and track the following:

- GIS location
- Species
- Size (usually expressed as DBH: trunk diameter at breast height, 4.5 feet above grade)
- Condition
- Risk Assessment
- Maintenance needs and history

Initially created in 2004, the City's Public Tree Inventory, formerly known as the Street Tree Inventory, is now a partial inventory of trees along the public right-of-way within the pre-annexed city boundary. Analysis of the inventory database shows the City has record of 23,404 street trees. This data was collected in 2004 and 2005. The database shows no evidence of having been edited since 2005, suggesting that there have been no follow-up inspections of these trees since they were first inventoried. Stored as a data layer in the City's GIS, the inventory is not maintained and updated by the Public Works department due to lack of staffing resources.

One of the most important indicators obtained through a tree inventory is the condition assessment. Condition is an expression of the overall health, vigor and structure of each tree and can alert managers to public safety concerns. Condition is also an indication of performance in the environment, affecting the quantity of benefits as well as the lifespan of individual trees. When Kirkland's inventory data was collected in 2004, 50% of trees were found to be in good condition and 44% were found to be in fair condition. However, because the inventory data has not been maintained or updated, the current validity of these ratings cannot be confirmed. Of additional concern, 6% of the inventoried trees (1,087) were reported as dead or in poor health; conditions that often pose the greatest risk to public safety.

Currently, there is no data on trees in formally-landscaped parks or rights-of-way in the newly-annexed areas. In late spring 2012, the City's IT-GIS staff recorded the locations of 15,226 right-of-way trees in the newly annexed areas; however, no other tree data was collected. This means that over one-third of Kirkland's total number of right-of-way trees and all trees in formally-landscaped parks are of an unknown value, size, condition, and risk potential. The latter issue has raised broad safety questions locally and nationally in cases where municipalities have been exposed to increased liability associated with tree failure (Glaberson, et al, 2012) (Marcham, 2011).

While the Public Works department uses Hanson software as a work order program and to manage other capital assets, the department does not use this software to manage the public tree assets. However, Hansen can be used to track production, performance measures, and costs associated with trees. It provides mapping links and links to the City GIS browser and is a usable data source.

In summary, the value of Kirkland's current Public Tree Inventory is limited in both scope and utility. A more complete inventory, along with an integrated system for maintaining data, can increase access to grant funding and reduce the City's liability in the event of a public tree failure. Having detailed and reasonably current knowledge of the street trees in Kirkland would facilitate access to Federal Emergency Management Agency (FEMA) funds in the event of a catastrophe. Additionally, the City would be better capable of reducing accident claims and effectively managing for the overall health of this asset. The City has the technological capacity and resources in place to store and manage inventory data within the current GIS system, however, a commitment of staff resources and additional training of field personnel will be necessary to gather and maintain the relevancy of the data.

Beyond safety, a comprehensive tree inventory provides valuable information that is critical to developing sound maintenance strategies. Some knowledge of species diversity and population frequencies can be crucial to pest and disease management and helpful when creating a planting plan. While a neighborhood or community may enjoy the consistency of a common species planted along a street, too many of any one species can have detrimental effects on the urban forest. Introduced pests or disease can easily decimate an entire species. Storms, drought and climate change can affect one species differently than another. From a management standpoint, a succession of diverse species is desirable so that, as trees age, their removal and replacements costs can be spaced over a number of years.

Finally, Kirkland's inventory data is difficult to access in its current format, especially for field personnel. Many cities utilize tree management software systems that are integrated into their fieldwork flow making it easy to search, generate reports, and update their inventory on a daily basis. This strategy of integrating data management into all tree related operations improves the quality of the data and facilitates the communication of urban forest management issues that emerge

> *"It's a fundamental shift in thinking…to get governments to regard green infrastructure as they do other infrastructure investment."*
>
> ***—John Griffin, in "Green Infrastructure: Linking Landscapes and Communities"***

Tree-iage Tree Composition / Invasive Cover Assessment

The City's 20-Year Forest Restoration Plan identifies and categorizes 372 acres of natural areas within city parks according to tree composition and invasive species cover (Figure 6). It defines the urban forest asset in these areas in terms of long-term sustainability and provides a detailed understanding of the ecological structure and function of publicly-owned natural areas. The 20 Year Forest Restoration Plan is discussed in more detail in Section 2.5; however this is an overview of how the Tree-iage model defines the Urban Forest Asset.

Described as a Tree-iage model for assessing forest stand conditions, the Restoration Plan also considers the amount of invasive species cover, quantifying and prioritizing the maintenance needs in these natural areas for the next 20 years. The summary data and appendices in the Restoration Plan provide an additional reference for evaluating Kirkland's urban forest.

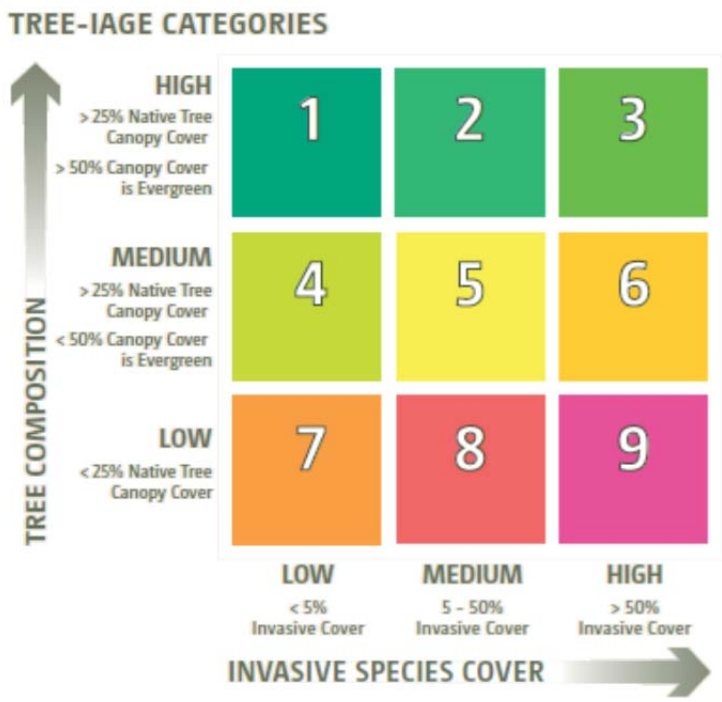


Figure 6. Tree-iage model for tree composition and invasive cover

While more than half (60%) of the city's forested natural areas fall within the "low" invasive threat, the remaining areas with a high threat from invasive species amount to 44 acres. Only 10% of forested city park land is classified as "high" value conifer, which is the desired condition for forested natural areas. Most of Kirkland's forested natural areas in parks are within the "medium" value forest (predominantly native deciduous canopy) categories and are managed for invasive weed species and conifer and native plant succession.

It is important to note that the 2008 Forest Restoration Plan does **not** address these areas

- Parks acquired since the Plan was adopted
- Kirkland parks acquired with annexation
- Significant acreage of parks currently owned or managed by other agencies (such as Bridle Trails State Park and King County's Big Finn Hill Park)
- Easements, private tracts, and greenbelts.

2.2 The City's Guiding Policies & Regulatory Framework

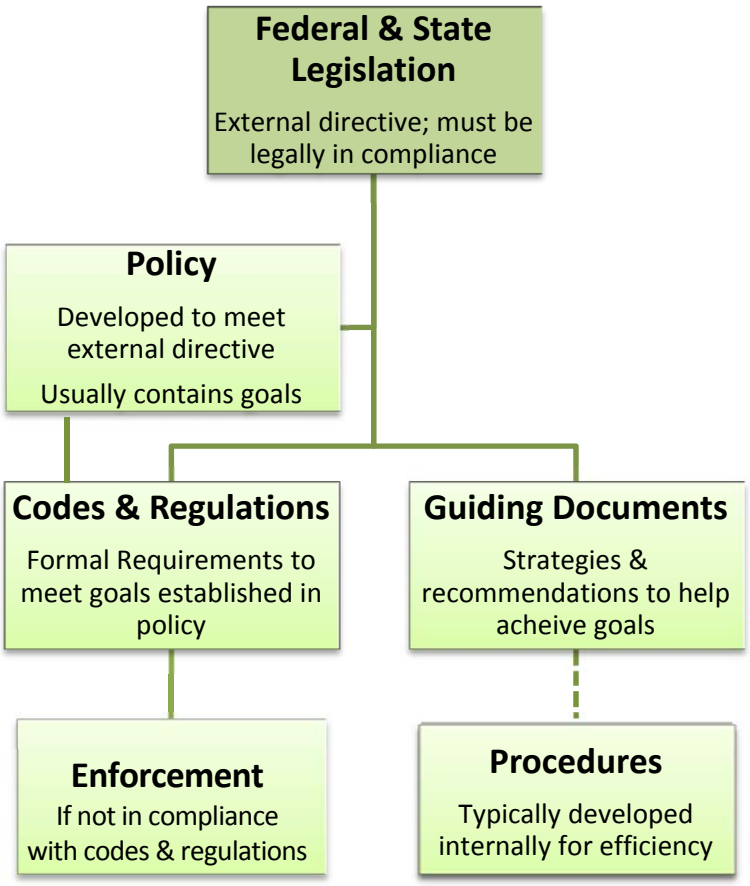
This section outlines the goals, policies, documents and regulatory framework regarding the management of Kirkland's urban forest asset that have been developed over the last two decades, some of which were initiated on a state level. For example, in 1990, the State Legislature adopted the Washington State Growth Management Act (Chapter 36.70A RCW) on the basis that uncoordinated and unplanned growth posed a threat to the environment, sustainable economic development and the overall quality of life in Washington.

Unique among states, the Growth Management Act (GMA) requires that municipalities prepare their own comprehensive plans that provide for growth and development in a manner that is locally and regionally consistent, achievable, and affordable. The GMA requires public participation in the development of comprehensive plans and regulations, and that all regulations must be consistent with the goals and vision stated in cities' comprehensive plans.

City of Kirkland Comprehensive Plan

The Comprehensive Plan reflects Kirkland's intention to meet the requirements of the GMA and to serve as the guiding policy document to attain the community's vision of the future. Figure 7 shows the general relationships between legislation, policy, goals, codes and guiding documents. The Comprehensive Plan contains framework goals and a series of elements that apply citywide, each with its own goals, policies and narrative. Goals generally describe a desired end that the community is striving to attain, and policies are principles that reflect the City's intent.

Figure 7. Legislation, policies, and regulations



Kirkland's Comprehensive Plan identifies specific policies that guide the City's regulations and programs. Kirkland's community values and vision for the future is evident in the Comprehensive Plan Framework Goals:

> **Vision FG-7**: [Kirkland has a] *"responsibility to create a sustainable community that balances urban growth with resource protection…that meets the needs of the present without sacrificing the ability of future generations and other species to meet their own needs."*

When Kirkland's Comprehensive Plan was updated in 2005, it included policy direction to meet a citywide 40% tree canopy cover goal (Policy NE-3.1). This constituted clear direction for the City to prioritize urban forestry efforts to meet that goal. The policies in the Comprehensive Plan that were adopted to guide the City's urban forest management include:

> **Policy NE-1.3**: *Use a variety of techniques to manage activities affecting air, vegetation, water, and the land to maintain or improve environmental quality, to preserve fish and wildlife habitat, to prevent degradation or loss of natural features and functions, and to minimize risks to life and property.*
>
> **Policy NE-2.2**: *Protect surface water functions by preserving and enhancing natural drainage systems wherever possible.*
>
> **Policy NE-3.3**: *Ensure that regulations, incentives, and programs maximize the potential benefits of landscaping.*

The narrative for managing the natural environment in the Comprehensive Plan describes that:

> "*…the systems and features of the natural environment are considered to be community assets that significantly affect the quality of life in Kirkland. In public rights-of-way, City parks, and on other City-owned land, current technology, knowledge and industry standards should be proactively used to practice and model sound stewardship practices. For resources on private property, the City should use a combination of public education and involvement, acquisition of prime natural resource areas, and incentives to promote stewardship, as well as regulations combined with effective enforcement."*

City Council Goals

In November 2011, the City Council adopted goals to articulate their key policy and service priorities for Kirkland. The City Council Goals guide the allocation of resources through the budget and capital improvement program to assure that organizational work plans and projects are developed that incrementally move the community towards these goals. As it relates to urban forestry, the City Council has adopted a goal expressing

> *"[The City is] committed to the protection of the natural environment through an integrated natural resource management system, and to protect our natural environment for current residents and future generations".*

Natural Resource Management Plan (2003)

Adopted by City Council, this guiding document provides further policy direction and functions to refine specific policies in the Comprehensive Plan. It has served as an informational resource

when considering new City practices, programs, and regulations that are proposed in response to the goals and policies in the Comprehensive Plan. Recommendations from the Natural Resource Management Plan (NRMP) provided the framework for the City's comprehensive tree codes, increased tree planting efforts and helped build community support for urban forestry.

The NRMP has been a guiding document for urban forestry efforts in the City for almost ten years. **Nearly all of the goals outlined in this document have been achieved; with the exception of the following goals:**

- **Proactively manage public trees** – *Trees in city parks, rights-of-way, and on other city-owned properties constitute valuable public assets.*
- **Private tree preservation** –*Provide education on the benefits of trees on private property and on the alternatives to [tree] removal.*
- **Transportation standards for a green and safe streetscape** – *Update street tree planting space standards and planting specifications to better accommodate a more diverse palette of tree species.*
- **Notable tree program** – *Develop and maintain a program to identify and preserve notable trees in Kirkland.*

City Codes and Ordinance

Guided by the Natural Resource Management Plan and under the general policy direction of the Comprehensive Plan, the City established its tree protection ordinance by adopting Kirkland Zoning Code, Chapter 95 in late 2005. The purpose and intent of Chapter 95 in the Kirkland Zoning Code (KZC) is to support Comprehensive Plan Policy NE-3.1 by slowing the loss of and enhancing canopy towards the City's 40% canopy goal. The tree code establishes a process and standards to provide for the protection, preservation, replacement, and proper maintenance of trees on private and public property. A Tree Protection Standard for protecting existing trees (public and private) during construction has been developed.

In addition, the following codes contain specific language regarding tree protection, pruning and tree planting requirements on private and public property:

Kirkland Zoning Code, Chapter 83 - regulations concerning tree protection and restoration requirements within the Lake Washington shoreline jurisdiction

Kirkland Zoning Code Chapter 70 - Holmes Point Overlay Zone defining mature tree and native vegetation protection in the Holmes Point neighborhood

Kirkland Municipal Code Title 1, Chapter 1.2 includes the special provisions relating to enforcement of tree regulations.

Trees along streets, in parks, and on private properties are all provided with some protection within Kirkland's codes. Included in these regulations are explicit references to ANSI A300 standards for tree care and definitions for a qualified tree care professionals, both of which help to ensure that trees within the City of Kirkland are being planted and cared for according the best available science of the day.

The City has codified permit requirements for the removal and pruning of public trees and for multiple tree removal on private property (Table 1). Permits are not required for the removal of up to two (2) trees on private property within a twelve-month period. No permits are required for tree

pruning on private property, however topping is not allowed. Tracking all tree removal permits can provide information about tree mortality and loss of canopy. The following table summarizes the permit requirements for trees listed by removal scenario:

Table 1. Summary of Kirkland Zoning Code Chapter 95

	SCENARIO	REVIEW? PERMIT?	MISC.
PRIVATE PROPERTY	Remove 2 trees (regardless of condition)	**No review, no permit**	Notification appreciated to avoid unnecessary Code Enforcement response
	Remove >3 hazard or nuisance trees	**No review, no permit if…**	Photos clearly show hazard or nuisance
	Remove hazard or nuisance trees in critical areas	**Yes, review and permit required**	Arborist report, replacements may be required
	Emergency/urgent tree removal	**No review, no permit**	Contact Planning Dept. 2 weeks after incident
	Prune or trim trees	**No review, no permit**	-Property owners are responsible for tree care -No topping allowed (>50% live crown removal is same as tree removal)
	Tree removal associated with development	**Yes, included with land use or development permit (BLD, SPL)**	-Arborist report required for trees potentially impacted by development -Protection measures required on site
PUBLIC PROPERTY	Prune or remove street trees. Trees in medians/Central Business District maintained by the City. All other street tree care is the responsibility of the adjacent property owner.	**Yes, review and permit required**	-Public Works staff may prune street trees by property owner request -Public Works staff may remove street trees at their discretion without a permit or formal review process
	Prune or remove park trees, including critical areas & open space, wooded areas	**No permit required; review/service performed by request**	-Staff may prune park trees by property owner request -Most hazard tree removal contracted out

In general, the City's tree protection codes and ordinances are serving the intent of preserving and enhancing tree canopy throughout the community while remaining flexible enough to accommodate various development scenarios. This flexibility sometimes provides challenges to

staff resources through requirements for additional reporting, review, and documentation. However, the 2011 canopy analysis found a 13.9% increase in canopy cover in pre-annexation areas, from 2,151 acres to 2,450 acres, and across all zoning categories, seeming to indicate that current regulations are having a positive impact.

Typically, a combination of regulations, incentives and programs can maximize efforts towards goals; a less-balanced approach may not be as effective or may have a polarizing effect in the community, especially regarding natural resources on private property. For resources on private property, the City should use a combination of public education and involvement, incentives to promote stewardship as well as regulations combined with effective enforcement.

20-Year Forest Restoration Plan (2008)

In 2008, the City adopted a 20-Year Forest Restoration Plan to promote the stewardship of native open space areas (Resolution R-4689).This long-range planning document provides guidance and recommendations for implementing goals in the Comprehensive Plan. It outlines the efforts needed to restore natural areas located in Kirkland parks.

Green Kirkland Partnership volunteers

Risks to forest health from invasive species motivated the creation of this plan to actively manage these areas. The restoration plan was organized based on a similar strategy used by the City of Seattle. The Green Kirkland Partnership has engaged volunteers and businesses to help achieve the goals of this plan, which are to:

- Establish an oversight role for the Park Board
- Educate the community on the threat invasive plants have on urban forests
- Identify issues and resources necessary to reverse the decline of the natural areas and sustain healthy forests
- Identify and recommend best management practices
- Identify revenue sources to consider in funding the restoration work. Restoring 372 identified acres of restoration by 2028 will cost an estimated $5.2 million or $14,000 per acre
- Establish a volunteer stewardship program to sustain a volunteer work force to conduct ongoing restoration maintenance and care of our urban forests and other natural areas
- Acquire land that has ecological and habitat benefits
- Implement an Environmental Education and Outreach program to educate and engage the community in stewardship projects to remove invasive plants and to replant with native species, seek support from partners and businesses for funding and stewardship, and seek grants to support stewardship activities

The 20 Year Restoration Plan is an excellent resource for articulating the urgent need to restore open space native vegetation and provides a long-range strategy to accomplish this. It should be noted that invasive species are not limited to these areas only.

Tree Management Review (2001)

This review was the first effort to understand how Kirkland's trees were managed. A consultant made an in-depth examination into improving the City's urban forest. Key recommendations included the pursuit of Tree City USA designation and further support and guidance for the development of the Natural Resource Management Plan. **Most of the goals outlined in this document have been achieved with the exception of these two actions:**

- *Determine goals and desired level of service to shift from reactive to proactive management of publicly owned trees.*
- *Expand public outreach and the education of residents, business owners, developers, staff, and public officials.*

Although the 2001 Tree Management Review is over 10 years old and most of the action items have been accomplished, this document is still very relevant in its assessment of community awareness of trees and staff roles, responsibilities and knowledge. Interestingly, the staff responses when asked the question: "In relation to trees and urban forest management, as you go about your daily job, what works and what doesn't work?" are very similar to the current staff responses to the same question.

In all, the City has developed many policies, documents and codes based on the vision and direction from the community to preserve and protect the urban forest. These include regulations that limit tree removal on private property and retention and planting requirements on development sites, supported by effective enforcement codes. The City has over a 15 year legacy of consistently placing a high value on natural features, especially trees. The timeline shown below in Figure 8 illustrates the increased recognition and importance of urban forestry in Kirkland:

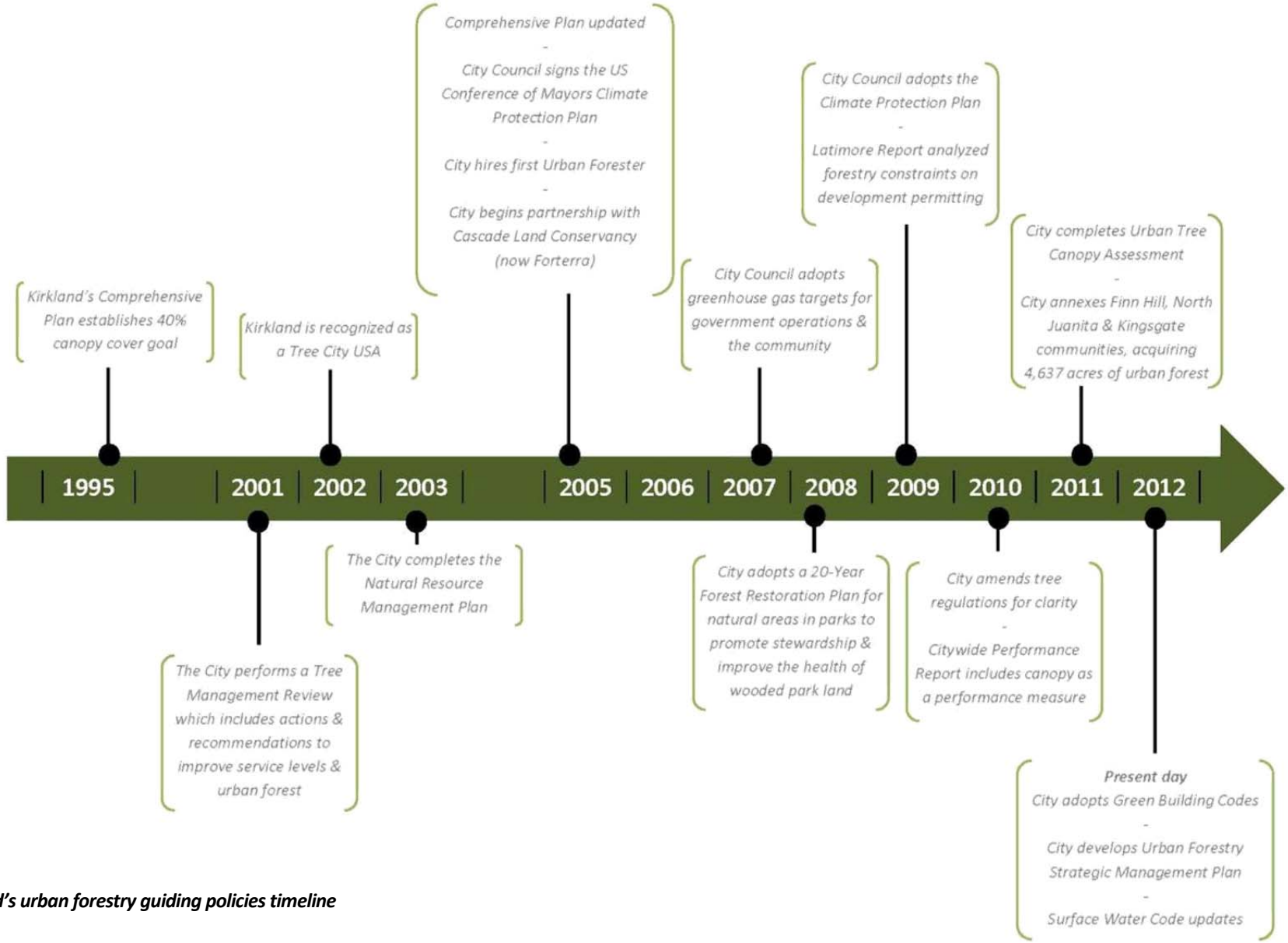


Figure 8. Kirkland's urban forestry guiding policies timeline

2.3 The Municipal Urban Forestry Program

This section describes the City's current forestry resources and operations: staffing levels, funding, procedures and protocols related to urban forest management. It explores City operations in comparison to best management practices and the urban forestry programs at other, similar municipalities. It maps out how the Planning, Parks, and Public Works departments interact with each other, with trees, and with the community on a routine basis.

The information in this section provides the context for the performance indicators described in Section 2.6. Reviewing the City's current practices will allow Kirkland to make decisions about future levels of service, program funding, code changes, or policies with respect to urban forestry and stay aligned with the long-term strategic goals of this plan. Section 4 provides specific goals and recommendations that are designed to improve efficiency in operations and manage the risks and liabilities associated with trees.

WHO IS INVOLVED IN URBAN FORESTRY?

Arborists are trained professionals concerned primarily with the management of individual trees. Commercial arborists provide tree care and management services on private and public property, utility arborists deal with tree management issues along utility – typically electrical corridors, and municipal arborists are those employed or contracted by municipalities to manage tree programs. Many arborists are also skilled in consulting and appraisals.

Foresters are trained to analyze and understand whole ecosystems of stands or large groups of trees on a systemic level. Traditional foresters are likely to be engaged with forestry as a researcher or scientist.

Community or *Urban Foresters* and *City* or *Municipal Arborists* generally have an overlap in the experience, training and skills of the previous two professionals and are those who oversee a municipal urban forestry program.

How these groups work together or relate to another is determined primarily by how a local government organizes its own departments and workforce, and how lines of responsibility are established. A city arborist may be placed within a public works department such as in Tacoma; or, to review development plans, an urban forester may be positioned within a planning department such as in Olympia and Kirkland. Some cities may have the oversight of a city-wide urban forestry program as in Renton and Vancouver while others may have urban forestry functions within individual departments such as Seattle or Mercer Island.

Other cities, such as Woodinville, have a *tree board or commission* that provides citizen oversight or guidance to the program.

Review of Existing Operations

Without formal forestry programs, cities often have staff that work with tree issues in many departments. This is the case with Kirkland. Urban forestry issues at the City are addressed by staff in the legal, building, planning, and public works and parks departments. To assess current staffing levels, over thirty (30) individuals were identified as persons who work with tree issues on at least an intermittent basis. Of those involved with forestry issues or operations on a more regular time basis, 12 individuals were identified with a quantifiable amount of time each week working with trees or tree related issues.

While the 12 individuals identified as sharing tree-related responsibilities are across three different departments, **city-wide, there is only one designated Full-Time Employee (FTE) position dedicated to urban forestry**. This position is solely responsible for public tree care in both Kirkland parks and in the right-of-way. Currently, there is no one full time position responsible for policy or program development, volunteer coordination, or permit review.

In order to assess the collective resources used to meet current levels of service, Kirkland's forestry-related operations were outlined and discussed with department managers and staff. This discussion resulted in quantifying the forestry-related tasks performed by staff and contractors on an hourly and weekly basis. In Tables 2 through 4, the time resources used to meet urban forestry levels of service are shown, split among the three departments that work with tree issues. The current levels of service shown in the tables below can then be compared to the positions designated for urban forest responsibilities in the Organizational Charts shown in Appendix D.

Overall, there is evidence of moderate to good interdepartmental cooperation; staff's ability to accomplish goals and communicate effectively across departmental lines, with allied professionals and the public is a source of pride. However, in other areas, the lack of communication between departments causes problems and hampers goal achievement. These general observations about the cooperation among staff are very important when the City evaluates future staffing needs and levels of service.

Planning Department

Discussions with staff responsible for development review, processing permits and code enforcement were primarily focused on the effectiveness of the current City codes for protecting trees. Staff discussions noted that the code is generally working; however there are some areas that could be improved to be less confusing. Staff believes that the current code, although quite comprehensive, is sufficiently flexible for property owners to accommodate tree retention in their development plans with a variety of tree removal scenarios. There are concerns, however, that some permit applicants and developers do not share that sentiment.

As part of their normal duties, Assistant Planners respond to general tree code inquiries, process most tree removal requests and handle tree removal permits over the planning counter at the time they are received. As the complexity of development scenarios increases, typically the Urban Forester position has been responsible for development permit review, as well as citywide urban forestry policy and program development. Addressing this complexity in development proposals requires the technical knowledge of trees impacted by construction, experience with administering municipal code and balancing urban forest sustainability with city development.

The following issues describe the current challenges to both permitting and urban forest management efforts:

Current staffing levels - To meet staffing needs, the combined efforts of a contracted consulting arborist, planning staff, and a part-time Urban Forester help process the permit review and address work program projects. The 0.5 FTE Urban Forester position is funded through the surface water utility fund and a 0.5 FTE Arborist position is contracted out from the General Fund. The Planning Department also has two code enforcement officers who respond to illegal tree activities for approximately 20 hours per week. **The Planning Department's combined urban forest activities, including code enforcement were determined be 92.5 hours, or the equivalent to 2.3 FTEs**.

Table 2. Planning and Community Development current level of urban forestry services

Planning and Community Development	Current Urban Forestry Levels of Service	Hours Spent per 40 hour week
Development Services	• Development plan review for compliance with tree code • Public information (online, phone and counter)	40
Permit Intake and Review	• Tree removal permit review • Public information (online, phone and counter)	12.5
Code Enforcement & Complaint Investigation	• Pursuing tree removal complaints	20
Comprehensive (Long-range) Planning	• High priority Work Program projects • Tree regulations & related policy • Federal, state grant procurement • Tree City USA applications	20
Neighborhood Planning and Updates	• No Urban Forestry Activity	0
Tree Preservation/Care Education and Outreach	• Web site Content and Public Education • Special projects	~
		Total Service Hours per Week: 92.5

Funding - funding for permit and development review for a .5 FTE Urban Forester (currently used for contact services) and for planner time reviewing tree removal permits comes from the General Fund. The other .5 FTE Urban Forester is funded from Surface Water.

Permit application completeness and quality – The City has reoccurring issues with incomplete or poor quality permit applications, resulting in increased review times, additional review charges, and numerous revisions. The City has tried to address this issue with the Latimore study, pilot programs, and increased staffing.

Urban Forester position – The City has an official urban forester position currently in the Planning Department. Due to the work on the strategic management plan, many planned activities for 2012 have been placed on hold, and priority efforts have been focused on maintaining Tree City USA status, grant administration and project management for special urban forestry-related projects outlined in the department's Work Program for this position. Since 2011, development review tasks have been contracted out to a consultant.

Arborist reports and tree risk assessments – When these reports are required from permit applicants, there are many cases in which the reports or inventories are inaccurate or too subjective. Problems associated with this include:

- Offsite trees or those located along property line not shown
- Grade changes not properly considered
- Utility conflicts with root zones or drip lines
- Symbols used in landscape drawing not representing true drip lines

Development and tree protection in Kirkland

Arboriculture technical support – For the past year, the Planning Department has contracted out its development review to meet budget constraints. This process may be resulting in additional hidden costs. Because the contractor is not always well-versed in city codes, it is sometimes necessary for a City planner to provide additional follow-up.

Code enforcement – Conversations with staff involved in code enforcement revealed that the most common explanation for tree-code infractions is that the property owner did not know what the code allowed or prohibited. However, code enforcement staff does communicate with tree care companies as a strategy to increase public awareness.

Permit fees – The City is adopting a new permit tracking software, which presents opportunities for more detailed evaluation and monitoring of tree related permits to ensure fees are appropriate

Coordination with Public Works and public tree permit review – Trees located in the right-of-way that require a permit review are assigned to the Public Works Department staff. This may be the only tree inspection for public trees that may be formally documented.

Parks Department

Interviews with City staff explored the Parks Department's approach to planting new trees, maintaining existing trees, and managing hazardous trees. Discussions focused on the management of formally landscaped areas, wetlands, critical areas and the natural areas in Kirkland parks. Overall, care of individual trees has occurred according to urgency and budget availability. The following are summary comments from these discussions:

Current staffing levels - Parks and Community Services currently does not have designated positions dedicated to tree care in city parks. Before annexation Parks might get a few calls for

service each month. Now, Parks gets calls for tree service requests each week and often multiple calls a day. Currently, 1.5 Full-Time Employee (FTE) positions are temporarily funded through 2012 to manage the Green Kirkland Partnership Program. **The Park Department's combined urban forest activities were determined be 100 hours, or the equivalent to 2.5 FTEs**.

Table 3. Parks Department current level of urban forestry services

Parks Department	Current Urban Forestry Levels of Service	Hours Spent per 40 hour week
Maintenance Operations	• Tree planting and establishment • Structural pruning on smaller trees • Inspection and identification of hazardous trees in parks	40
Green Kirkland Partnership	• Tree Planting • Implementation of 20-Year Restoration Plan • Event and volunteer coordination	60
Contract Pruning	Typically for hazard trees as needed	~
		Total Service Hours per Week: 100

Funding – In the Parks department, funding for tree maintenance, removals or hazard tree assessments is a discretionary budget item. Parks currently budgets $3,000 each year for hazardous tree management. By September 2012, in response to over 150 written letters, emails, and phone calls regarding tree issues, Parks has spent $18,253 in contract hazard tree removals or snagging. An estimated $25,000 will be utilized to address hazard and other tree-related issues in 2012.

Staffing for tree maintenance and removal comes primarily from the General Fund. The City has continued to staff the Green Kirkland Partnership restoration and planting program (with Forterra and EarthCorps) through temporary funding of a 1.5 FTE for education and outreach. These positions are funded through a combination of Capital Improvement Program (REET) funding and grants from the King Conservation District. Funding for the staffing resources to support this effort at its current level is included in the parks levy. If the levy is not approved other funding (e.g. grants) would need to be pursued to continue staffing to support this program.

Tree inventory – The City has no inventory of trees in parks and no formal protocols for inspection. Without any summary data about park trees, the Parks Department is functioning reactively to tree issues as they emerge in parklands.

Tree planting – On an annual basis, Parks staff focus attention on areas where they know they have deficiencies in tree cover. They communicate with Kirkland's Environmental Education and Outreach Specialist and with local nurseries about tree planting needs and opportunities. With limited funding for establishment care (primarily watering), Parks staff focus on planting native trees and describe this as being an effective strategy to grow the forest in city parks.

Maintenance of small trees – Parks grounds maintenance staff perform simple structural pruning or mitigation of hazardous situations. This tree work is not performed by qualified arborists, but staff is aware of ANSI A300 pruning standards and an effort is made to perform correct tree care practices.

Maintenance of large trees – Parks sets aside $3,000 each year for maintenance or removal of large trees. It is widely accepted in the department that this is insufficient funding and typically only mitigates one or two hazardous trees a year. As tree issues emerge throughout a year, Parks staff will collaborate with the Public Works Grounds Division to secure their staff time and equipment resources. When urgent tree work is identified, priorities for Park staff change. They will divert additional funds from other park activities to contract additional necessary work from professional tree care companies.

Peter Kirk Park

20-Year Forest Restoration Plan – Since 2005, **38 acres** have been restored with over **37,400 hours** of volunteer hours contributing to steward Kirkland's parks and open space. These volunteer hours translate into an estimated total value of **$767,294.06** to the City. Volunteers planted nearly **20,500 native plants,** which will continue to provide benefits to Kirkland as they grow, capturing carbon to clean the air, filtering water before it drains to Lake Washington. Natural areas provide healthy urban habitat for wildlife and making parks desirable places that are well-cared for by the community.

Staff resources are needed to conduct activities not suitable for volunteers, such as removal of invasive trees and the application of chemicals to kill invasive weeds. Forest restoration requires the removal of invasive trees. By the end of 2011, a total number of 1,554 invasive trees had been removed.

For the first few years of plan implementation, the Green Kirkland Partnership exceeded benchmarks for volunteer hours, acres in restoration, and numbers of stewards, but fell below benchmarks for staff numbers. By the end of 2011 the only benchmark exceeded was number of stewards, which was double the benchmark (16 active stewards; benchmark of 8 stewards). **All other measures and staffing levels are below benchmark levels due to lack of resources. Public interest and engagement remains high, but the City is not able to meet the demand**. **The success of the program has been due to the over-reliance of volunteers, which is not sustainable.**

Green Kirkland Partnership staffing at the 1.5 FTE level is currently funded through 2012. Without continued funding, the program will fall short of plan goals. Additionally, annexation in 2011 increased forested natural area acreage in city jurisdiction by approximately 31 acres, but these acres have not been surveyed in the same manner as acres surveyed for the City's 20-Year Forest Restoration Plan (2008). This acreage does not include natural areas in the new

neighborhoods (including King County and Finn Hill Neighborhood Alliance-managed lands), Big Finn, O. O. Denny or Juanita Woodlands parks as they are currently not in the City's jurisdiction.

Public Works Department

The staff in the Public Works division discussed urban forestry from both the perspective of street tree (right-of-way) maintenance, stormwater mitigation strategies and capital improvements. Although Public Works uses a GIS-based inventory and work order software system for its grey infrastructure management (Hanson), it is not utilized with the management of public trees. Staff that is responsible for street tree maintenance do not use the city-wide permit database to track and report permit activity such as public tree removal.

Currently, the Public Works Grounds Maintenance Division is responsible for managing trees in the public right-of-way. When time allows, the pruning, removal and maintenance of trees is performed by the Grounds Lead person and a Field Arborist. Aside from other grounds keeping tasks, their duties include the inspection, pruning, and removal of trees at their discretion in response to service requests from residents and businesses. In addition, they routinely cooperate with Parks Department staff to perform tree work on parks trees as time allows. The following findings were identified through discussions:

Current staffing levels – Public Works has 1 FTE solely dedicated to forestry operations and no dedicated urban forest budget. However, the grounds maintenance division tasks and surface water maintenance projects review determined that a staffing need equivalent to 2.65 FTE exists to address street tree maintenance and removal, hazard tree evaluations, clearing trees and vegetation blocking the right-of-way, reviewing tree permits, maintaining the existing street tree inventory and emergency storm response. The tree crew is shared by the Parks department as needed. **The Public Works Department combined urban forest activities were determined be 106 hours, or the equivalent to 2.65 FTEs**

Table 4. Public Works current level of urban forestry services

Public Works Department	Current Urban Forestry Levels of Service	Hours Spent per 40 hour week
Street and Public Grounds Maintenance	• Pruning and removal of street trees • Service requests for field inspection of street trees • Street tree inventory updates	96
Surface Water	• Maintenance of vegetation in/around stormwater facilities	10
Contract Pruning	Typically for hazard trees as needed or when workload exceeds crew capacity	~
		Total Service Hours per Week: 106

Funding - Funding from Public Works comes from the General Fund and Surface Water Utility for the field arborist and grounds staff to perform tree removal, maintenance and pruning. When

the City undertakes major capital improvements, trees are typically planted as part of the project. For example, street trees have been installed along Slater when that road was improved and will be included in the NE 85th Street project. During the upgrade to Juanita Beach, nearly 900 new evergreen and deciduous trees were planted many of them in the newly created habitat marsh area west of Juanita Creek.

Equipment – Public Works Division staff have access to an aging surplus aerial-lift truck (bucket truck) and climbing gear to perform tree work. Additionally, they have access to a mobile tablet computer with capabilities to update the existing street tree inventory in GIS.

Public Works crew pruning street tree

Safety training – Both staff arborists attend annual International Society of Arboriculture (ISA) training events to maintain professional qualifications and develop their skills. Any additional safety training as it relates to the practice of arboriculture is achieved through self-directed learning. This is undocumented safety training and presents a liability for meeting OSHA requirements.

Review of Kirkland's tree care operations revealed that while contractors engaged in pruning public trees must adhere to ANSI standards, no such requirement exists for internal staff. However, this standard does not reference the ANSI A300 series or its criteria. In addition, City staff was unable to readily produce documentation that demonstrates all City employees and contractors working with trees had been trained on Occupational Safety and Health Administration (OSHA) standards.

Tree maintenance and grounds keeping – The amount of time the Ground Division describes as solely working with trees varies. Because staff spends time fulfilling other grounds keeping obligations, time spent working on trees is difficult to track. As a consequence, the majority of tree work is reactive, with little to no time to implement planned maintenance strategies. The crew anticipates staffing/maintenance needs to double due to the amount of trees in the annexed area.

Public tree pruning and removal – Public trees along street rights-of-way are the maintenance responsibility of the abutting property owner according to 95.21.1 (Kirkland Municipal Code) with the exception of trees located in the central business district (CBD), which are to be maintained by Public Works staff. Additionally, permits are required in the code for both public tree removal and pruning; fees are associated for tree removal only. Occasionally, City crews are responding to pruning and removal requests from Kirkland residents without the required permits or fee collection.

Tree inventory and inspection – Because the majority of street tree work is reactive, the Public Works staff does not perform planned cyclical inspections or updates to the tree inventory. According to the database, over 12,000 City trees have not been revisited since 2004 and no trees were updated in 2010 or 2011. With the recent annexation, the number of street trees may have doubled. These unknowns represent an increasing liability to the City, as it is not performing

the due diligence necessary to maintain the safety of public rights-of-way. Hazardous trees are known to the Public Works department through service requests.

GIS updates – The City's GIS-IT department is updating the GIS to include the location of street trees in the annexation areas. The tree locations will be catalogued but not assessed for age/size, rated for condition, or evaluated for hazard risk.

Tree planting – Public Works does not have a tree planting program or planting goals. Aside from the Green Kirkland Partnership efforts, no formal tree planting programs have been developed since the Centennial Tree Project in 2005. This project funded tree planting in parks and planting strips adjacent to rights-of-way to commemorate the 100th birthday of Kirkland. Consequently, crews plant trees occasionally. Exceptions include trees planted by the Surface Water division when conducting volunteer stewardship projects, those planted with capital improvement projects (updates or improvements to major transportation corridors), and frontage improvements required with development. Public Works maintains a small database of trees they know will require follow-up establishment care, but no large scale projects are planned. Again, available staff time limits this proactive urban forestry activity.

Productivity tracking – The Public Works department does not maintain readily searchable records for productivity tracking with respect to tree work. Staff describe maintaining or removing approximately three (3) trees per week as a typical production rate, but were not able to able to demonstrate how these were in response to work orders or being tracked in any other electronic system like Hansen or the City's GIS.

Tree Care Industry Standards and Best Management Practices

The tree care industry has developed comprehensive standards for maintenance and care, safety, and certification. Compliance with these standards can decrease exposure to risk, increase consistency of maintenance, reduce injuries to workers and the public, and increase the health of the urban forest.

Tree Care Standards – Universally-recognized industry standards provide guidance for tree care operations, including detailed criteria for maintenance activities and safe work practices. The core of the tree care standards is the ANSI A300 Series, developed by the American National Standards Institute (ANSI). These standards have been rigorously vetted by professional tree care practitioners and are based on the latest scientific research. The ANSI A300 Series unify and take authoritative precedence over all previously existing tree care industry standards. The standards are reviewed and revised periodically by a committee of industry experts and are accepted by most cities as the most basic expectation of quality. The standards cover all tree care operations, including the most revision of:

ANSI A300 Pruning Standard - Part 1 (2008)
ANSI A300 Fertilization Standard - Part 2 (2011)
ANSI A300 Support Systems Standard - Part 3 (2006)
ANSI A300 Lightning Standard - Part 4 (2008)
ANSI A300 Construction Management Standard - Part 5 (2012)
ANSI A300 Transplanting Standard - Part 6 (2012)
ANSI A300 Integrated Vegetation Management - Part 7 (2005)
ANSI A300 Tree Risk Assessment Standard a. Tree Structure Assessment - Part 9 (2011)

Best Management Practices - The International Society of Arboriculture (ISA) publishes the Best Management Practices (BMP) Series as companion booklets to the ANSI A300 Series. These BMPs are written as explanatory guides for applying ANSI A300 standards in daily tree care practice and include:

Tree Pruning (2008)
Tree and Shrub Fertilization (2007)
Tree Support Systems; Cabling, Bracing, Guying, and Propping (2007)
Managing Trees During Site Planning & Construction (2012)
Tree Planting (2005)
Integrated Vegetation Management (2007)
Tree Risk Assessment (2011)
Integrated Pest Management (2007)
Tree Inventories (2006)
Utility Pruning of Trees (2004)

Safety Standards – In addition to tree care standards, ANSI provides the most current safety standards in the United States for arborists and other workers engaged in arboricultural operations in the **ANSI Z133 Safety Standard** (2012).

The Occupational Safety and Health Administration (OSHA) is very specific about the personal protective equipment (PPE) that tree workers should wear and requires employers to furnish appropriate equipment. The requirements for workers' PPE and training depend on their specific role in tree care operations. Requirements for safety glasses, hearing protection, head protection, protective clothing, and face masks are described in sections 1910.132, 190.133, 1910.135 1910.95 of the Occupational Safety and Health Administration Standards. OSHA also requires reporting of workplace injuries and imposes fines on employers that are found to be allowing unsafe work environments or practices.

Arborists' Certifications – In addition to publishing industry BMPs, the ISA is the organization responsible for testing and certification of tree care professionals. ISA-certified Arborists and Certified Tree Workers are individuals who have demonstrated a level of knowledge in tree care through experience and by passing a comprehensive examination developed by international tree care experts. Certified arborists must continue their education to maintain their certification and agree to adhere to a code of ethics.

Although currently offered only through ISA's Pacific Northwest Chapter, the Tree Risk Assessor Course and Exam (TRACE) will be sanctioned by ISA in the near future. It is the standard for assessing hazardous trees and has become a required credential for arborists in Kirkland for tree risk evaluation.

Whole tree failure on Central Way, 2012

Emergency Preparedness – Fire, storm events, insect, or disease outbreaks can cause significant damage to the urban forest, resulting in unexpected emergency response situations. The dramatic loss of

elm trees from Dutch Elm disease is one example of the catastrophic effect pests can have on the urban forest. If Asian Long-horned beetle or Emerald Ash borer spread to the Pacific Northwest, the resulting decline and death of trees would be devastating. Debris, leaves, limbs or whole tree failure can block the right-of-way, clog storm drains, increasing the risk of flooding, cause utility infrastructure and property damage, or block transportation corridors.

The City of Kirkland has adopted the 2010 Comprehensive Emergency Management Plan, which establishes structure for an organized and effective response to multi-agency emergencies and disasters that may occur within the City. The plan does not explicitly address trees and the urban forest, but effectively considers them as part of debris management. The Public Works department has an operational plan to coordinate debris removal.

With respect to emergency preparedness and risk management specific to the urban forest, the City has a partial tree inventory, but does not have a routine tree inspection process.

Urban Forestry Program Funding

Municipal budgets can be quite complex, as researching Kirkland's urban forestry budget has shown. Without a centralized urban forestry program or department divisions, there is no itemized accounting that could be described as an urban forest budget in Kirkland. The beginning of this section describes the current staff and program funding for each department. In Section 4.6, potential program funding strategies are identified.

A variety of funding sources are utilized including the **General Fund** (Parks, Public Works and Planning), **Surface Water Utility,** (Public Works and Planning**) REET funding** (Parks with CIP funding for Green Kirkland Partnership staffing and contract work), **grants** (Parks) and the **Capital Improvement Program** (Public Works and Parks). Planning and caring for Kirkland's urban forest is a discretionary item in the General Fund for those activities that utilize this fund. It is not typically delineated in departmental budgets so it is difficult to determine the actual total expenditures for urban forestry programs and whether or not operations are cost-effective and efficient when tracking is not definitive.

Tree care, maintenance, removal and pruning are conducted by grounds crews in the Parks Department (parks and open space) and the Public Works Department (street trees, CBD and city facilities). Division managers balance tree maintenance activities against other operating expenses and needs. Annexation has resulted in additional demand. Even prior to annexation, maintenance and pruning operations were based on reactionary management decisions rather than a prospective or planned approach to tree care.

As part of a major capital improvement project (CIP) such as street or park improvements, trees are typically included in the project budget, however long-term care, maintenance and survey assessment are generally not tracked or put on a maintenance schedule. CIP projects are funded on a project-by-project basis but not necessarily aimed at achieving overarching urban forestry and community goals. During the upgrade to Juanita Beach, for example, nearly 900 new evergreen and deciduous trees were planted many of them in the newly created habitat marsh area west of Juanita Creek.

Permit fees collected for development review and tree removals are not currently tracked and reported independently as revenue income for an urban forestry program staff. While this can be done, the revenues would likely be quite small relative to how much the City is spending on

forest-related activities. A more defined urban forestry program would be able to establish baseline costs and anticipate planned expenses.

The City has recognized the value of trees in reducing storm water runoff by allocating funds from the **Surface Water Management budget** to fill temporary funding for the 0.5 FTE Urban Forester position through the end of 2012.

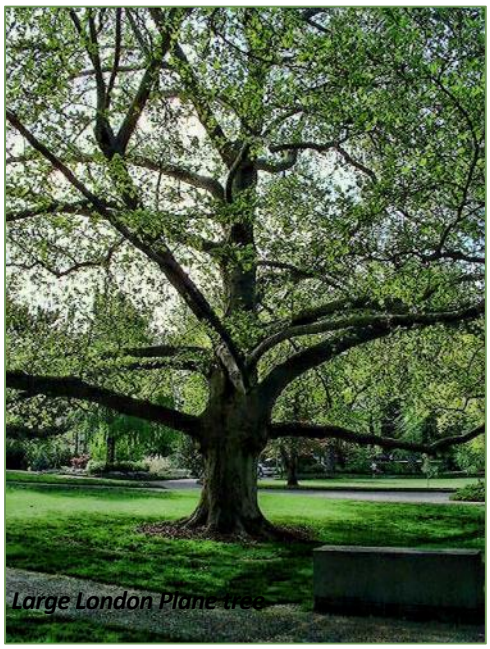
Kirkland has established a **City Forestry Account**, which receives funds according to Kirkland Zoning Code Chapter 95.57, primarily from code enforcement fines and fees paid in lieu of tree planting. The amount currently in this account is approximately $38,000. This account is intended to fund a variety of urban forestry related projects including:

- Acquiring, maintaining, and preserving wooded areas
- Planting and maintaining trees
- Establishing a public tree holding nursery
- Providing urban forestry education
- Implementing a tree canopy monitoring program
- Other purposes relating to trees as determined by the City Council

As part of the overall strategic plan it is important to connect the 20 year strategy time frame to budget planning and funding levels. This timeframe enables short and medium-term financial and organizational planning and to establish funding, staffing and program priorities while maintaining an overall strategic direction that provides continuity. The direction should be towards the community's vision for its urban forest.

2.4 Municipal Forestry Program Comparison

This plan includes a limited comparison of area municipal forestry programs. Most cities in this section have completed tree inventories and performed tree canopy studies; many have drafted management plans and developed tree protection ordinances. The areas in which these cities differ are in how much they spend on urban forestry, how they are organized and how they staff their programs.


Large London Plane tree

Information on funding levels for urban forestry programs is difficult to obtain. Different cities have different sets of resources, therefore, budget numbers may not tell the entire story about the total resources being managed and maintained. Many municipalities have isolated programs that are not viewed under an overall urban forest program. Even so, to start somewhere, municipal forestry budget amounts as submitted to the National Arbor Day Foundation were utilized as a basis for comparison.

In order to be awarded Tree City USA status, cities must report their spending on urban forestry program elements to The Foundation. The standards for reporting are identical: *all expenses related to tree planting, maintenance, removal and management are to be included, even volunteer hours are accounted for at a standardized hourly rate.*

However, many cities – especially those that have multiple departments responsible for various program elements - may not report as comprehensively as others all aspects of their urban forest budget. For example, the City of Bellevue submits the budget amounts from their Natural Resource Division operating budget and capital budget. These numbers do not include any of the tree work in developed parks, right-of-way vegetation management by the Street Maintenance staff or any of the Transportation Department capital projects where they plant new trees and landscaping.

This data is not prescriptive as to what would be the most appropriate spending level for Kirkland. However, as different as these programs may be, it does provide a starting point for determining what might be reasonable for program funding in Kirkland.

Table 5. 2011 funding levels for local urban forestry programs

City	Annual Spending	Total Population	Spending per Capita
Bellevue	$4,475,153.00	123,400	$36.27
Lake Forest Park	$347,662.55	12,598	$27.60
Olympia	$569,409.85	46,478	$12.25
Portland, OR	$5,440,112.69	550,560	$9.88
Redmond	$524,645.10	54,144	$9.69
Renton	$794,192.00	92,590	$8.58
Kirkland	**$553,906.55**	**80,738**	**$6.86**
Vancouver	$982,991.10	162,300	$6.06
Woodinville	$68,822.60	11,350	$6.06
Seattle	$3,336,175.00	608,660	$5.48

Source: National Arbor Day Foundation

In 2011, the City of Kirkland reported a forestry budget to the National Arbor Day Foundation of $553,907. With the recent annexation (and population increase), this equates to a normalized $6.86 in per capita spending. This is lower than other municipalities in the region of varying sizes and urban forestry programs (Table 5). It should be noted that these numbers include volunteer time at a rate of $15 per hour. Due to the level of community involvement in the Green Kirkland Partnership program, volunteer time typically accounts for about a third of Kirkland's annual urban forestry expenses.

In an effort to develop appropriate urban forestry budgets, cities like Mercer Island and Seattle have opted to designate distinct forestry elements within key departments. This creates some stability to program funding and has allowed each department to meet their specific objectives and urban forestry goals. However, individual departments may suffer budget cutbacks or constraints, resulting in certain aspects of the program to suffer city-wide as a result. One

challenge for cities with multiple forestry divisions is communication: both internally between departments and clearly communicating to the public who is responsible for what.

In other cities such as Bellevue, Renton or Vancouver, Washington, an urban forestry division is positioned within one department with oversight or close collaboration with other departments' urban forestry functions. Vancouver's Urban Forestry Division is made possible through a partnership between the City's Public Works Department and the Vancouver-Clark Parks and Recreation Department.

As in Kirkland, it can be difficult to gauge a program's organization and staffing levels in communities that do not have central forestry divisions. For comparative purposes, Table 6 shows the program lead or management positions for urban forestry divisions in each municipality.

Kirkland has been the recipient of the Tree City USA designation for ten consecutive years and earned two Growth Awards from the National Arbor Day Foundation

Table 6. Urban Forestry Statistics in select Washington cities (2012)

Municipality	Population (rank in state)	Area (mi^2)	UTC % (year)	Tree Regs?	UF Mgmt. Plan	Tree Board? (#)	UF Program Lead Positions (Dept)
Seattle	608,660 (1)	142.5	23% (2007)	Yes	Yes	Yes (9)	8-(Parks, SDOT, Seattle Public Utilities)
Tacoma	198,397 (3)	62.6	19% (2009)	Yes	No	No	2-(Metro Parks, Environmental Services)
Vancouver, WA	162,300 (4)	46	19.7% (2002)	Yes	Yes	Yes	3-(Public Works)
Bellevue	122,400 (5)	34	36% (2007)	Yes	No	Yes	4-(Parks; 1 in Development Services)
Renton	93,910 (8)	22.3	28.6% (2010)	Yes	Yes	No	1-(Community Services)
Kirkland	80,738 (13)	18	40% (2010)	Yes	No	No	.5-(Planning)
Redmond	54,144 (19)	16.6	No canopy data	Yes	No	Arborist	3-(Parks)
Olympia	46,478 (17)	19	Tentative data	Yes	No	No	.5-(Planning)
Bothell (unconfirmed data)	33,505 (30)	12	No canopy data	Yes	No	Yes (7)	1-(GIS department)
Mercer Island	22,699 (42)	13	41% (2007)	Yes	Yes	Yes	2.5-(Parks, Public Works, Development Services)
Kenmore	20,460 (45)	6.3	No canopy data avail	No	No	No	1-(Planning)
Lake Forest Park	12,598 (66)	3.6	43% (2004)	Yes	Yes	Yes (9)	1-(Planning)
Woodinville	10,938 (72)	5.7	~34% (2007)	Yes	Yes (1998)	Yes (5)	2-(Development Services, Public Works)

2.5 Municipal-Community Interaction

A review of a municipal urban forest program includes looking at groups and individuals that are advocates and supporters of the urban forest who are focused on making tangible progress in sustainability measures. Typically, these groups are outside of the organization and include business groups, non-profit organizations, or agencies. The opportunity to combine efforts or provide mutual support through collaboration and partnership is extremely valuable to government operations; these groups are stakeholders that can make significant contributions to the strategies and goals essential to the plan's success. They are key partners to promote the urban forest agenda.

The Green Team

The Green Team, a City service team (committee), serves to increase interdepartmental communication of environmental issues and improve the City's efforts in sustainable issues, sometimes externally with partners and the community. Most City departments are represented on the committee. The Green Team has served as the City's ad hoc Tree Board to meet Tree City USA criteria, although typical meeting agendas do not focus on forestry issues.

Developer's Partnership Forum

The City's Development Services committee hosts a forum for developers to keep up to date with development regulations and development-related topics. Once enrolled on the listserv, participants receive the latest information about development regulations in Kirkland via email. Participants are also notified about upcoming meetings with the Partnership Forum, which are held typically a few times a year.

The Green Kirkland Partnership

Since 2005, the Green Kirkland Partnership has built a program that engages the Kirkland community in urban forest restoration. The partnership is an alliance between the City of Kirkland, nonprofit partners, businesses, and the community to restore natural areas in City parks. Organizations that support the Green Kirkland Partnership include:

Forterra
King Conservation District
EarthCorps
Washington Native Plant Society
UW Restoration Ecology Network
National Wildlife Federation
Kirkland Neighborhoods
Kirkland Community Wildlife Habitat Team
Kirkland Kiwanis Sunrisers Club
Eastside Preparatory School
Finn Hill Neighborhood

This approach to community forest management has been adopted by at least six cities in the Puget Sound region, and has become the most successful urban reforestation program in the

state. These six cities (Seattle, Kirkland, Tacoma, Redmond, Kent, and Everett) make up the Green Cities Partnership with Forterra, and have begun to network with each other to share ideas and strategies. Green Cities recognize that green infrastructure and grey infrastructure both need sustainable funding.

One of the main differences between Kirkland and the other Green Cities is that Kirkland currently relies heavily on volunteers for forest restoration. An informal survey of other Green Cities shows that most natural area restoration acres are cleared and managed by the municipal crews, and volunteer efforts comprise a much smaller portion of the restoration work. For example, in both Seattle and Tacoma, 80 percent of restoration acres are managed by paid crews. In Kirkland, the majority of restoration work is conducted by volunteers. This heavy reliance on volunteers limits the extent of Kirkland's reforestation efforts.

> *"I believe it is important to volunteer because it is our responsibility to create the kind of community we want to live in."*
>
> ***Jasmine G., Student***

Tree City USA

The Tree City USA designation shows a community's commitment to protecting its urban forest resource by meeting criteria established by the National Arbor Day Foundation. The four criteria that communities must meet annually to maintain Tree City USA status are:

- A community forestry program with an annual budget of at least $2 per capita
- A tree care ordinance
- An Arbor Day Observance and Proclamation
- A Tree Board or Department

The City of Kirkland has shown a commitment to responsible urban forest management by celebrating its tenth consecutive Arbor Day in 2011, maintaining its status as a Tree City USA. By going beyond the requirements for Tree City USA status, Kirkland has received two Growth Awards from the National Arbor Day Foundation. Aside from the recognition and community pride in this designation, maintaining Tree City USA status enables cities to be competitive for grant funding. Without this support, Kirkland could not have conducted its 2011 canopy assessment and this strategic management plan. Unfortunately, the increase in population with the recent annexation resulted in a decrease in the per capita spending required for Tree City USA designation in 2011. This means that, without planning its urban forestry budget, Kirkland will have difficulty maintaining its Tree City USA designation in the future.

The City of Kirkland Website

The City has a web page dedicated to urban forestry interests and issues. It is updated as needed, such as with policy changes or with the completion of a special project. Visitors to the City website must navigate from the home page to the 'Community Link' and then to the 'Kirkland Green' link to access the page. Although this page is an excellent starting point to accessing

other City webpages regarding trees, visitors to the Kirkland website must know to navigate through the Planning Department to learn about tree related policies. This could be a very useful informational resource if adequately maintained and updated on a regular basis.

To summarize Sections 2.1 through 2.5, a review of current practices has been completed of Kirkland's urban forestry program, which examines these elements:

- Existing operations in the Planning, Parks and Public Works Departments
- Current funding resources
- Comparisons to other municipal urban forestry programs
- Municipal-Community interactions

In Section 2.6, an assessment of Kirkland's performance can be made using the information gathered from the review and from researching applicable codes, documents and policy. The next section outlines 21 criteria for urban forest performance and provides indicators from low to optimal performance for each.

2.6 Kirkland's Urban Forestry Performance

As detailed in the Plan Overview & Methodology, these four focus areas were reviewed to assess progress towards and identify the challenges to better urban forest management:

- **Kirkland's Urban Forest Asset**
- **The City's Guiding Policies and Regulatory Framework**
- **The Municipal Urban Forestry Program**
- **Municipal-Community Interaction**

Using the criteria established in "A Model of Urban Forest Sustainability" (Clark, et al, 1997) shown in Appendix A and the guidelines from "A Framework for Strategic Urban Forest Management Planning and Monitoring" (Kenney, et al, 2011), a gap analysis was generated. Together with the City staff interviews and research into City codes and procedures, the analysis shows how Kirkland's urban forest performance rates in individual program components and then, at the end of this section, overall.

Each of the performance measure criteria are assessed with a rating from low to optimal performance. A description of the current status for each performance measure follows, along with a summary of the risks of inaction and the benefits of increased performance. There are three performance indicators of urban forest health in which the City, without a complete tree inventory, has no data to accurately perform an assessment. This is an example of how many of the criteria items identified in this analysis are co-dependent with the others for achieving improved performance.

URBAN FOREST ASSET

Criteria:	**Measure Canopy Coverage**
Justification	Assess tree canopy cover citywide and within specific areas using a consistent measurement strategy at even intervals.
Performance	Good
Current Status	In 2011, the City used high resolution imagery to compare tree canopy data from 2002 to 2010, but has not fully integrated this information into the City GIS system for use by staff in multiple departments. When integrated, this information can be applied at several levels (watershed, neighborhood, zoning type, by parcel, etc.) to further assist with other City goals/protocols. No subsequent canopy studies are funded or planned.
Risk	Reduced capability to monitor canopy as a performance measure and community goal. Limits interdepartmental effectiveness if canopy data is not available in city-wide GIS system.
Benefit	Provide an overall measure of program success and. Clearly identify targeted opportunities for improvement. With integration into GIS: optimize city-wide coordination, improve internal efficiency, improve public & development services, position for regional collaboration

URBAN FOREST ASSET

Criteria:	**Existing Canopy Cover Status**
Justification	Performance measure towards the City's 40% canopy goal. Gauge of balanced growth, development and natural resource protection.
Performance	Optimal
Current Status	The existing canopy cover equals 75%-100% of the potential. Following the 2011 annexation, Kirkland's canopy coverage was 40.7%; consequently the City has met its 40% canopy goal. The City is positioned to continue efforts to maintain its canopy coverage and possibly shift towards identifying the quality, condition, age, and diversity of its canopy coverage to achieve optimal canopy cover health and succession.
Risk	Disparities exist in tree coverage between zoning classes, land use, watersheds or business districts. Low % of urban tree canopy coverage causes increased flooding, urban heat island effects, energy use; reduces air quality and degrades asphalt road surfaces. Canopy reductions also negatively impact wildlife travel corridors and decrease habitat.
Benefit	Canopy cover can help optimize the ecosystem services provided by the urban forest. Continued efforts towards developing strategies for increasing canopy and target specific areas for enhanced benefits.

Criteria:	**Public Tree Inventory**
Justification	Infrastructure asset inventory
Performance	Low to Moderate
Current Status	Sample-based inventory of public trees: the original 2004 street tree inventory has not been comprehensively updated and only includes the location of trees in the annexation area. There is no inventory of public trees in formally-landscaped parks. Without a complete public tree inventory, the City does not have enough information to assess the current level of performance or manage the following three criteria: urban forest age, species suitability and diversity (see below).
Risk	Difficult for City to proactively manage its public trees, efficiently track operations and monitor public service levels. Without condition and value of trees it's difficult to resolve accident claims and reimbursements for damage caused by extreme weather events or other disasters. Without data on all public owned trees, planning and prioritization of urban forestry activities is based on conjecture and anecdotal evidence.

Benefit	Managers can develop work programs appropriately and justify funding needs. City can quantify assets, risks, and liabilities. Lower public tree maintenance costs. Plan proactive tree management strategies and distribute workloads efficiently.

Criteria: Urban Forest Age

Justification	Provide for an uneven age distribution of trees throughout the City and at a neighborhood level (approximate age determined by DBH) for long-term succession.
Performance	Not enough information to determine
Current Status	Unknown; need complete public tree inventory. 'Low' is any relative DBH class represents more than 75% for the tree population. 'Optimal' is 25% of the tree population is distributed amongst each of four relative DBH classes.
Risk	Substantial maintenance costs and expensive end-of-life tree removals may be necessary in even-aged populations that reach the end of their useful life simultaneously. Tree failure from disease, extreme weather events, and pests can be catastrophic in even-aged tree populations. Neighborhoods and business districts can become devoid of canopy.
Benefit	Age distribution facilitates long-term budget forecasting. Annual costs for care of public trees can be more evenly distributed over many years. A varied age-class distribution is important for a succession of environmental benefits and results in a healthier, more resilient and sustainable urban forest.

Criteria: Species Suitability

Justification	Establish a tree population suitable to the urban environment and adapted to the regional environment.
Performance	Not enough information to determine
Current Status	Unknown; need complete public tree inventory. 'Low is less than 50% of trees are of species considered suitable for the area. 'Optimal' is all trees are species considered suitable for the area.
Risk	Unsuitable species require substantial maintenance and must be replaced more frequently.
Benefit	Poor performing tree species do not continue to be planted, reducing tree maintenance and removal costs.

URBAN FOREST ASSET

Criteria:	**Species Diversity**
Justification	Establish a genetically diverse tree population citywide as well as at the neighborhood level.
Performance	Not enough information to determine
Current Status	Unknown; need complete public tree inventory. 'Low' is fewer than 5 species of trees dominating the entire tree population. 'Optimal' is no species represents more than 10% of the entire tree population at the neighborhood level. Exceptions are made for native species in naturalized areas.
Risk	Predominance of a few species can lead to substantial impacts from weather events that damage certain species and to limit the risk of catastrophic loss from species-specific pests or disease. The dramatic impact of Dutch Elm disease and Emerald Ash borer on urban forests are prime examples of why cities diversify tree species. The risk of ignoring species diversification can be costly for municipalities.
Benefit	Healthier, more resilient and sustainable urban forest.

Criteria:	**Condition of Public Trees**
Justification	Establish a detailed understanding of the condition and risk potential of all public trees.
Performance	Low
Current Status	Request-based, reactive system. The condition of public trees is largely unknown; City trees in the right-of-way or in parks do not typically receive routine planned inspections.
Risk	Lack of proactive hazard tree evaluations can compromise public safety and increase risk of municipal liability.
Benefit	Successfully tree maintenance budgeting. Increased public safety. Reduced liability associated with tree failure.

Criteria:	**Extensively Managed Public Natural Areas**
Justification	Detailed understanding of the ecological structure and function of all public natural areas.
Performance	Good
Current Status	In 2008, the City adopted a 20-Year Forest Restoration Plan for its forested open spaces located in parks, including some road and trail rights-of-way. The Forest Restoration Plan outlines the structure & function of forested parkland, however, it does not include the

	extensive acreage of natural areas in the annexation areas, nor is the ecological structure and function of all publicly-owned natural areas documented in the citywide GIS system.
Risk	If services are not tracked, the value of the asset is unknown and preservation and maintenance is more difficult to rationalize.
Benefit	Healthier, more resilient and sustainable natural areas. Urban forestry projects will be easier to identify, finance and secure when cost-benefit relationships can be established.

Criteria: Trees Planting & Establishment

Justification	Urban forest renewal is ensured through a comprehensive tree establishment program driven by canopy cover status, species diversity, and species distribution objectives.
Performance	Low to Moderate
Current Status	Current tree planting in the City is ad hoc, with the only formal directive for new tree establishment coming from City development code requirements. The City has benefited from substantive planting efforts through the Green Kirkland Partnership and in major park projects (e.g. Juanita Beach Park). An 'optimal' tree planting & establishment program is directed by a planting and directed by needs derived from a tree inventory and is sufficient to meet canopy cover objectives.
Risk	The number of trees in the City will decline without active replanting. To combat typical tree mortality, the City must engage in annual tree planting. Without data to quantify the tree mortality rate, the number of trees that should be planted annually cannot be determined.
Benefit	This will guide the value of the ecosystem services provided by the urban forest and control costs by proactively directing the future state of the urban forest.

Criteria: Native Vegetation

Justification	The preservation and enhancement of local natural biodiversity
Performance	Good
Current Status	This criterion is well managed through the adoption of the aforementioned Forest Restoration Plan, which identifies the composition value of native stands and recognizes the dangers of invasive species. Use of native vegetation is encouraged on a project-appropriate basis; invasive species are recognized and their use discouraged.

URBAN FOREST ASSET

Risk	Reductions in native species decrease preferred habitat for fauna. Example: Declining native range of Pacific madrone.
Benefit	Provides resiliency in the urban forest. Native vegetation often requires less maintenance and optimizes ecosystem health.

Criteria: Tree Location/Habitat

Justification	Public trees planted in appropriate locations or habitats that will maximize current and future benefits of the site.
Performance	Moderate
Current Status	Tree species are considered in planting locations through planting guidelines that are routinely updated. The City can set policies on species selection and planting strategies that are aligned with other plan goals. Although tree species are considered through existing City codes and policies, there are no community-wide guidelines for the improvement of planting sites and the selection of suitable species. Optimally, all trees are planted in sites with adequate soil quality and quantity, and growing space to achieve their potential.
Risk	Improperly planted trees and unsuitable species increase future workloads.
Benefit	This will control costs for urban forest management. This performance measure is important to help to ensure that trees maximize current and future benefits.

POLICIES & REGULATORY FRAMEWORK

Criteria: Effective Tree Protection Codes or Ordinance

Justification	Effective towards meeting City's 40% canopy goal, supports community vision as expressed in the Comprehensive Plan.
Performance	Optimal
Current Status	The City adopted wide-ranging tree protection regulations (KZC 95) in 2005. Code amended for clarity in 2009. Adequate staffing resources dedicated for code administration and enforcement. Canopy increased from 2002 (32%) to 2010 (36%) prior to annexation.
Risk	Loss of canopy and associated ecosystem benefits provided by trees, lower desirability to live, work, recreate in Kirkland vs. adjacent communities with greater aesthetic character.
Benefit	Greater environmental, social, and economic well-being.

Criteria: City-wide Urban Forestry Management Plan

Justification	Ensures the sustainability of Kirkland's urban forest in order to optimize the ecosystem services provided by trees city-wide.
Performance	Low; shifts to good or optimal pending acceptance
Current Status	Currently there is no citywide Urban Forest Strategic Management Plan. The optimal performance indicator for urban forest management plans is a strategic multi-tiered plan for public and private intensively and extensively managed forest resources that has been formally recognized and implemented with adaptive management mechanisms.
Risk	Uncontrolled costs associated with tree maintenance and removal, Plan becomes unused and obsolete, inefficient and ineffective public service, increased liability associated with tree failure.
Benefit	Creates pathways to stable and predictable funding. Has flexibility to adapt to new information as a result of monitoring outcomes or changes in best management practices based on best currently available research. With periodic reviews and updates, Plan maintains relevance to the community and City staff.

Criteria: Stable Municipality-wide Funding

Justification	Achieve overarching goals and individual objectives in the Plan.
Performance	Low to moderate
Current Status	A variety of funding sources are used including the General Fund, Surface Water Utility, grants and capital improvement program. 'Optimal' performance for municipal-wide program funding is with adequate private and public funding to sustain maximum urban forest benefits.
Risk	Objectives will not be attained if staff and funding resources are not available.
Benefit	Controlled costs, as funds are allocated to urban forestry programs strategically.

Criteria: Urban Forestry Staffing

Justification	Employ and train adequate staff to implement citywide urban forest management plan
Performance	Moderate

Current Status	The City does not have a formalized forestry unit for sustainable maintenance and management. City-wide, only one staff member is a permanent dedicated full-time forestry position. Permitting, code enforcement and development review staff attend to urban forestry issues but are not formally trained in arboriculture or urban forest management.
Risk	Staff may not be aware of most recent best management practices and industry standards. Tree risk assessments made by untrained staff may be exposing the City to a greater liability associated with tree failure.
Benefit	Staff can effectively manage urban forest risks and control costs using the best available science and practices.

Criteria: Interdepartmental Cooperation

Justification	Ensure all City departments cooperate with common goals and objectives.
Performance	Moderate
Current Status	Kirkland does not have a centralized urban forest program, nor are there designated urban forest divisions within multiple departments. There are some common goals but also differences and sometimes little cooperation between departments. This approach has been effective so far due to the level of communication and sharing of institutional knowledge by individuals. The City forms informal interdepartmental teams that function to implement these goals on a project-specific basis. Cities with well-developed urban forestry programs ensure all departments are cooperating with common goals and objectives by establishing a formal interdepartmental team providing leadership across all urban forestry projects.
Rationale	Team meetings ensure that plan objectives are routinely referenced and plan obstacles can be addressed through collaborative problem solving ensuring that all City departments cooperate with common goals and objectives.
Risk	Miscommunications with the public or misalignment of priorities of objectives may occur. Isolation from decisions and collaboration can result in limited plan effectiveness.
Benefit	The team will improve operating efficiency on urban forestry projects. Improved levels of public service.

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BULLETIN
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How Trees Can Retain Stormwater Runoff

Trees in our communities provide many services beyond the inherent beauty they lend to streets and properties. One of the most overlooked and underappreciated is their ability to reduce the volume of water rushing through gutters and pipes following a storm. This means less investment in expensive infrastructure and – importantly – cleaner water when the runoff reaches rivers and lakes.

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Drop by drop, rainwater is stored on the leaves of trees, slowing and reducing runoff. The collective effect of this simple action can make a huge difference in a community.

Have you ever stood under a tree that has served as an umbrella during a sudden downpour? Not a good idea when lightning is present, but otherwise the canopy offers welcome shelter.

The next time you experience the umbrella effect, consider the amazing service each tree provides to the quality of our environment. Aside from keeping you dry, the leaves and bark of a tree retain a huge amount of water, allowing some of it to evaporate and some to more slowly reach the ground. Depending on size and species, a single tree may store 100 gallons or more, at least until it reaches saturation after about one to two inches of rainfall. When multiplied by the number of trees in a community, this interception and redistribution can be significant. It is estimated that the urban forest can reduce annual runoff by 2 – 7 percent. This reduction can be converted into dollar savings due to the use of smaller drainage and artificial retention systems. When trees are combined with other natural landscaping, studies have shown that as much as 65 percent of storm runoff can be reduced in residential developments. In fact, sometimes even 100 percent of rainfall can be retained on site.

Through the collective action of leaves and the anchoring and absorbing effects of roots, trees also contribute to soil stabilization, cleaner water and the recharge of groundwater that serves as the drinking supply for over half the nation's population. The role of trees in stormwater retention and its resulting benefits to public health and municipal budgets deserves greater appreciation. It is one more reason why the planting and care of trees in our communities is of critical importance.

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Pioneering Research Leads to Useful Applications

For nearly a century scientists have been studying the influence of forests on rain and snow retention in the mountains. This is important for determining stream flows and making decisions about reservoir management and irrigation schedules. In 1996, scientists at UC-Davis and the USDA Forest Service took a new look at trees and rainfall retention. These studies focused on the potential of individual trees in urban settings.

The work continues today, but research scientist Dr. Qingfu Xiao explained some of the early work he undertook with Dr. E. Gregory McPherson and other colleagues at the Center for Urban Forest Research at Davis, California. The idea was to develop methodology and mathematical models that would explain and predict how much rainwater is intercepted by the leaves and bark of trees. Eventually, this would be refined and described on a species by species basis because retention potential varies with tree structure, bark characteristics and other physical features. The end result has been the inclusion of this information in the i-Tree suite of software programs. These programs, in turn, provide empirical assessment of the benefits of urban trees and offer research-based guidance for cost-effective planting and care.

The initial research was complicated. It went far beyond simply measuring the amount of water reaching the ground under a tree vs. on open land. Instead, it considered seasonal conditions, the 'architecture' of the tree, and the angle, intensity and duration of rain storms. It even considered the size of raindrops! Importantly, leaf sizes, quantities and angles of attachment had to be evaluated, as well as the texture and amount of bark on limbs and trunk. Finally, apparatus was installed to help with measurements each time it rained. Eventually, rather than waiting for rain storms, the researchers constructed simulators and used computer modeling to allow for as many test variations as desired.

Helpful Tools in the i-Tree Suite

In 2007, a series of software programs began being released to help quantify the contributions of urban trees and serve as a modern guide in their management. Several of these aids clarify the value of trees in reducing rain runoff and helping to keep waterways clean.

i-Tree Streets (formerly STRATUM) focuses on the benefits provided by a municipality's street trees. It makes use of a sample or complete inventory to quantify and put a dollar value on the street trees' annual environmental and aesthetic benefits.

i-Tree Hydro simulates the effects of changes in tree cover and impervious surface areas on stream flow levels and water quality. One use of this tool may help communities incorporate urban vegetation into meeting standards of the Clean Water Act.

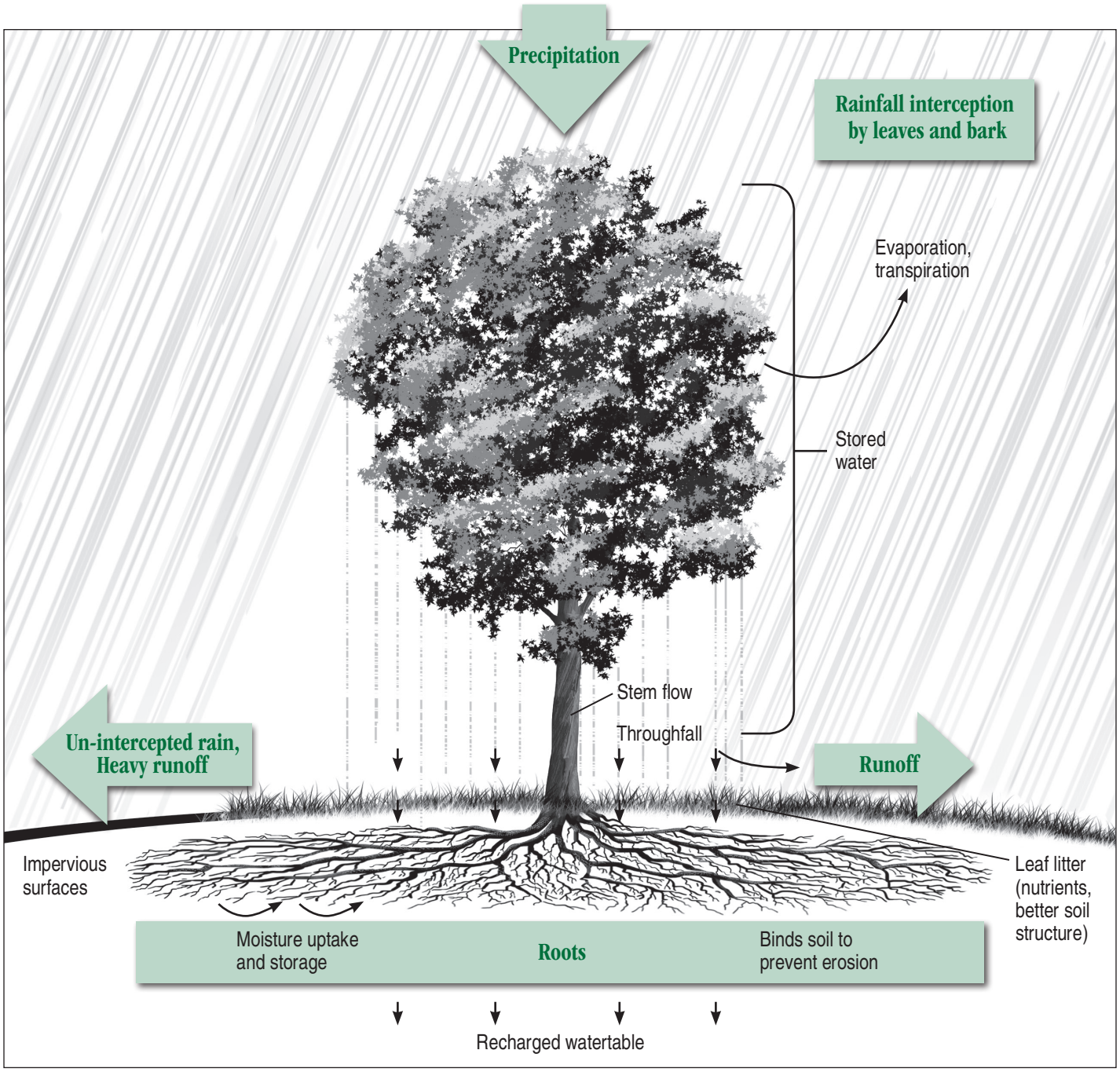
i-Tree Species is designed to help urban foresters select the most appropriate tree species to plant or maintain based on environmental function and geographic area.

i-Tree Vue uses national land cover data maps to assess a community's land cover, including tree canopy, and some of the ecosystem services provided by the existing urban forest. The effects of different planting scenarios on future benefits can also be modeled.

Courtesy of Qingfu Xiao

Using unique field apparatus, scientists were able to study what happens to rainwater as it is intercepted by urban trees.

Important Ways a Tree Helps with Stormwater Management



Trees help reduce stormwater runoff in several ways. One is to intercept falling rain and hold a portion of it on the leaves and bark. Part of this intercepted water will evaporate and part will be gradually released into the soil below. At the surface of the soil, fallen tree leaves help form a spongy layer that moderates soil temperature, helps retain soil moisture, and harbors organisms that break down organic matter and recycle elements for use in plant growth. This important layer also allows rain water to percolate into the soil rather than rushing off carrying with it oil, metal particles and other pollutants. Below ground, roots hold the soil in place and absorb water that will eventually be released into the atmosphere by transpiration.

More Ways That Trees Can Help

Whether standing alone to intercept rain or working in conjunction with water-retention facilities, trees can make significant contributions. Their benefits are practical and can save money for the community, but they also add beauty and that counts, too.

Vegetative Swales

As impervious surfaces spread with the increase of paved roads, parking lots, driveways and even former lawn areas, the use of swales is more important than ever. The potential of this facility was well demonstrated by the Center for Urban Forest Research in a Davis, California, parking lot. Using a control area for comparison and after 50 storm events and 22 inches of rain, the researchers credited the swale with reducing surface runoff by 89 percent and reducing pollutants by 95 percent.

While some communities require swales in new developments, the vegetated aspect is sometimes overlooked. Designing with plant materials appropriate to the climate and site is important, as is a plan for occasional maintenance, but the effort is most worthwhile. Not only can trees and other vegetation provide the benefits described on page 3, they add to the beauty of the area, help 'calm' traffic, and offer the welcome cooling effect of shade in the summer. A swale with only rock or sod is depriving the neighborhood of a full return on its investment.

© Seattle Housing Authority

A streetside swale can be attractive as well as useful in retaining and cleaning stormwater runoff.

Stormwater Basins

A stormwater basin is similar to a swale but is generally not linear. Basins are often used in housing developments, especially if the streets and lots do not lend themselves to swales. Designs of basins vary widely. Some are simply concrete boxes that look like fenced, un-peopled swimming pools. They are often eyesores and reduce the space to a single use that contributes little else than the retention of water. On the other hand, stormwater basins can be built to serve as picnic grounds or free play areas during dry weather. Others appear as natural areas, providing open space, wildlife habitat and a touch of beauty.

> *Fencing or hiding stormwater facilities out of view not only loses the opportunity to create an aesthetically pleasing site design, but also sends the message that stormwater is an attractive nuisance. While there are legitimate concerns for safety and liability, these concerns can usually be resolved with careful design consideration, such as specifying shallow facility depths with gentle side slopes.*
>
> – From: Portland Stormwater Management Manual

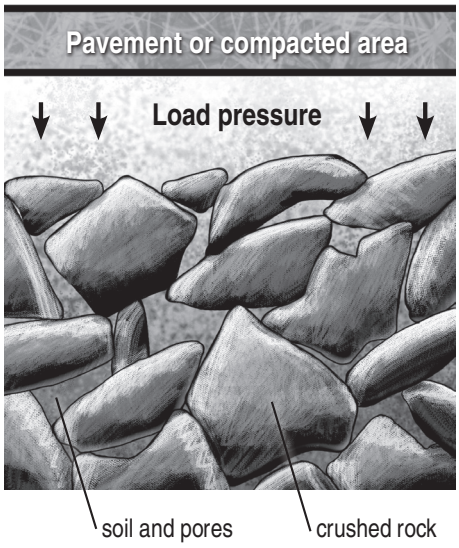
James R. Fazio

James R. Fazio

Community policy can make the difference between ugly, single-use stormwater basins and those that provide not only function but open space, a refuge for wildlife, and a touch of beauty.

Structural Soil

One of the most significant urban forestry developments in recent decades has been the design and use of structural soil. Pioneered by Dr. Nina Bassuk at Cornell University, structural soil can be used beneath sidewalks and parking lots to provide both the strength needed for paving or compaction and a livable environment for tree roots.



In some cases, the use of structural soil can result in zero runoff from a site. Silva Cells, crate-like structures filled with soil, have much the same engineering attributes as structural soil and provide even more growing space for roots. Either way, the result is healthier, more robust urban trees and more water retained onsite.

There are several research-tested benefits provided by structural soil:

- It provides a reservoir for runoff that can then percolate deeper into the subsoil and eventually groundwater.
- It allows deeper, better root development. In turn, this means larger tree canopies, more intercepted precipitation and more uptake by roots for transpiration.
- It can be used under paved areas where space for swales is not available.
- Normal amounts of surface pollutants are intercepted before reaching waterways. Immobilized contaminants can then be transformed by soil microbes or taken up by roots.
- Utilities can share the space.

Notes: Type of soil will affect infiltration. Where soils do not accommodate a reasonable rate of percolation, drain pipes may be necessary. Too much pooling of water will cause tree damage or death. Also, where limestone gravel is used in the structural soil mix, pH may become higher than in the native soil. In this case, plant species that can tolerate more alkaline soil.

Tree Pits

Even traditional tree pits can contribute to retaining stormwater runoff. If engineered for water to drain into the pits (sloping pavement, curbs with inlets, etc.), these are called 'stormwater-capturing tree pits.' Their usefulness is enhanced with greater soil volume and by connecting individual pits with trenches. Of course, as with structural soil, it is important for the subsoil to be able to receive percolating water or a drain system is necessary to prevent drowning the root system.

Riparian Buffers

Trees along the shores of lakes and the banks of rivers and streams are more than decorations. Not only do their canopies intercept some of the rain and reduce its impact, their roots anchor the soil and help take up leached chemicals before they reach the body of water. Shrubs in the riparian zone also help slow flood water. Where banks are washed away or heavily impacted, a range of bioengineering techniques are available using natural materials for restoration.

Kestrel Design Group, Inc.

Development and the spread of impervious surfaces produced more stormwater runoff than could be absorbed by the banks of Pine Creek in the City of Maple Grove, Minnesota. The creek has now been restored using a combination of gradient control, rock 'armor,' and planting native vegetation that will eventually include restored tree cover. Bioengineering techniques result in living, self-repairing systems that grow stronger with age.

Cities Putting Trees to Work for Stormwater

There is untapped potential in utilizing trees to address stormwater runoff in urban areas. Traditional approaches used by most municipalities to manage urban trees have focused on short-term aesthetic goals often to the detriment of tree health and full realization of ecosystem services provided by trees. Many municipalities are reluctant to expand tree programs due to budget, staffing, and liability issues. However trees are useful and valuable components of city stormwater infrastructure and provide measurable reductions in runoff volume and pollutant loads. Municipalities should explore opportunities to expand tree planting programs and incorporate trees into engineered stormwater systems. Trees are not just landscaping placed on top of city infrastructure, they are city infrastructure.

– Shirley Trier, Davey Resource Group

Throughout the nation, communities of all sizes are beginning to include trees in their plans to meet federal standards for water quality. Many, however, are slow to see the relationship between trees and stormwater management. Local tree boards need to embrace the challenge of educating engineers, city officials and the general public about the potential of green infrastructure.

The Portland Example

Portland has perhaps the most comprehensive stormwater management program in the nation. With over 37 inches of precipitation annually and important rivers and streams for recreation and fish habitat running right through the city, it is little wonder that Portland places high priority on managing stormwater runoff. As new development occurs, city officials view sustainable stormwater management as the preferred alternative to the traditional piped approach, and mandate onsite stormwater management to the degree possible. According to Portland's Stormwater Management Manual, "Vegetation may be one of the most cost effective and ecologically efficient means available to improve water quality."

The city's guidelines and strict regulations apply to:

- Properties where new offsite discharges will occur or new connections to the public system are required.
- Any project that develops or redevelops over 500 square feet of impervious surface.

The city's goal is to have developments or other projects contain enough runoff onsite to handle the 3.4 inches of rain expected in a '10-year storm.' The following three steps keep trees in the picture while helping developers understand the city's goals and guide them through the application and permit processes:

1. Create an informed project team.

The project team must go "beyond traditional civil engineering expertise." It should include diverse disciplines, all prepared to integrate sustainable stormwater solutions early in the design process. Examples of such team participants include: landscape architects, geologists, geotechnical engineers, planners and licensed design professionals.

2. Maximize permeability, minimize offsite discharge.

Maximize the site's permeability by retaining existing trees and greenspace and by using strategies like pervious pavement and ecoroofs. Minimize offsite discharge by creating a site design that limits pavement and building footprints. These strategies require integration of decisions at all levels of the project, from site planning to materials selection.

3. Use stormwater as a design element.

Instead of pipes that hide water beneath the surface, green systems can work with natural land forms and land uses to become a major site design element. Starting in the conceptual design phase and with an evaluation of a site's infiltration potential and drainage patterns, designers can create a more aesthetically pleasing relationship to the natural features of the site and provide multiple benefits. This, in turn, can result in:

- Recreational opportunities
- Maximized land values
- Improved project marketability
- Landscape and screening requirements being met
- Providing wildlife habitat
- Providing environmental education

'Grey to Green Initiative' Projects

In many established neighborhoods, Portland's infrastructure – like that in many American cities – is aging and needs to be repaired or replaced. Instead of traditional renovations, the 'Grey to Green' approach implements the kind of techniques described in this bulletin. Incentives for going green include a reduction in stormwater user fees. To encourage tree planting, one incentive is that the city helps residents by paying a portion of new tree costs in addition to reducing fees. The larger the species at maturity, the larger the incentive! The city also promotes tree planting through the use of volunteers and by working with contractors on various projects. In all cases, the city's policy is to focus on green street improvements and private stormwater investments first, followed by traditional pipe replacement and upgrades where required and financially appropriate.

Is it working? In one creek basin alone, the program:

- Anticipates saving more than $58 million by integrating green infrastructure and pipe replacement and repairs, 40 percent less than the cost of traditional solutions.
- Sewer backups and overflows are being reduced.
- Potentially more than 20,000 residents and hundreds of small businesses will be engaged in stormwater initiatives.

Throughout the city:

- More than 900 green street facilities are being constructed and incentives were provided or are available for 150 targeted private improvement projects.
- Over 10,000 new street trees and 60,000 seedlings in natural areas have been planted.
- Habitat in environmentally sensitive areas is being restored, including the removal of invasive species and the planting of native tree and shrub species.

Naomi Tsurumi

Through partnerships with Friends of Trees and volunteers, street trees are being planted to help with stormwater management in Portland, Oregon. The results of using incentives for homeowners exceeded expectations with more than 1,000 new yard trees planted in the first years of the 'Grey to Green' initiative.

Other Blue Ribbon Cities

The Environmental Protection Agency cites several other cities as leaders in the use of trees and other vegetation for stormwater management. These include:

Chicago – Its green roof demonstration on the top of City Hall resulted in numerous others throughout the city, as well as heightened awareness about green infrastructure.

Lenexa, Kansas – Using both regulatory and non-regulatory approaches, Lenexa has created riparian greenways through a stream setback ordinance, protecting natural areas and implementing other green infrastructure practices.

Philadelphia – Demonstration projects and green infrastructure used in planning and development has saved the city approximately $170,000.

Pittsburgh – In addition to having the first ever LEED certified convention center, Pittsburgh is using natural systems to help absorb, infiltrate, reuse and evaporate runoff.

Seattle – Rain gardens, rain barrels, downspout disconnection, swales, green roofs and other green infrastructure techniques are being used along with a campaign to reduce impervious surfaces.

Milwaukee – City funding is paying off in reduced runoff and improved water quality through downspout disconnects and several greening programs.

City of Chicago

Trees, shrubs and other vegetation atop the city hall building in Chicago help slow and retain stormwater runoff as well as reduce the urban heat island effect. The site has served as a demonstration of what can be done with beneficial results elsewhere in the city.

EPA is the Source of Regulations and Help

The Environmental Protection Agency was an outgrowth of the original Earth Day in 1970. It was created to establish and enforce environmental standards that "protect human health and safeguard the natural environment." Today the EPA is challenged to provide federal leadership in the area of stormwater management and other sustainable practices. The agency recognizes trees and other vegetation as part of the 'best management practices' that can help it attain its goal of protecting the quality of our nation's water.

For More Information

Due to the technical nature of much of the material in this issue, its thorough treatment is well beyond the page limits of a bulletin. To find links and other sources that will provide more details, please visit **arborday.org/bulletins** and click on No. 55.

James R. Fazio

Conifers have even more rainwater interception potential than deciduous broadleaf trees, but both can have a significant impact on the volume and purity of storm runoff.

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Protecting and Developing the Urban Tree Canopy

A 135-City Survey

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Dear Mayor:

I am pleased to provide you with our report on cities' efforts to protect and develop the urban forests that are critical to moving this nation closer to its current climate protection goals. This report, *Protecting and Developing the Urban Tree Canopy: A 135-City Survey*, is the latest volume in our U.S. Conference of Mayors Best Practices series.

Trees make important contributions to society and are an integral part of urban infrastructure, as critical to the health and livability of communities as roads, sewers, and buildings. Community trees leverage the social, economic, and environmental value of cities, with forestry and related industries providing employment for over 1.6 million people and contributing $231.5 billion to the U.S. economy.

Mayors recognize the invaluable role of urban forests in the protection of public health and reduction of harmful greenhouse gases. And mayors have long appreciated the contributions of urban tree canopies to the sustainability and beautification goals they have established for their cities. During its 76th Annual Meeting this year in Miami, the Conference adopted policies that specifically address energy conservation and efforts to combat the non-native insects and diseases that threaten the urban tree canopy.

We surveyed our members to establish a baseline of information on their current community tree efforts; with this report, we are pleased to share that baseline of information with all mayors and all others dedicated to protecting and expanding the critical national resource our urban forests represent.

For the past three years the Conference of Mayors has partnered with the Home Depot Foundation on initiatives aimed at building sustainable communities. The Conference's annual Excellence in Community Trees Award has been made possible through this partnership, as has this survey report. The Conference appreciates the support provided by The Home Depot Foundation and, in particular, by The Foundation's Director and Chief Operating Officer, Frederick D. Wacker.

Thanks are due, as well, to all the mayors and their urban forestry specialists who contributed the valuable information on which this report is based. Their willingness to share their experiences benefits all America's cities.

Sincerely,

tom cochran

Tom Cochran
CEO and Executive Director

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EXECUTIVE SUMMARY

In cities across America, efforts to preserve and enlarge the tree canopy in support of both sustainability and beautification goals have grown in importance over the past several years. The U.S. Conference of Mayors Community Trees Task Force was created in 2006 in response to mayors' increasing awareness of the value of urban forests and their increasing interest in ways that communities can be improved through expansion of community tree programs. The Task Force requested that Conference staff undertake a survey of current efforts in cities to expand and protect the urban tree canopy; The Home Depot Foundation provided funding for the effort. The goal was to produce a baseline of information – essentially, a report on the state of community trees in America – that could be shared by all mayors and other stakeholders concerned with the management and care of an increasingly important urban forest.

The Conference survey was distributed in September to the nation's principal cities – basically those having populations of 30,000 and larger. Responses were received by early November from 135 cities in 36 states in all regions of the country. For each question, survey findings were calculated based on the number of cities which responded to that question, not on the total number responding to the survey. Among the survey's key findings:

On Climate Protection:

- ***Sustainability Efforts:*** Eighty-four percent of the cities view their activities relating to trees as part of their overall sustainability and/or climate protection efforts. Thirty-eight percent of those which have adopted a sustainability or climate protection plan report that their plan specifically cites the contribution of trees or the tree canopy to achieving the plan's goals.
- ***Carbon Sequestration Measurement:*** Forty-four percent of the cities anticipate being able to measure the carbon sequestered by their tree canopy within the next few years.

On City Organization, Roles, and Authority:

- ***City Ordinances:*** Ninety-five percent of the survey cities have adopted one or more ordinances governing tree management and care. Among these, 85 percent have ordinances which require new development projects to retain trees on site, plant new trees, or pay into a tree mitigation fund; in 63 percent they cover removal of trees from private property; in 46 percent they cover utility practices regarding trees; in 38 percent they cover the planting of public trees on private property. In two-thirds (67 percent) of the cities the ordinances' enforcement provisions impose replacement costs; in two-thirds (66 percent) the ordinances impose fines.
- ***Tree Canopy:*** Forty-seven percent of the cities have made enlarging the tree canopy a stated goal of their overall tree resource management plan or an ordinance. Among those cities which have not done this, 46 percent have undertaken a separate initiative specifically aimed at enlarging the tree canopy.
- ***Tree Inventory:*** Seven in 10 of the survey cities maintain an inventory of city-owned trees, and 55 percent of these inventories are up to date. Forty-seven percent of the cities maintain an inventory of park trees, and 53 percent of these inventories are up to date.

- ***Green Infrastructure Tree Value:*** Thirty-two percent of the cities estimate the value of trees as part of their green infrastructure. The estimated total value for the 32 cities able to report it is $6.58 billion.
- ***New Technologies:*** Three in five of the survey cities are employing new and emerging tools and technologies to inventory trees, map the tree canopy, assess damage, assess value, or perform other functions related to tree resource management.
- ***Threats to Tree Resource Management:*** Cities report that their tree resource management efforts are being hampered or have been hampered by several specific problems: Serious storms are responsible for recent problems in half the survey cities, problems within the past two years in 53 percent of the cities. Infestations are responsible for current problems in 46 percent of the cities, problems within the past two years in 41 percent. Drought conditions are responsible for current problems in 42 percent of the cities, problems within the past two years in 55 percent. Fire is responsible for recent problems in less than one percent of the cities, problems within the past two years in two percent. Other threats, such as budgetary constraints, are reported as current problems by 15 percent of the cities, recent problems by 16 percent, and problems experienced within the past two years by 13 percent. Fifty-seven percent of the cities report that they have plans in place to respond to problems which reach crisis proportions.
- ***City Budgets:*** The 124 cities which reported the amount they had budgeted in the current fiscal year for tree management and care are spending, in the aggregate, nearly $132 million. Sixty percent of the cities said the amount currently budgeted for tree management and care is about the same as the amounts budgeted in recent years; 23 percent said it was somewhat higher, and two percent said it was much higher. Fourteen percent said it was lower.
- ***Staffing:*** Across the survey cities, 69 percent of tree management and care is handled by city employees, 29 percent is handled by contracted workers, and one percent is handled by others, principally volunteers. Seventy-two percent of the cities report that their staff includes certified arborists. Among those cities which do not have certified arborists on staff, 89 percent said that they obtain the services of certified arborists, when needed, through contracts or other means.
- ***Coordination:*** In 63 percent of the survey cities there is an individual at, or reporting to, the executive level of city government who is responsible for coordination of multi-agency and public-private efforts to preserve and/or enlarge the tree canopy.
- ***Responsibility for Street Trees:*** Public works departments were cited by 38 percent of the cities as responsible for street trees; parks agencies were cited by 26 percent of the cities; 14 percent of the cities specified forestry divisions within larger departments, generally public works. Across the survey cities, nearly all (98 percent) said their street tree responsibilities included removal; 95 percent said it included pruning; nine in 10 said it included planting; and four in five said they included protection.
  Responsibility for Park Trees: Parks agencies (including park districts) were cited by 63 percent of the cities as responsible for park trees; public works departments were cited by 16 percent; 12 percent specified forestry divisions within larger departments, generally parks. Across the survey cities, nearly all said their park tree responsibilities included pruning (98 percent); removal (98 percent); and planting (97 percent); nearly nine in 10 (88 percent) said they included protection.

On Partnerships and Community Outreach:

- ***Partnerships with Community Organizations:*** To support the preservation and/or planting of trees, 57 percent of the survey cities maintain formal partnership agreements with volunteer, nonprofit, or community groups.
- ***Partnerships with Adjacent Jurisdictions:*** Twenty-seven percent of the survey cities are working across boundaries with adjacent jurisdictions to preserve or enlarge the tree canopy on a watershed or multi-jurisdictional scale.
- ***Community Outreach:*** Nine in 10 (91percent) of the cities work with partner organizations to provide programs that educate residents on the importance of trees, and 53 percent of the cities believe that public awareness of the importance of the preservation and growth of the tree canopy is increasing.

INTRODUCTION

In cities across America, efforts to preserve and enlarge the tree canopy in support of both sustainability and beautification goals have grown in importance over the past several years. With the emergence of climate change as a priority issue for governments around the world, the role of forests in mitigating global warming is receiving increasing attention by all involved in the shaping of climate protection policy at all levels of government. Mayors in cities across the nation have long understood the value of urban tree canopies; in many cities, this has translated into investments in significantly larger canopies.

The U.S. Conference of Mayors Community Trees Task Force was created in 2006 in response to mayors' increasing awareness of the value of urban forests and their increasing interest in ways that communities can be improved through expansion of community tree programs. The Task Force was intended to serve as a vehicle for sharing information on urban forests among cities and for disseminating information on both federal and private resources of value to cities in their community tree efforts. The first meeting of the Task Force, held in June 2006 during the 74th Annual Meeting of the Conference of Mayors in Las Vegas, was chaired by Honolulu Mayor Mufi Hannemann. The Task Force is currently co-chaired by Palatine (IL) Mayor Rita Mullins and Sacramento Mayor Heather Fargo.

During the winter meeting of the Conference of Mayors in January of this year, the Community Trees Task Force requested that Conference staff undertake a survey of current efforts in cities to expand and protect the urban tree canopy. The goal was to produce a baseline of information – essentially, a report on the state of community trees in America – that could be shared by all mayors and other stakeholders concerned with the management and care of the increasingly important urban forest. Support for this effort was provided by The Home Depot Foundation.

The survey instrument sought information from individual cities on how they had:

- linked their community tree activities to other efforts to promote sustainability and climate protection.
- organized their activities relating to trees, including the roles they play and the authorities they exercise;
- partnered with other organizations in undertaking these activities; and
- reached out to and educated residents and community organizations on the importance of preserving and enlarging the tree canopy.

The survey was distributed in September to the nation's principal cities – basically those having populations of 30,000 and larger. Responses were received by early November from 135 cities in 36 states in all regions of the country. For each question, survey findings were calculated based on the number of cities which responded to that question, not on the total number responding to the survey.

FINDINGS

CLIMATE PROTECTION

Sustainability

Eighty-four percent of the survey cities view their activities relating to trees as part of their overall sustainability and/or climate protection efforts. Thirty-eight percent of those which have adopted a sustainability or climate protection plan report that their plan specifically cites the contribution of trees or the tree canopy to achieving the plan's goals. Among survey cities' descriptions of provisions in plans relating to trees or the tree canopy:

Chandler, AZ: We have a green building initiative that includes trees as part of the plan.

Riverside, CA: The initiative commits Riverside to expanding the urban forest with 100,000 new trees by 2010. Item #24 of the initiative also commits Riverside to plant 1,000 trees in City parks and rights-of-way and encourages the annual planting of 3,000 shade trees on private property.

Norwalk, CT: Sustainability is a key component of the City's Master Plan of Conservation and Development, which has just been updated. It not only addresses tree programs under the purview of the Tree Advisory Committee, but also incorporates tree considerations (among other green initiatives) into planning, zoning, development criteria, etc.

West Haven, CT: We recognize the benefits provided by trees, including but not limited to buffering noise and unsightly views, improving air quality, offering habitat to birds and other animals, preventing erosion, absorbing water, mitigating climate, and improving quality of life.

Wilmington, DE: Trees for Wilmington is a working group of the Wilmington Beautification Commission. The plan acknowledges that the urban forest is a necessary part of the infrastructure, which provides numerous benefits crucial to the community, including environmental (carbon storage, air pollution removal, building energy savings, avoided carbon emissions), social, and economic benefits.
Miami, FL: It includes increasing the tree canopy by 30 percent by 2017.

Oakland Park, FL: It includes increasing the tree canopy in the City to 30 percent.

Honolulu, HI: The plan describes the benefits of trees, with a goal of planting at least 100 trees per year, not including trees required for new developments.

Chicago, IL: The mitigation strategy for trees in the Chicago Climate Action Plan establishes a target savings against business as usual (BAU) of 0.10-0.17 MMT CO2 emissions by increasing canopy cover from 14 to 17 percent.

Evansville, IN: "Maintain healthy urban forests" is one of 12 objectives. Specifics include reevaluating land use, development and zoning ordinances to require larger tree islands/green spaces in parking lots and to require larger vegetative buffer zones between residential, commercial, and industrial developments and along streambed corridors and lakes (riparian habitats).

Michigan City, IN: Tree loss due to large scale infrastructure improvements is mitigated with at least a one-to-one tree replacement.

Alexandria, LA: It includes increasing the canopy to provide a cooler environment.

Minneapolis, MN: Included are no net loss of Citywide tree canopy cover by 2015, and the planting of at least 2,500 trees on public land annually through 2015.

Las Vegas, NV: **"**Whereas, the city actively promotes the planting of trees and for thirteen years (in 2006) has been recognized as a Tree City USA by the Arbor Day Foundation" is included in the City's Climate Protection Resolution.

Providence, RI: The urban tree canopy goal of 30 percent by 2020 is included.

Alexandria, VA: Alexandria's Climate Change Initiative explicitly describes the current commitment to plant 350 trees annually. The City's Urban Forestry Master Plan (now under final review) recommends that the City plant an additional 400 trees annually to achieve recommended street tree stocking levels by the year 2020 and expand the City's tree canopy.

Seattle, WA: The current plan references the Seattle Urban Forest Management Plan's goal to increase the overall canopy of Seattle from the current 18 percent to 30 percent in the next 30 years.

Carbon Sequestration Measurement

Forty-four percent of the survey cities anticipate being able to measure the carbon being sequestered by their tree canopy within the next few years.

CITY ORGANIZATION, ROLES, AUTHORITY

City Ordinances

Ninety-five percent of the survey cities have adopted one or more ordinances governing tree management and care. Eighty-five percent of these cities have ordinances which require new development projects to retain trees on site, plant new trees, or pay into a tree mitigation fund. Ordinances cover removal of trees from private property in 63 percent of these cities; utility practices regarding trees in 46 percent; and the planting of public trees on private property in 38 percent. Among other areas covered by ordinances are regulation of right-of-way trees, identified by six cities; protection of historic or exceptional trees, identified by five; and regulations relating to disease or pest management, identified by three.

In 67 percent of the cities the ordinances' enforcement provisions impose replacement costs; in 66 percent they impose fines. Other penalties identified include civil and/or criminal actions, by six cities; permit-related penalties, such as increased fees or denial of future permits, by four cities; fees in lieu of planting trees, by two; and stopping work orders, by two.

Tree Canopy

Seventeen percent of the survey cities have mapped the total (public and private) tree canopy. Forty-seven percent of the cities have made enlarging the tree canopy a stated goal of

their overall tree resource management plan or an ordinance. Most of these cities described, in varying detail, the goals they have set:

North Little Rock, AR: The Land Use Plan specifically lists the preservation of trees and enhancement of open spaces as a goal to preserve the local environment. The Screening Ordinance requires one tree per six parking spaces and street trees with all new developments.

Chico, CA: The City's street tree population expands with each new residential and commercial development.

Lakewood, CA: The goal is to eliminate tree vacancies.

Riverside, CA: The current goal is to plant 100,000 new trees by 2010.

Santa Ana, CA: The Public Works Agency allocates $50,000 for infill planting yearly. The Parks Department conducts several Adopt-A-Park projects each year. Infilling trees is a part of these events. We partner with Shade Tree Nursery, a non-profit organization which donates trees to help enlarge our City's park tree canopy.

Temecula, CA: The purpose of the ordinance is to protect and preserve a variety of native and non-native trees on public and private property whose visual and historic importance to the community is sufficient to justify special efforts to protect and preserve them, and to encourage the application of management techniques to control the pruning, trimming, shaping, and removal or relocation of these trees within the City.

Tustin, CA: The goal is a tree in every planting site.

West Hollywood, CA: The City has adopted a streetscape master plan whose goal is to plant out residential and commercial streets.

Colorado Springs, CO: Work with neighborhood homeowners to plant and care for street trees.

Norwalk, CT: Over the decades (centuries, actually) trees have been removed from many parts of the City, particularly the urban core, in favor of development. A major goal is to restore the canopy on streets where it has either been totally removed or damaged. Additionally, our goals include expanding the canopy where conditions will accommodate it.

West Haven, CT: The goal is to recognize the benefits provided by trees, including but not limited to buffering noise and unsightly views, improving air quality, offering a habitat to birds and other animals, preventing erosion, absorbing water, mitigating climate, and improving quality of life.

Wilmington, DE: The goal is to increase the tree canopy by 10 percent.

Coral Gables, FL: The goal is to fill all empty planting spaces on the public right-of-way.

Largo, FL: The goal is to plant 5,000 street trees over five years.

Miami, FL: Currently, the City is at a 21 percent canopy. Our goal is to be at 30 percent by 2017. The initiative is called GreenMiami.

Oakland Park, FL: The goal is to increase tree canopy in the City to 30 percent.

Orlando, FL: We would like to get to 30 percent tree-covered.

Plantation, FL: Our urban forest is considered a part of the City's infrastructure. After the loss of tree canopy (25-30 percent) in the middle of the decade, we have made great efforts to replace what we lost and enhance the general canopy. We have applied part of what we have leaned from the hurricanes in the middle of the decade to our many urban forestry programs.

Tamarac, FL: The goal is to preserve the old trees because they have better root structure.

Tampa, FL: The City is currently in the process of updating our comprehensive plan. Objective 32.3 under Tree Canopy states: "The City will provide 800 trees annually to preserve and augment the community's canopy and sustainability." In addition, Policy 38.7.2 under Urban Forestry states: "The City will develop a 'greening' program with a goal of increasing tree cover in areas of concentrated vehicular use where the urban heat island effect could be mitigated through planting trees and shrubs."

Savannah, GA: Satellite images helped us set a goal of 50 percent overall canopy coverage.

Chicago, IL: The City's Chicago Climate Action Plan has a stated goal of increasing canopy cover from 14 percent to 17 percent by 2020. Our upcoming Urban Forest Management Plan is exploring targets of doubling the canopy by 2040.

Evanston, IL: The Overall Management Plan goal is to achieve a fully planted status on all public property Citywide.

Lombard, IL: The goal is to continually increase the number of parkway trees.

Northbrook, IL: Reforestation fees are collected via our tree preservation ordinance. Money is utilized to reforest unplanted public rights-of-way.

Palatine, IL: The goal is 100 percent parkway plant out; City is at roughly 93 percent today.

Schaumberg, IL: The "Fill the Gap Program" provides parkway trees at +/- 40-foot spacing.

Evansville, IN: We attempt to plant two trees for each tree removed, as time and funding allow.

Michigan City, IN: Currently our goal is to replace what is removed from the street tree inventory and increase our total tree cover in our park lands.

Manhattan, KS: We attempt to maintain a positive tree-planting-to-removal ratio of three planted to one removed.

Muskegon, MI: Goals are to improve the tree canopy, plant as many trees as we remove, and plant a variety of trees to prevent disease devastation.

Sterling Heights, MI: The goal is to maintain 37 percent of tree canopy on any new development.

Westland, MI: Goals are to plant a tree for every tree removed and to replace all of the trees removed due to the Emerald Ash borer.

Burnsville, MN: Goals are to increase tree cover and diversity, and to reduce and prevent tree loss due to existing and potential threats.

Minneapolis, MN: The City's sustainability report/greenprint sets a target of no net loss of Citywide tree canopy cover by 2015. We use a baseline from 2004 of 26 percent.

St. Louis, MO: Tree removals must result in tree reforestation; a no net loss policy ensures sufficient tree canopy Citywide.

Hattiesburg, MS: The 2008-2028 Twenty-Year Comprehensive Plan has goals of improvement and sustainability for green infrastructure for both the public and private sectors. The City's parks program continues to improve with better maintenance, yearly tree planting initiatives, and creation of new green areas. We have land development ordinances which require developers to use the urban forest as an important building block with preservation, protection, and establishment of green infrastructure.

Clifton, NJ: Since 2000, the City has committed to a Community Forestry Management Plan. The plan's goal is to increase the City's overall tree resources through many different programs, such as mini-woodlots, reforestation of park and open lands, adopt-a-tree program on City streets, and replacement of City trees during construction and renovation related to street improvement projects.

Las Vegas, NV: The goal is to double the average tree canopy coverage to 20 percent by 2035. (Resolution 26-2008)

Scranton, PA: Our goal concerning the planting of trees is to plant as many trees curbside as possible in the treeless area of the City. We have a current contract to plant 238 trees in South Scranton and have planted over 600 trees during the last six years.

Providence, RI: Increasing the City's urban tree canopy from 23 percent to 30 percent by the year 2020 is the goal.

Columbia, SC: Enlarging is not a stated goal but maintaining is, even for planting vs. removals. As newly planted trees grow, we hope to have an increase goal.

Chattanooga, TN: The goal is increasing the tree canopy in the downtown area from the current seven percent to 15 percent, with an overall canopy goal of 40 percent Citywide.

Frisco, TX: Under the heading "objectives," our landscape ordinance states several items, including providing shade for outdoor activities, providing habitat for wildlife, and planting for energy conservation.

Laredo, TX: Under the current land development code, a landscape ordinance requires trees and shrubs in new residential and commercial development.

McKinney, TX: Enlarging the tree canopy itself is not the official goal. Through tree preservation and tree mitigation we are conserving and replacing.

Roanoke, VA: Achieving 40 percent canopy in 10 years is the goal.

Everett, WA: Short term goal: no net loss of forest canopy cover on public lands. Long term goal: measurable gain.

Seattle, WA: The goal is increasing the tree canopy to 30 percent from the current level of about 18 percent. Goals have been set for each land use category (single family residential, industrial, parks, etc.).

Milwaukee, WI: Forty percent canopy coverage is the goal.

Among those cities which have not made enlarging the tree canopy a stated goal of their overall tree resource management plan or an ordinance, 46 percent have undertaken a separate initiative specifically aimed at enlarging the tree canopy. Several of these cities described their initiatives:

Napa, CA: The City is insuring that the canopy is not reduced and trees that must be removed are replaced.

Santa Clarita, CA: The City plants 1,000 trees per year. As a result, the City has been awarded Tree City USA recognition for 18 consecutive years.

Pinellas Park, FL: The City Tree Bank enables contractors and developers to contribute money in lieu of certain landscape requirements when necessary or allowable. The tree bank funds a tree giveaway program for residents and provides trees for public areas.

Carol Stream, IL: Once trees have been reestablished in areas with parkway trees, we will focus on enlarging the canopy outside the area where parkway trees were not allowed during construction.

Muncie, IN: We are planting about 100 trees a year, but that is not enough.

Lexington, KY: A volunteer tree planting event is held each spring.

New Bedford, MA: The City replaces all trees when road construction takes place. Also, the City has budgeted for new tree plantings throughout the year.

Meridian, MS: As trees are removed from public property, we document and make provisions for tree replacement the following planting season with the largest species that the site will sustain.

Albuquerque, NM: We are following the U.S. Forest Service and Dr. Greg McPherson's specific recommendations based on the Municipal Forest Research Analysis (MFRA) completed for Albuquerque. We have been planting 2,000 trees annually to increase the canopy while maintaining diversity. A Citywide urban forestry initiative is in the planning stage; it includes implementing urban forestry programs and high levels of tree planting on streets and private property. Outreach is a key element of this program and we are coordinating efforts with all the local tree nurseries, providing educational information in various formats, working on non-traditional methods of outreach, and establishing a tree-planting goal. We have contracted with a marketing firm to research sponsorships for these efforts.

Garfield Heights, OH: We are replacing diseased, damaged, problem trees.

Warwick, RI: We are planting street trees on major arterial roadways as well as in neighborhoods.

Charleston, SC: A new ordinance, currently being crafted, makes increasing overall tree canopy a goal.

Columbia, SC: We have programs for donations to plant more trees (Forever Forest) and designate Treasured Trees.

Chattanooga, TN: The Take Root initiative has a stated goal of increasing the canopy in the Central Business District from seven percent to 15 percent.

Mesquite, TX: The Tree City USA goal of 20,000 trees by year 2000 was accomplished.

Alexandria, VA: The Urban Forestry Master Plan is now under final review.

Redmond, WA: The Green Redmond partnership with Cascade Land Conservancy is restoring forest lands in parks.

Tree Inventory

Seventy percent of the survey cities maintain an inventory of city-owned trees, and 55 percent of these inventories are up to date. Forty-seven percent of the cities maintain an inventory of park trees, and 53 percent of these are up to date.

Thirty-two percent of the cities estimate the value of trees as part of their green infrastructure. The estimated total value for the 32 cities able to report this is $6.58 billion. The estimated value ranges from $200,000 in Beloit, $500,000 in Lakewood (WA), and $692,907 in Evansville, to $520 million in Chattanooga, $756 million in Minneapolis, $1.466 billion in Tampa, and $2.315 billion in Chicago.

Sixty percent of the survey cities are employing new and emerging tools and technologies to inventory trees, map the tree canopy, assess damage, assess value, or perform other functions related to tree resource management. The technologies most frequently identified by the cities are GIS (Geographic Information System) and GPS (Global Positioning System), with the two often used in combination. Also mentioned by several cities were ArborPro and elements of the I Tree software suite, including UFORE (Urban Forests Effects) and STRATUM (Street Tree Management Tool for Urban Forest Managers). Identified by at least one city each were Landsat 5 Thematic Mapper and IKONOS, both satellite imagery programs; CITYgreen, software used to analyze the ecosystem; and ConVis, an image editing program used to create natural resource planning simulations. A few of the cities' commented on inventorying; among their comments are the following:

Chico, CA: The City is currently updating its inventory using GPS to locate the trees on our GIS map. Our database is being upgraded to a Web-based data system.

Sacramento, CA: The City is currently implementing a public tree inventory and mapping project in a GIS/asset management application. Part of this effort will include the value of the infrastructure.

Santa Clarita, CA: The City is implementing a digital inventory system using global positioning system technology. Tree coordinates will be overlaid onto an aerial map of the City with tree data imbedded into position links.

Tampa, FL: We are currently using information provided by partnerships with the University of South Florida, University of Florida, and the Hillsborough County Extension Office in our recent Urban Ecological Analysis. Tools utilized were Landsat 5 Thematic Mapper satellite imagery for the tree canopy cover change detection analysis, and high resolution IKONOS satellite imagery (GeoEye, Inc.) for the full study area used to classify existing tree canopy cover. In addition, the Urban Forest Effects Model (UFORE) (Nowak et.al. 2002) was used to assist with the analysis of the data collected. The UFORE model calculates values for variables such as tree diversity, species origin, abundance, density, size, cover and energy savings, air pollution removal, carbon storage, carbon sequestration, and compensatory or replacement values.

Albuquerque, NM: The newest research in urban forest benefits comes from coordination with the U.S. Forest Service to establish Albuquerque as a Climate Reference City. That provides us with the direct information needed to place a value on our urban forest. We are one of only 12 Reference Cities nationwide.

Threats to Tree Resource Management

Cities were asked whether their tree resource management efforts had been hampered or were being hampered by several specific problems. Their responses on specific threats:

- Serious storms – Recent problems in half the survey cities; problems within the past two years in 53 percent of the cities.
- Infestations – Current problems in 46 percent of the cities; problems within the past two years in 41 percent.
- Drought conditions – Current problems in 42 percent of the cities; problems within the past two years in 55 percent.
- Fire – Recent problems in less than one percent of the cities; problems within the past two years in two percent.
- Other threats – Current problems reported by 15 percent of the cities; recent problems reported by 16 percent; problems within the past two years by 13 percent. The problem identified most frequently was budgetary constraints, followed by development and redevelopment.

Fifty-seven percent of the cities have plans in place to respond to problems which reach crisis proportions. When asked to identify the threats for which their city has crisis response plans in place, survey respondents most frequently mentioned efforts to prevent and respond to particular infestations, such as Emerald Ash Borers and Gypsy Moths, and to diseases, such as Dutch Elm disease; responses to storm damage, including clean-up, tree removal, and tree replacement; and irrigation efforts in response to droughts.

City Budgets

The 124 cities which reported the amount they had budgeted in the current fiscal year for tree management and care are spending, in the aggregate, $131,981,750. Amounts budgeted range from $5,000 in Lima, $10,000 in Warwick and McKinney, and $15,000 in Auburn to $7,383,877 in Honolulu, $9,734,940 in Minneapolis, $15 million in Milwaukee, and $27 million in Chicago. Sixty percent of the cities said the amount currently budgeted for tree management

and care is about the same as the amounts budgeted in recent years; 23 percent said it was somewhat higher, and two percent said it was much higher. Fourteen percent reported that it was lower.[1]

Staffing

Across the survey cities, 69 percent of tree management and care is handled by city employees, 29 percent is handled by contracted workers, and one percent is handled by others, principally volunteers.[2]

Seventy-two percent of the cities report that their staff includes certified arborists. Among those cities which do not have certified arborists on staff, 89 percent said that they obtain the services of certified arborists, when needed, through contracts or other means.

Across the survey cities having arborists on staff, the average number employed is six. Sixteen of the cities have one certified arborist, 12 have two, and 13 have four. Seattle has 25, Minneapolis 31, Honolulu 33, and Chicago 80. Forty-nine cities specified that their arborists have received certification from the International Society of Arboriculture (ISA). In addition, several cities indicated that at least some of their arborists were also certified as municipal specialists.

In 63 percent of the survey cities there is an individual at, or reporting to, the executive level of city government who is responsible for coordination of multi-agency and public-private efforts to preserve and/or enlarge the tree canopy.

Responsibility for Street Trees

In an open-ended question, the cities were asked to name the city agency or department responsible for the management and care of street trees. Most frequently cited were public works departments, by 38 percent of the cities, and parks agencies, by 26 percent. These were followed by service departments – general, public, central, or other – by six percent of the cities, and transportation or street departments, by 4.5 percent. Four percent of the cities reported that they had urban forestry departments which were responsible for street trees; 14 percent of the cities specified forestry divisions within larger departments, generally public works.[3] Seven percent of the cities reported that two or more agencies were jointly responsible for street trees. In all but two of these cities the public works department was one of the agencies identified.

Across the survey cities, 98 percent said their street tree responsibilities included removal; 95 percent said they included pruning; 90 percent said they included planting; and 81 percent said they included protection. Among the other responsibilities identified by the survey cities were pest management and control, infestation control, fertilizing, and watering and irrigation.

Responsibility for Park Trees

In another open-ended question, the cities were asked to name the city agency or department responsible for the management and care of park trees. Most frequently cited were parks agencies (including park districts), by 63 percent of the cities. Public works departments

[1] Percentages do not total 100 due to rounding.
[2] Percentages do not total 100 due to rounding.
[3] Those cities which identified a forestry division in a larger department are also included in the count for the larger department.

were identified by 16 percent of the cities, and service departments by seven percent. Four percent of the cities reported that public works or services and parks and recreation departments are jointly responsible for park trees. Three percent of the cities reported having urban forestry departments which were responsible for park trees; 12 percent specified forestry divisions within larger departments, generally parks.[4]

Across the survey cities, 98 percent said their park tree responsibilities included pruning; 98 percent also said they included removal; 97 percent said they included planting; and 88 percent said they included protection. Among the other responsibilities identified by the cities were pest management and control, infestation control, fertilizing, watering and irrigation, and the planting of memorial trees.

PARTNERSHIPS AND COMMUNITY OUTREACH

Partnerships

Fifty-seven percent of the cities maintain formal partnership agreements with volunteer, nonprofit, or community groups to support the preservation and/or planting of trees in the city. Twenty-seven percent are working across boundaries with adjacent jurisdictions to preserve or enlarge the tree canopy on a watershed or multi-jurisdictional scale.

Community Outreach

Ninety-one percent of the cities work with partner organizations to provide programs that educate residents on the importance of trees. Among these cities, 81 percent work with these organizations to educate residents on the maintenance of healthy trees; 63 percent do so to provide residents with trees and/or other assistance to encourage or enable them to plant trees on their property; and 59 percent do so to provide schools with educational materials for students. Among other kinds of community services cities provide in partnership with other organizations are tree planting programs, Arbor Day and Earth Day events, city beautification activities, adopt-a-tree programs, and one-on-one consultations with homeowners concerning the health and care of their trees and shrubs. Among the specific activities described by the cities:

Chandler, AZ: Our Water Conservation Division works with individual homeowners and homeowner associations, teaching proper trimming, planting, and care.

Plantation, FL: We work with neighborhoods and other homeowner associations to help establish, restore, and maintain tree canopies on their properties.

Tampa, FL: Parks and Recreation provides community outreach programs to schools and neighborhood associations. Development and design professionals provide information on the benefits of trees and on construction with trees, as well as proper pruning and planting. In addition, numerous events, such as the Mayor's Beautification Program and National Arbor Day, are held throughout the year.

Bolingbrook, IL: We attend homeowner association meetings to answer tree-related questions and provide tree care seminars to homeowner associations, hour-long seminars at local garden

[4] Those cities which identified a forestry division in a larger department are also included in the count for the larger department.

centers, and Arbor Day events to distribute educational materials and saplings, with an arborist on hand to answer questions.

Rockville, MD: The Parks Department works with neighborhood volunteers to plant trees when we have adopt-a-park volunteer efforts in our parks.

Meridian, MS: The City has conducted eight Tree Care and Maintenance workshops through Urban and Community Forestry grants from the Mississippi Forestry Commission.

Clifton, NJ: The City obtains free trees from the New Jersey Tree Foundation. Most of those trees have been planted at schools and in parks to reforest school grounds and create mini-woodlots. The City also partners with the New Jersey Community Forestry Service to obtain grants and free trees, and to meet the goals of our community forestry management plan.

Albuquerque, NM: As part of our Bio-Park we have an arboretum that holds various classes and events focusing on appreciation of trees, plants, and wildlife.

Scranton, PA: Our City Forester, upon requests from residents, will examine trees and shrubs on private property and make recommendations at no cost to them. The City Forester also aids the Scranton School District by providing information on the realm of trees during classes and field trips to McDade Park; he helped one school erect 15 birdhouses at Nay Aug Park.

Charleston, SC: Department of Parks staff members regularly make presentations on the value and care of community trees to school groups, neighborhood organizations, garden clubs, and professional and service organizations.

Frisco, TX: The City has a very active urban forestry board which promotes tree planting, preservation, and tree care in the community and schools.

Seattle, WA: The City supports volunteer efforts working to help restore forested parklands; this has produced 95,000 volunteer hours in 2008.

Fifty-three percent of the cities believe that public awareness of the importance of the preservation and growth of the tree canopy is increasing; 44 percent believe it is staying at the same level; three percent believe it is decreasing. This assessment is based on communications received during the past year from city residents, or on resident response to city education efforts.

BEST PRACTICES

Survey respondents were invited to provide a brief description of what they considered to be one of their city's most exemplary initiatives to preserve and/or enlarge its tree canopy. Many provided descriptions – some detailed, some brief – of individual initiatives; many others responded with summaries of their overall approaches to urban forestry management or the organization of their urban forestry departments. Respondents ranged from cities which have had urban tree policies and programs in place for decades to those just getting programs underway.

Goodyear, AZ: Efforts to preserve the tree canopy in Goodyear include adequate budgeting for proper large tree canopy trimming on an annual basis and purchasing GBA software to keep an inventory of all trees and a record of the maintenance that should occur. The City in the process of becoming a Tree City USA and is seeking grants to help gather information for the tree inventory.
Contact: Jennifer Campbell, Parks and Recreation Superintendent, (623) 882-7531, or jennifer.campbell@goodyearaz.gov.

Yuma, AZ: The City is getting started on a complete Urban Forestry program. It is now a Tree City USA and is following all the required guidelines. Work is underway on a complete tree inventory and tree resource program, and the City's Urban Forestry Crew is receiving additional personnel, quality training, and top-of-the-line equipment.
Contact: Dave Faires, Supervisory Urban Forester, (928) 373-5000, ext. 5283, or dave.faires@yumaaz.gov.

North Little Rock, AR: The City's effort to expand the urban tree canopy involves the enforcement of the street tree and parking lot tree regulations by the Planning Commission and the routine checking for compliance and required remediation where required by the Planning Department.
Contact: Robert Voyles, Planning Director, (501) 975-8870, or rvoyles@northlittlerock.ar.gov.

Bellflower, CA: The City's goal is to become greener as it builds out. To accomplish this it requires that all new development must include approved street trees, where these do not already exist. Trees must also be included in all on-site landscaping.
Contact: Deborah Chankin, Director of Public Works, (562) 804-1424, or dchankin@bellflower.org.

Chico: CA: Currently, the City's most successful initiative involves a requirement that all new developments provide at least one street tree per home, planted in the City right-of-way and guaranteed by the developer for one year. This has effectively ensured the expansion of Chico's tree canopy into newly developed outlying regions. The City is upgrading its tree ordinance to establish a Heritage Tree Program that gives recognition to significant City trees and provides mitigation requirements for removing trees having trunks over 12 inches in diameter. Proposed new mitigation measures would specify and codify the number and size of replacement trees.
Contact: Denice Britton, Urban Forest Manager, (530) 896-7802, or dbritton@ci.chico.ca.us.

Fairfield, CA: Between 1996 and 2006 the City's Tree Division planted and braced over 1,000 15-gallon trees – between 90 and 110 trees per year. Before City crews departed the work sites

they educated residents on the importance of watering and maintaining their trees, and on the future impact of their trees on the City's urban forest.
Contact: Mike Gray, Landscape Maintenance Manager, (707) 428-7404, or mgray@ci.fairfield.ca.us.

Napa, CA: The purpose of the City's tree protection ordinances is to promote the health, safety, welfare, and quality of life of the residents through the protection of specified trees located on public and private property within the City. In establishing this protection of specified trees, it is the City's intent to promote a healthy urban forest that contributes to clean air, soil conservation, energy conservation, scenic beauty, enhanced property values and a quality of life ensuring that Napa will continue to be a desirable place to live and work.
Contact: Dave Perazzo, Parks Superintendent, (707) 257-9234, or dperazzo@cityofnapa.org.

Pleasanton, CA: Key elements of the City's tree initiative include a consistent tree trimming program, annual updating of the City's inventory of trees, and winter planting and replenishment of 300 to 400 trees each year.
Contact: Lisa Hagopian, Parks Maintenance Superintendent, (925) 931-5565, or lhagopian@ci.pleasanton.ca.us.

Riverside, CA: The City's Public Works Forestry and Landscape Division is moving toward the goal, established by the Mayor in 2000, of planting 100,000 trees by 2010. The Division is currently seeking grant funding from the State, through its Urban Forest for Every City program, and from various other grant sources. Recent collaborations between the City and the Keep Riverside Clean and Beautiful initiative include The Great Clean Air Tree Planting project in October 2007, which resulted in the planting of 200 trees; the Sycamore Highlands Tree Planting project, with 50 trees; and, most recently, the Villegas Park Arbor Day project, with 50 trees. Through the plan check process for new developments and capital improvement projects, the Division has required the planting of thousands of trees. Approximately 34,000 trees have been planted in the last eight years as a result of plan checks; collaborations with businesses, nonprofits, and other City departments; neighborhood improvements; and other tree planting measures. The City's Public Utility Department has given away 53,013 trees by printing coupons for free trees on the back of March utility bills; a Tree Power rebate program has resulted in another 9,000 trees being supplied to residents.
Contact: Robert Filiar, Urban Forester, (951) 351-6112, or rfiliar@riversideca.gov.

Sacramento, CA: The City has two noteworthy initiatives: The first began with a Best Management Practices Report in 2003-04 that reviewed current work practices and organization structure. The outcome was a citizen- and staff-driven Best Management Practices Implementation Plan that prioritized the recommendations resulting from the best practices study, one of which called for an Urban Forest Enhancement Program that included 10 phases of improvements. The initiative includes a comprehensive inspection and care program for some of the City's oldest and most important trees, an inventory of public trees, and tree planting and replacement. The City is currently implementing the second phase of the program with the installation of a modern work/asset management system and an inventory of public trees. The study also recommended restructuring the organization and adding key positions, and revising the City's tree protection ordinances – an effort which is underway. The second initiative involves City participation in the Sacramento Tree Foundation's "Greenprint" program, an award-winning regional effort to lead agencies to better urban forestry practices.
Contact: Joe Benassini, Urban Forestry Manager, (916) 808-6258, or jbenassini@cityofsacramento.org.

Santa Clarita, CA: The City of Santa Clarita has three ordinances aimed at preserving community trees. The Parkway Trees Ordinance regulates planting, maintenance, and removal of trees planted on City property. The Oak Tree Preservation Ordinance protects, preserves, and regulates removal and encroachment of native oaks through a permit and review process. The Public Nuisance Ordinance protects community trees by ensuring their care and maintenance. It requires treatment of trees with pest problems in order to prevent the infection of the community forest. The City's Urban Forestry Division is responsible for the protection and maintenance of the community forest, including the enforcement of the tree protection ordinances.
Contact: Gordon MacKay, Public Works Deputy Director for Operations, (209) 937-8438, or gordon.mackay@ci.stockton.ca.us.

Sunnyvale, CA: Sunnyvale has just been awarded a grant to develop an Urban Forestry Management Plan. The State requires that the plan be comprehensive, to include an evaluation of the City's current canopy cover and a policy to increase the overall canopy to at least 25 percent of total area of the City, including all public and private lands. The Urban Forestry Management Plan is to be a City Council-adopted policy document governing tree management within the City limits.
Contact: Leonard Dunn, Urban Landscape Supervisor, (408) 730-7505, or ldunn@ci.sunnyvale.ca.us.

Temecula, CA: In May 2000 the City embarked on a new urban reforestation campaign, "Street Trees for Temecula," which provides for the replacement of missing or damaged street trees within the public right-of-way areas throughout residential neighborhoods in the community. A variety of tree species, consistent with the California Department of Forestry's approved tree list, are incorporated with existing neighborhood trees. Their selection is also based on the conditions exclusive to that development and the proximity to streets, sidewalks, and overhead and underground utilities. Temecula's residents have been extremely receptive to the program, which has replaced over 65 percent of the missing trees within the initial targeted neighborhoods. Several homeowners' associations have contacted the City, requesting that their neighborhoods be considered for future planting of street trees. Officials believe that by stressing the importance of planting trees at the local government level, citizens will be encouraged to take more of an interest in the environment and, they hope, encouraged to support larger programs on the state and national levels.
Contact: William Hughes, Director of Public Works, (951) 694-6411, or bill.hughes@cityoftemecula.org.

Tustin, CA: For the City's annual Arbor Day ceremony, numerous schools are invited to participate in tree planting throughout the community. The ceremony includes presentations on the importance of trees to the environment, a demonstration of proper planting, and a question and answer session.
Contact: Pat Madsen, Maintenance Supervisor, (714) 573-3350, or pmadsen@tustinca.org.

Vallejo, CA: The City is using a $500,000 grant for a project titled Vallejo Adds Life to the Urban Environment (VALUE). The project includes pruning trees, planting new trees, creating a Web site, producing educational materials, working on the historic tree files, conducting field trips for children, utilizing offenders who are reentering the community, and using the byproducts of the urban forest.
Contact: Jeanine Perasso Kaczmarczyk, Assistant Maintenance Superintendent, (707) 553-7219, or jeaninek@ci-vallejo.ca.us.

West Hollywood, CA: The City has adopted a Heritage Tree Program in order to identify, promote awareness of, maintain, and protect designated heritage trees. The program acknowledges that heritage trees, whether located on public or private property, are distinct and unique living resources of the community. Its intent, beyond increasing public awareness of the heritage trees in the City, is to provide reasonable assurance that West Hollywood's tree heritage will continue for future generations.
Contact: Sam Baxter, Facilities and Field Services Manager, (323) 848-6321, or sbaxter@weho.org.

Whittier, CA: The City has published a Parkway Tree Manual, which addresses the preservation of street trees, and an Uptown Specific Plan and a Whittier Boulevard Specific Plan, both of which identify the trees that can be planted on public and private property.
Contact: Jim Kurkowski, Director of Parks, (562) 464-3375, or jkurkowski@cityofwhittier.org.

Colorado Springs, CO: The New Home Tree Program has added over 35,000 trees to the City's street tree inventory. The program is a joint effort with developers and builders that has been in place for more than 30 years.
Contact: Paul Smith, City Forester, 719-385-6548, or psmith@springsgov.com.

Enfield, CT: As a matter of policy, the Town actively protects its trees as a natural resource. In November 1995 the Connecticut Supreme Court ruled that trees are protected under the State's Environmental Protection Act. Trees over 18 inches in diameter cannot be trimmed or removed by the State or a public utility without first notifying the Mayor. Enfield designates the Director of Public Works as Tree Warden. Connecticut Light and Power and the Tree Warden inspect every tree proposed for trimming or removal by the utility. The Department of Public Works monitors trees along 184 miles of roads and 106 miles of sidewalks, around 12 schools, and in parks and recreation areas daily. Notice of intent to remove Town trees over six inches in diameter must be posted prior to removal to allow individuals to object in writing and request a public hearing: Residents are encouraged to preserve their rights and their trees.
Contact: Piya Hawkes, Tree Warden/Director of Public Works, (860) 763-7599, or phawkes@enfield.org.

West Haven, CT: In 2003 the City launched a partnership with residents through which individuals could sponsor trees that would be planted along the shoreline of the West Haven Historic Green. The sponsorship of a tree includes its purchase and the installation of a commemorative plaque at its base. Individual tree sponsorships have averaged $200 and have resulted in the planting of 170 trees to date. This partnership program, in addition, has generated $34,000 for the planting of trees in a City park.
Contact: Beth Sabo, Commissioner of Public Works, (203) 937-3588, or beth_sabo@cityofwesthaven.com.

Wilmington, DE: The Wilmington Tree Commission was created to advise the City Forester and Director of Public Works regarding the planting, maintenance, and removal of trees.
Contact: Romain Alexander, Director of Parks and Recreation, ralexander@ci.wilmington.de.us.

Coral Gables, FL: The City has a long-standing tree maintenance, preservation, and planting ethic. The City plants approximately 500 trees and trims more than 5,000 trees each year, and has been doing so for decades.
Contact: Dan Keys, Public Service Director, (305) 460-5130, or dkeys@coralgables.com.

Largo, FL: The City adopted its Urban Forest Master Plan in 2000; it calls for an inventory of the City's public trees and vacant planting sites; implementation of a tree maintenance management software package, and the planting of more than 5,000 trees along City streets in a five-year period – a goal that City officials expect will be reached by 2010. The plan and the software, officials say, enable the City to proactively manage trees, extending their life and increasing the tree canopy and its benefits to residents and the environment.
Contact: Joan Byrne, Director, Recreation, Parks and Arts Department, (727) 587-6720, or jbyrne@largo.com.

Miami, FL: "Ourgreenmiami" is the City's comprehensive tree planting, protection, and public education program. Working with community groups, schools, residents, and business partners, the City has developed a Web site and materials to promote the planting and protection of trees. The site (www.ourgreenmiami.org) describes the importance of a healthy tree canopy to Miami's continued prosperity, as well as information on how to obtain free trees, and how to volunteer to plant trees in neighborhoods. The site provides instruction on the planting and maintenance of trees, information on how properly-planted trees protect property during hurricanes, and links to numerous additional sites containing information on trees and tree programs. Partial funding of the City's site is provided by a tree mitigation fund.
Contact: Jennifer Grimm, Environmental Outreach Liaison, (305) 416-1601, or jgrimm@miamigov.com.

Oakland Park, FL: The City has applied for certification as a National Wildlife Federation Community; officials project that certification could be obtained within two years. The certification process involves both the residents and the City in providing wildlife food sources, water sources, places for cover, and places to raise young. The City's effort to increase its tree canopy, especially its native tree canopy, meets three of these four Federation goals.
Contact: John Perrone, Parks Division Manager, (407) 246-2287, or john.perrone@cityoforlando.net.

Pinellas Park, FL: Three City programs work together to encourage preservation and enlargement of the tree canopy: 1) The Tree Bank, started by the City Council to control requests for variances to the landscape ordinance, discourages unnecessary variance requests by requiring the value of required landscape to be contributed to the bank, and provides resources to plant additional trees in the community. 2) The Tree Giveaway Program allows residents to obtain approved trees from a local nursery free of charge and is funded, in part, by the Tree Bank. 3) An annual tree sale and giveaway program partners with Nina Harris School, a local public school for special education students. The City provides seed money (literally), the students plant and grow trees year 'round, and the trees are then sold at very reasonable prices -- $3 to $5 – at the City's annual Country in the Park event, which is attended by 15,000 people. Many years, small seedling trees are given away free to participants. Proceeds from the sale are returned to the school to fund the ongoing program.
Contact: Cara Reed, Neighborhood Services Manager, (727) 541-0800, or creed@pinellas-park.com.

Plantation, FL: The City's street tree program is a staple of its urban forestry program since 1976. Originated by volunteers (the Junior Women's Club), it has grown into a program whose services are in great demand. Through the program, homeowners request trees for their property; the City purchases the appropriate trees, installs them, and does the initial watering; and the homeowners assume responsibility for their day-to-day care. The City also maintains the trees, providing trimming and other services, as they mature. Homeowners are charged $100 per tree; the City covers the balance of the cost – approximately $250-300. Plantation

strives to plant 200 to 300 trees per year through this program, and there is always a long waiting list of homeowners wishing to participate.
Contact: Jeffrey Siegel, Landscape Architect, (954) 797-2246, or jsiegel@plantation.org.

Tamarac, FL: Within the City's Public Works Department, the Landscape Division in the Public Works Department maintains all roadway medians and city facilities except for parks. The Division implements a minimum of 75 percent of the best management practices detailed in the Florida Green Local Government Standard Environment Landscape Module. All landscape personnel must observe standards covering testing and adjusting of irrigation systems, adequate spacing between plantings, annual mulching at proper depth, proper pruning of trees, and appropriate placement of appropriate trees on sites.
Contact: Levertis Byrd, Landscape Supervisor, (954) 597-3717, or levertisb@tamatac.org.

Tampa, FL: The Urban Ecological Analysis, an economic analysis of the City's urban forest resource, is an ongoing program that will analyze these resources every five years, as required by the City's Tree Protection and Landscape Ordinance. An analysis was delivered to the City in April 2008 by the University of South Florida and the University of Florida. The analysis process ensures that the City's canopy is monitored and evaluated through future years, and provides for science-based recommendations and goals for sustainability. Chapter 13 also provides for an elevated level of protection of grand trees, those native specimens that provide the most environmental benefit in relation to carbon storage. The City also has a progressive Urban Forestry Program for the management of existing tree resources, a Community Tree program, and a Tree Trust Fund that is utilized for all Urban Forestry programs and projects.
Contact: Karen Palus, Parks and Recreation Director, (813) 274-7730, or karen.palus@tampagov.net.

Albany, GA: The City hired its first arborist about 18 months ago, is in the process of preparing a five-year tree plan, and is beginning a downtown street tree inventory this year.
Contact: Ili Si Malone, City Arborist, (229) 883-6950, or imalone@dougherty.ga.us.

Athens, GA: The Athens Clarke County Unified Government's adoption of a community tree management ordinance in 2005 has resulted in trees being conserved and replaced during the development process. Tax credits have been issued as an incentive to conserve large or significant trees. Streets and parking lots have plant and tree requirements. The "protected" designation given public trees gives local officials the tool they need to protect the public assets that these trees represent.
Contact: Andrew Saunders, Community Forester, (706) 613-3561, or forester@co.clarke.ga.us.

Bartlett, IL: Under the Village's Street Scape Program, right-of-way areas on parkways are reviewed and trees appropriate to the sites are planted and maintained. This program covers sites not included in the 50/50 Parkway Tree Program, an initiative through which residents and the Village share the cost of trees to be planted by nursery contractors in parkways adjacent to their homes. The Village reviews and approves planting locations and handles all the details.
Contact: Keith Johnson, Arborist, (630) 837-0811, or kjohnson@vbartlett.org.

Bolingbrook, IL: As part of the regular budget, the Village of Bolingbrook plants up to 600 new and replacement parkway trees each year, 300 in spring and 300 in the fall. The Village regularly prunes up to 3,000 parkway trees each year. During the summer of 2008 the Village monitored four Emerald Ash Borer traps. The Village is working towards a co-op with the Park District and the private sector to control Gypsy Moths.
Contact: Michael Drey, Director of Public Works, (630) 226-8800, or mdrey@bolingbrook.com.

Chicago, IL: Chicago's City Foresters review street construction plans to make recommendations on tree preservation, tree removal, and tree planting. Over the years federal highway programs such as ISTEA and TEA-21 have allowed local communities flexibility in roadway design; now Foresters have input on design width. In one instance, a plan called for an arterial street to be widened from its existing 38 feet to 42 feet. This would have required the removal of nearly 95 percent of all the street trees. Foresters worked with engineers and preserved the majority of the trees by maintaining the existing roadway width.
Contact: Joseph McCarthy, Senior City Forester, (312) 746-5254, or jmccarthy@cityofchicago.org.

Evanston, IL: In FY 2005-2006 the City created a business unit to track the activities of a new inoculation program that was implemented to reduce the incidence of Dutch Elm Disease (DED). This program injects all publicly-owned elm trees that meet one or more qualifying criteria: 1) The tree is larger than 10 inches in diameter and located in a park or other City-owned or -maintained property; 2) The tree is 30 inches in diameter or larger and located on a public parkway; and 3) The tree is larger than 10 inches in diameter and located on a public parkway on either a major collector or distributor street, as listed in the City's Comprehensive General Plan. This program injects Abotect fungicide, which is effective in controlling the spread of DED by elm bark beetles for a three-year period.
Contact: Paul D'Agostino, Superintendent of Parks/Forestry Division, (847) 866-2912, or pdagostino@cityofevanston.org.

Northbrook, IL: Through its Tree Preservation Initiative, the Village of Northbrook has preserved more than 20,000 trees and required the replanting of 12,800 new trees on private property. Removal of any tree over six inches in diameter requires a permit, and each removal is assessed prior to permit approval. Hardwood trees larger than 12 inches in diameter are categorized as "landmark" and may not be removed unless an inch-for-inch replacement requirement is met or a fee in lieu of reforestation is paid.
Contact: Terry Cichocki, Village Forester, (847) 272-4711, or cichocki@northbrook.il.us.

Oak Lawn, IL: The Village, a Tree City USA for the past 12 years, maintains over 22,000 parkway trees. It offers a 25/75 cost-share program to residents who wish to have a new tree planted in their parkway; provides parkway tree inspection, trimming, and removal services; and inspects for pests such as the Emerald Ash Borer, Asian Longhorned Beetle, Gypsy Moth, and Oak Wilt.
Contact: Heather Green, Village Forester, (708) 499-7098, or hgreen@oaklawn-il.gov.

Palatine, IL: The Village's 50/50 Tree Planting Program is designed to promote the planting of trees on Village parkways; it allows residents to select the species and location of trees to be planted. Residents who participate agree to water the trees for up to two years and split the cost of the trees with the Village. The Village's Tree Gap Program is designed to plant trees on parkways not adjacent to residential property. Combined with the Village policy of replanting any parkway tree that dies, it has enabled the Village to plant 93 percent of its parkways.
Contact: Andrew Radetski, Director of Public Works, (847) 705-5200, or aradetski@palatine.il.us.

Park Ridge, IL: The City's Urban Forester responds to residents' requests for help in solving various insect and disease problems affecting trees, shrubs, turf grass, and flowers. The City has had success with its Gypsy Moth Spray Program, now in its third year, which targets aerial spraying to areas of the City most affected by the pest.
Contact: Todd Fagan, Urban Forester, (847) 318-5451, or tfagan@parkridge.us.

Quincy, IL: At one time in Quincy's history, Maine Street and many others were flanked by large trees whose branches met above the street to form a leafy canopy. Over the years the loss of many of those trees to disease, weather, and human interference has left gaping holes where majestic trees once stood. Now underway is a grassroots effort, Trees for Tomorrow, which aims to replant the trees needed to restore 12 blocks of the Maine Street canopy. This group of volunteers is inviting residents to contribute to the purchase of suitable trees which they will plant, fertilize, mulch, and water for a year. The volunteers are also offering opportunities for contributors to memorialize loved ones by placing granite tribute stones near the trees they purchase.
Contact: Anne St. John, Trees for Tomorrow Chair, (217) 223-0055.

Elkhart, IN: The City sponsors an annual spring and fall tree planting program through which shade and ornamental trees are planted within street rights-of-way at no cost to homeowners. Homeowners request trees through the Buildings and Grounds Department. The City's goal is two-for-one replacement when removal of a tree is necessary.
Contact: Allysa Diman, City Forester, (574) 970-0542, ext. 204, or allysa.diman@coei.org.

Michigan City, IN: A large-scale initiative to enlarge the City's tree canopy has resulted in the planting of more than 800 trees throughout the City during the past two years.
Contact: Franklin Seilheimer, Urban Forester, (219) 873-1500, or mcforester@emichigancity.com.

Kansas City, KS: The Unified Government of Wyandotte County and Kansas City adopted an ordinance that includes the formation of a Tree Board and specifics for the care, placement, and protection of trees in public rights-of-way.
Contact: John Bower, Deputy Director of Parks, (913) 573-8362, or jbower@wycokck.org.

Manhattan, KS: Through the City's tree planting program, trees removed are automatically placed on a replanting list. Residents can request that trees be planted on the City street right-of-way that adjoins their property; depending on the number of requests and resources available, at least one tree will be planted. Residents can continue to request plantings until their property has the maximum number of trees that proper spacing will allow. This works in conjunction with efforts to remove and replace trees negatively affecting utility lines – the "right tree, right place" concept.
Contact: J. David Mattox, Forestry Supervisor, (785) 587-2757, or mattox@ci.manhattan.ks.us.

Louisville, KY: A coordinating body, "Community of Trees," meets monthly to coordinate work of state and local government agencies, community organizations, and private tree service providers in regard to education and outreach, planning, plant material purchase, research, and fundraising.
Contact: Cynthia Knapek, Chair, Community of Trees, (502) 574-3613, or cynthia.knapek@louisvilleky.gov.

Alexandria, LA: The City maintains an Urban Forestry Web site that provides detailed information on public tree maintenance, private tree maintenance, and utility line tree trimming. It also presents the City's Tree and Landscape Ordinance, and a list of trees of all sizes recommended for the area. A page for the City's Urban Forest Management Plan is under construction. Alexandria has created a Citizen Forester Program which enables residents to become knowledgeable about trees and to become advocates for the benefits trees provide.
Contact: Darren Green, Urban Forester/Landscape Architect, (318) 441-6060, or darren.green@cityofalex.com.

Rockville, MD: The City's Forest and Tree Preservation Ordinance was revised in 2007 to give the City increased authority to require preservation of existing trees during new land development. It also requires a minimum level of tree cover to be planted on new developments.
Contact: Wayne Noll, City Forester, (240) 314-8705, or wnoll@rockvillemd.gov.

New Bedford, MA: In 2007 the Tree City Committee was established to work toward increasing the number of trees planted Citywide. The committee is working to encourage citizen participation through the purchase and adoption of trees; goals are City beautification, neighborhood enhancement, and improved air quality. Members of the Tree City Committee encouraged residents to join the National Arbor Day Foundation and to donate the 10 saplings they received upon joining to the Department of Public Infrastructure. About 100 trees, purchased with a $20,000 urban forestry grant from the State's Department of Conservation and Recreation, are being planted throughout the City, beginning with treeless areas and moving toward downtown.
Contact: Tree City Committee Co-Chairs: Jo Ann Soares, Jo_Ann.Soares@newbedford-ma.gov, or Gig Lang, giglang@hotmail.com.

Southgate, MI: The City's recently-enacted Woodlands Ordinance provides strict guidance on the removal and replacement of trees. The City sells trees to residents and plants the trees for them for $80 each.
Contact: Levon King, City Administrator, (734) 258-3021, or lking@ci.southgate.mi.us.

Westland, MI: The City's tree replacement program is a partnership in which citizens pay $75 toward the City's total cost of purchasing and planting new trees that are over 2.5 inches in diameter. "Rooting for the Rouge" (a reference to the area's Rouge River) is a partnership with local schools through which fourth grade students design projects that help solve local environmental challenges and volunteer their time in carrying out tree planting and other projects at schools and in the community.
Contact: Kevin Buford, Director, Department of Public Service, (734) 467-3241, or dps@cityofwestland.com.

Bloomington, MN: In each of the past four years the City has held a public resident tree sale in which a variety of deciduous bare root trees – hardy varieties suitable for the Minnesota climate – have been offered at wholesale prices. The City also provides buyers an educational packet containing information on proper planting and care, along with information on allowable planting locations relative to rights-of-way, utilities, and other factors. Since the start of the tree sales, more than 1,000 trees have been planted on Bloomington residential properties.
Contact: Paul Edwardson, Assistance Maintenance Superintendent, (952) 563-8760, or pedwardson@ci.bloomington.mn.us.

Saint Paul, MN: Tree Saint Paul was started early in 2008 in response to the loss of about 1,000 trees – many of them mature and of majestic varieties – in an August 2007 windstorm, the third major storm in 10 years. A tree restoration master plan was developed and the Parks and Recreation Department, recognizing that the City budget would be unable to cover the replacement of trees on the scale required, created a program to solicit public donations on a continuing basis. Tree Saint Paul, in its first six months, collected more than $7,000. While originally created to address past storm damage, the program is expected to be in place, contributing to the sustainability of the community's trees, for years to come.
Contact: Cy Kosel, Natural Resources Manager, (651) 632-2412, or cy.kosel@ci.stpaul.mn.us.

Hattiesburg, MS: The City has a full-time Urban Forestry Department which includes an ISA Certified Arborist and a six-man crew responsible for maintaining the City's tree canopy – tree trimming, hazard removals and tree planting – along streets, parks and rights-of-way. The crew plants an average of 300 trees annually and provides the necessary maintenance of young trees with mulching and pruning. The City Arborist works with the City's urban development and code enforcement staff on all tree-related issues. Hattiesburg updated its tree ordinances in November 2007. A seven-member Tree Board helps guide the City's urban forestry program.
Contact: Andy Parker, City Arborist, (601) 545-1541, or aparker@hattiesburgms.com.

St. Louis, MO: The City's 2,682-acre park system contains about 30,000 trees. Prior to 2002, when the Forestry Division instituted its Lawnmower Prevention Program, many of these park trees were being damaged by the lawn maintenance equipment being used by the Park Division. Through the program, a poster, informational handout, and prevention standards (covering inspections, mulch, and trunk guards) were developed and annual staff training was instituted. The cooperative Forestry-Park program has been very successful in reducing tree damage. The program has also produced and distributed to the general public an informational handout on street tree care and avoidance of lawnmower damage.
Contact: Greg Hayes, Commissioner of Forestry, (314) 613-7205, or hayesga@stlouiscity.com.

Lincoln, NE: The City's Parks and Recreation Department offers a cost-share assistance program (when funds are available) to property owners who wish to purchase and plant a street tree on the City right-of-way adjacent to their property. Through the Street Tree Voucher Program, residents can match or exceed the cost-share assistance to purchase and/or plant better street trees, which can increase their property values as well as the City community forest. Because voucher recipients match or exceed the value of the voucher, the impact of the City's investment in street trees is nearly tripled. The effort has provided residents with better information on the proper planting and care of trees; as a result, the community forest has benefited from a higher level of stewardship.
Contact: Steve Schwab, City Forester, (402) 441-7036, or sschwab@lincoln.ne.gov.

Elizabeth, NJ: The City participates in a grant program offered by Union County through the Open Space Recreation and Historic Preservation Trust Fund. Tree purchases by the City are matched, one-for-one, by the program, which also provides installation by forestry professionals and a one-year maintenance guarantee. Another City initiative involves Groundwork Elizabeth, a nonprofit organization established to improve the quality of life in the City by planting trees, landscaping, reclaiming derelict Brownfield properties, restoring parks, and involving the community in regeneration efforts. In the last four years the City and Groundwork Elizabeth have planted more than 2,500 trees in public areas.
Contact: John Papetti, Jr., Director of Public Works, (908) 820-4101, or emadorma@elizabethnj.org.

Clifton, NJ: The City's tree-planting program got underway in the early 1990s, part of a larger effort to make the City an environmentally friendly community, and in response to residents' calls for more greenery in their neighborhoods. The program launched then is still active today and is responsible for planting over 500 trees per year; the trees are purchased using grants from various organizations. The City operates its own tree farm, maintains partnerships with tree organizations and community environmental groups, follows a Community Forestry Management Plan which sets goals set every five years, and maintains a Sustainability Report on the Web site which is constantly under revision.
Contact: Alfred Du Bois, Jr., Recycling Coordinator, (973) 470-2239, or adubois@cliftonnj.org.

Piscataway, NJ: The Township's Tree Preservation Ordinance, which covers the indiscriminate cutting of trees, requires all tree removals on construction sites to be approved by the municipality. A replacement plan is necessary when more trees are being removed then preserved within an area of disturbance. The permit process allows the Township to recognize and preserve quality and specimen trees where possible and prevent the elimination of its tree cover.
Contact: Henry Hinterstein, Landscape Architect, (732) 562-6560, or hhinterstein@piscatawaynj.org.

Albuquerque, NM: A City Forester position created to implement a new City forestry program is responsible for developing the support and methods that will protect and improve the City's urban forests for environmental, economic, and social purposes. Projects implemented include a baseline study from a multi-spectral mapping and environmental assessment contract, and an Urban Forest Initiative, a Citywide tree planting effort undertaken in coordination with outreach programs that will develop new partners and sponsors. This award-winning program is creating an extended base of support that will directly improve the effectiveness of Albuquerque's present and future projects.
Contact: Nick Kuhn, City Forester, (505) 768-5370, or nkuhn@cabq.gov.

Buffalo, NY: ReTreeWNY is a local not-for-profit organization funded by donations, grants, and the City. It provides trees at no cost to residents for planting on City rights-of-way; it also provides education and training seminars. Through this partnership program, 4,000 trees have been planted in a two-year period.
Contact: Jeffrey Brett, City Forester, (716) 851-5013, or jbrett@city-buffalo.com.

Rochester, NY: The City's broad-based effort to preserve its tree canopy includes: an annual street tree inventory survey; an annual hazard tree survey and removal of hazard trees; regular tree maintenance pruning on a seven-year cycle; regular tree planting with aftercare, which yields a 95 percent success rate; a training program for forestry staff, seven of whom are ISA Certified Arborists, six of whom have the State Pesticides License; a Trees and Flowers Program that cost-effectively aids in the establishment of newly planted trees; removal of dead or severely declining trees within 10 days of their identification; and, to ensure quality work, tree planting and stump grinding performed by the City's forestry crews. Rochester has a team of well-trained Urban Forestry Technicians in addition to its professional tree workers.
Contact: Ian Nadar, City Forester, at (585) 428-7581, or nadari@cityofrochester.gov.

Burlington, NC: The City is in the process of approving a downtown revitalization plan that includes the planting of approximately 200 trees within the central business district. The goal is to provide some shade along with the many other benefits trees can add to a streetscape. The trees will be planted along sidewalks and parking lots and in some green spaces.
Contact: Jeff Parsons, Cemetery and Grounds Superintendent, (336) 222-5077, or jparsons@ci.burlington.nc.us.

North Royalton, OH: To improve the aesthetic qualities of the City, the Service Department works closely with garden clubs and Parks and Recreation staff, planting and maintaining trees, shrubs, turf, and flowers. The department also works closely with the City's Building Department to implement provisions of a master tree plan with developers and residents as new construction occurs.
Contact: Kris Kamps, Service Director, (440) 582-3002, or servicedir@northroyalton.org.

Harrisburg, PA: The City has been a Tree City USA for the past 21 consecutive years and has received the Growth Award for the past five years. The City plants appropriate species of trees that are ideal for urban setting while attempting to increase the tree canopy within Corporate limits. The City encourages and assists property owners by identifying appropriate street trees to be planted between sidewalks and curbs; it also assists with placement of new plantings after all underground utility lines are marked – an effort that increases the sustainability of the trees being planted – and advises on proper spacing between trees. Tree wells that are too small and the planting of trees above steam lines can cut into the life of the trees being planted. The City recognizes that appropriate species, spacing, and tree well sizes are all critical when trying to ensure proper growing conditions for an urban landscape.
Contact: Tina Manoogian-King, Parks and Recreation Director, (717) 255-3020, or tking@cityofhbg.com.

Scranton, PA: The City's Urban Forestry Program was started about seven years ago with the addition of a professional graduate forester to the City staff. Currently, the program's main concern is the removal of all potentially dangerous trees and limbs, those that pose a serious threat to life and property throughout the City and its eight parks. Approximately 500-plus dangerous trees have been removed to date; during this same time period, over 600 trees have been planted. A Fall contract will result in the planting of an additional 238 street trees in the South Scranton area. With strong City support, the planting program is expected to continue far into the future. Under a program launched two years ago, the City Forester, working in conjunction with the Bureau of Licensing, Permits and Inspections, can order the removal of very dangerous trees and/or limbs from private property. About 25 such trees have been removed to date.
Contact: Anthony Santoli, City Forester, (570) 947-2885.

Providence, RI: The Providence Neighborhood Planting Program is a partnership between the City and the Mary Elizabeth Sharpe Street Tree Endowment. It provides free street trees to community residents that apply for group plantings, and involves residents in the tree plantings at Saturday events. Since 1989 the program has planted over 7,000 trees.
Contact: Douglas Still, City Forester, (401) 785-9450, or dstill@providenceri.com.

Warwick, RI: In the Spring of 2005 the City dedicated approximately one acre of open space for use as a tree farm – the Barton Farm Pot in Pot Tree Farm. Using pot in pot technology, the City designed and built a farm that would allow harvesting of about 100 trees per year. The trees are purchased as bare root stock, potted up and grown for one to two years, depending on species, and, when ready for harvest, planted on public properties by employees of the Planning and Public Works Departments. The pot is returned to the tree farm, and the process begins again. The tree farm offers the City many advantages: the cost of planting each tree is approximately 20 percent of the cost formerly incurred, there is much greater control over the species available to the City, and the mortality rate appears to be much lower. The City has been growing smaller species, which are commercially unavailable, for planting under utility wires. The smaller trees are easier to plant and they don't require heavy equipment, which saves fuel and operator costs. Tree farm trees are planted with 100 percent of their root ball intact; they don't have to struggle to survive transplant as do traditional larger trees.
Contact: Margaret Ryan, Landscape Project Coordinator, Planning Department, (401) 486-7313, or margaret.e.ryan@warwickri.com.

Charleston, SC: Since the inception of the City's Street/Park Tree Planting Program in 1983, over 10,000 trees have been planted on public property. Through this program, the City resells to citizens, at wholesale cost, trees to be planted on public property. City crews prepare the site

and plant the tree. If the tree to be planted is a street tree, the purchaser agrees to water it for a period of one year. City crews perform all subsequent maintenance for the duration of the tree's life.
Contact: Danny Burbage, Superintendent of Urban Forestry, (843) 724-7416, or burbaged@ci.charleston.sc.us.

Columbia, SC: Columbia has been a Tree City USA for 29 continuous years. Officials believe this designation increases the visibility of tree issues and keeps these issues fresh in the minds of City residents. The City maintains approximately 45,000 street trees and adds 500 trees to this inventory each year.
Contact: Sara Hollar, Forestry and Beautification Superintendent, (803) 545-3860, or sehollar@columbiasc.net.

Sumter, SC: The City requires the submission of tree protection plans for all commercial developments and subdivisions before any permits are issued. Landscaping plans including canopy trees are a part of this requirement.
Contact: Charles Holmes, Arborist, (803) 774-1612, or cholmes@sumter-sc.com.

Chattanooga, TN: In March 2008 the City launched a new program, “Take Root," with a goal of increasing the tree canopy in the Central Business District from the current seven percent to 15 percent. Reaching the goal will necessitate the planting of thousands of new trees. Although the program has been underway for only a few months, the City has already received more than $100,000 in foundation support, and local businesses are creating ways to donate portions of their sales proceeds to the effort. The financial goal is $1 million.
Contact: Gene Hyde, City Forester, (423) 757-7283, or hyde_gene@mail.chattanooga.gov.

Hendersonville, TN: The City requires that, for all new development (except for one- and two-family residential), the developer is required to retain trees, replace them, or pay into a Tree Bank which is used to pay for the planting of trees along streets or on other public property.
Contact: Fred Rogers, Jr., Planning Director, (615) 264-5316, or frogers@hvilletn.org.

Frisco, TX: The City’s landscape ordinance emphasizes environmentally responsible landscapes and best management practices. The goal of the ordinance is conservation of 50 percent of the water used for landscapes. It sets a limit on the amount of water that may be used annually and provides the calculations and design tools needed to achieve the conservation goal. The ordinance also provides for the expansion of the tree canopy by requiring that trees be used to provide shade for buildings, outdoor pedestrian areas, parking areas, and streets, and it requires a minimum of 500 square feet of root space per tree to facilitate the growth of larger canopy trees in and around commercial areas. Both the City’s landscape and tree preservation ordinances have been used as models by other cities.
Contact: Bob Johnson, Manager of Park Services, (972) 292-6500, or bjohnson@friscotexas.gov.

Laredo, TX: Through its landscape ordinance and the installation of irrigation systems throughout its park sites, the City of Laredo has pursued a strict policy of preserving mature trees in public areas and rights of way. The ordinance requires the planting of trees and shrubs in all new residential and commercial developments throughout the City. The Parks and Leisure Services Department maintains a tree nursery which holds approximately 500 young trees slated for future transplant in parks and other public places. In past efforts, Parks crews have prepared for tree planting with the assistance of volunteers from the “Keep Laredo Beautiful” and Boy Scouts organizations. Planting events are planned throughout the year. In addition to

pruning and maintaining canopy trees in the parks, the Department hosts educational sessions on tree trimming and planting for maintenance personnel and other interested parties and provides educational materials on the benefits of trees to the schools. Enlarging the tree canopy has been an ongoing initiative that has benefited from the generous assistance of schools and local organizations.
Contact: Celinda Rivera, Assistant Director of Parks and Leisure Services, (956) 795-2350, or crivera@ci.laredo.tx.us.

Mesquite, TX: In January 1996 the City Council adopted a landscape and tree ordinance requiring the preservation of the existing tree canopy. It mandates that developers of new properties submit a tree survey/mitigation/preservation plan before work is initiated on a project. The regulations require that a minimum of 10 percent of the property have landscape; they also require a tree canopy equivalent to one three-inch caliper shade tree per 500 square-feet of landscape material, and they restrict the planting of shade trees around or under power lines.
Contact: Travis Sales, Park Superintendent/Municipal Arborist, (972) 216-6913, or tsales@ci.mesquite.tx.us.

Sandy, UT: Sandy Pride Day, an annual Citywide volunteer effort supported by the City and the Chamber of Commerce, includes planting and cleanup projects. In most years more than 200 volunteers are involved in the projects. In some years up to 900 trees and shrubs have been planted in areas with irrigation to sustain them.
Contact: Scott Earl, Parks and Recreation Assistant Director, (801) 568-2910, or searl@sandy.utah.gov.

Alexandria, VA: Currently in final review, the City's Urban Forestry Master Plan presents a comprehensive evaluation of the tree canopy and an analysis of the public and private components that make up the urban forest. The plan includes goals and recommendations for expanding the City's tree canopy and improving its health and longevity, and actions to be taken to improve the management and maintenance of street trees and others on park, school and other public properties, and to expand outreach and educational components that will encourage the planting and maintenance of trees throughout the City.
Contact: John Noelle, City Arborist, (703) 838-4999, or john.noelle@alexandriava.gov.

Roanoke, VA: The City's Urban Forestry Plan, an element of its "Vision 2001-2020" comprehensive plan, was adopted by the City Council in April 2003. Goals of the 10-year plan are to achieve 40 percent tree canopy coverage within the10 years; plant enough street and park trees to reverse the "annual net loss" trend of public (City-owned) trees; strategically target non-residential transportation corridors or gateways to the City that need additional "greening" by planting more trees; plant more trees in neighborhood areas where the City owns easements or roadside strips or medians; encourage planting of trees by citizens in their yards; and improve tree management. The Parks and Recreation Department is the lead agency in the implementation of the plan, but interdepartmental cooperation is essential to reaching the goals.
Contact: Dan Henry, Urban Forester, Roanoke Parks and Recreation, (540) 853-1994, or dan.henry@roanokeva.gov.

Everett, WA: Through the City's tree ordinance and the tree policy established by that ordinance, the City has a fully-staffed, seven-member, appointed Tree Committee that functions as a subcommittee of the Parks Board of Commissioners (although committee members are not Park Board members). This group advocates tree preservation and expansion of the tree inventory in public forums. An active outreach and education program is part of this effort.

Contact: John Petersen, Parks and Recreation Assistant Director, (425) 257-8371, or jpetersen@ci.everett.wa.us.

Seattle, WA: The Green Seattle Partnership is a unique public-private venture dedicated to promoting a livable City by reestablishing and maintaining healthy urban forests. The Green Seattle Partnership 20-Year Plan was inspired by over 10 years and more than 500,000 hours of citizen volunteerism dedicated to reforestation of Seattle's Parks. Formed in 2004 by a Memorandum of Agreement between the City and the Cascade Land Conservancy, the Green Seattle Partnership is working to restore 2,500 acres of forested parkland by 2025.
Contact: Mark Mead, Senior Urban Forester, (206) 684-4113 or mark.mead@seattle.gov.

SURVEY CITIES

Chandler	AZ
Goodyear	AZ
Yuma	AZ
North Little Rock	AR
Antioch	CA
Bellflower	CA
Chico	CA
El Monte	CA
Fairfield	CA
La Mesa	CA
Lakewood	CA
Lancaster	CA
Napa	CA
Oxnard	CA
Pleasanton	CA
Riverside	CA
Sacramento	CA
San Leandro	CA
Santa Ana	CA
Santa Clarita	CA
Stockton	CA
Sunnyvale	CA
Temecula	CA
Tustin	CA
Vallejo	CA
Vista	CA
West Hollywood	CA
West Sacramento	CA
Whittier	CA
Colorado Springs	CO
Enfield	CT
New Haven	CT
Norwalk	CT
West Haven	CT
Wilmington	DE
Coral Gables	FL
Largo	FL
Miami	FL
North Miami	FL
Oakland Park	FL
Orlando	FL
Pembroke Pines	FL
Pinellas Park	FL
Plantation	FL
Tamarac	FL
Tampa	FL
Albany	GA
Athens	GA
Savannah	GA
Honolulu	HI
Twin Falls	ID
Addison	IL
Arlington Heights	IL
Bartlett	IL
Bolingbrook	IL
Carol Stream	IL
Chicago	IL
Evanston	IL
Lombard	IL
Northbrook	IL
Oak Lawn	IL
Palatine	IL
Park Ridge`	IL
Quincy	IL
Schaumburg	IL
Springfield	IL
Elkhart	IN
Evansville	IN
Michigan City	IN
Mishawaka	IN
Muncie	IN
Kansas City	KS
Manhattan	KS
Lexington	KY
Louisville	KY
Alexandria	LA
New Bedford	MA
Rockville	MD
Farmington Hills	MI
Muskegon	MI
Southgate	MI
Sterling Heights	MI
Westland	MI
Bloomington	MN
Burnsville	MN
Edina	MN
Minneapolis	MN
Roseville	MN
St. Paul	MN
Meridian	MS
Hattiesburg	MS
St. Louis	MO
Lincoln	NE
Clifton	NJ
Elizabeth	NJ
Perth Amboy	NJ
Piscataway	NJ
Albuquerque	NM
Las Vegas	NV
Buffalo	NY
Rochester	NY
Utica	NY
Burlington	NC
Canton	OH
Garfield Heights	OH
Lima	OH
North Royalton	OH
Harrisburg	PA
Scranton	PA
Providence	RI
Warwick	RI
Charleston	SC
Columbia	SC
Sumter	SC
Chattanooga	TN
Hendersonville	TN
Bryan	TX
Frisco	TX
Laredo	TX
McKinney	TX
Mesquite	TX
Phair	TX
Orem	UT
Sandy	UT
Alexandria	VA
Newport News	VA
Portsmouth	VA
Roanoke	VA
Auburn	WA
Everett	WA
Lakewood	WA
Redmond	WA
Seattle	WA
Beloit	WI
Milwaukee	WI

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Final Report: 7/25/98

Regional Ecosystem Analysis Puget Sound Metropolitan Area

Calculating the Value of Nature

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AMERICAN FORESTS®

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Regional Ecosystem Analysis Puget Sound Metropolitan Area

Project Overview

AMERICAN FORESTS conducted a Regional Ecosystem Analysis of the Puget Sound area to determine how the landscape has changed over time. It also assessed the value of the area's ecology. A regional level analysis was conducted of three satellite images spanning a 24 year period from 1972 to 1996. Landsat Multispectral and Thematic Mapper images were used to study an area approximately 100 by 70 miles in the Puget Sound watershed. This included 3.9 million acres (3.4 million acres of land and about .57 million acres of water) and encompasses the cities of Seattle, Tacoma, Seatac, Redmond, Bellevue, and Everett. Within the regional study area a smaller urban growth area of 422,446 acres around Seattle was also analyzed.

The Ecosystem Analysis uses Geographic Information System (GIS) technology to measure the changing structure of the landscape and analyze the scientific and engineering implications of the change. Neighborhood level computer models were developed using CITYgreen software, AMERICAN FORESTS' GIS application for calculating ecosystem benefits. The models represent five typical neighborhood landscapes and measure the effects of these landscapes on stormwater and air quality.

The purpose of this project is to document the value of tree-covered landscapes to urban areas. Furthermore, it provides urban decision makers with the information and tools they need to measure the value of natural landscapes and incorporate more trees into future development.

Major Findings

The ecology of the Puget Sound watershed has changed dramatically in the 24 year period from 1972 to 1996.

■ Areas with high vegetation and tree canopy coverage (those with 50% tree cover or more) have declined by 37% from 1.64 million acres to 1.04 million acres.

■ Areas with very low tree cover (less than 20%) have more than doubled from 25% of the region to 57%.

A dollar value can be placed on these regional ecological changes.

■ The loss in tree cover and increase in impervious surfaces increases the cost of stormwater management and the cost of air quality controls.

■ Stormwater flow during a peak storm event has increased by an estimated 1.2 billion cubic feet (29%). Replacing this lost stormwater retention capacity with reservoirs and other engineered systems would cost $2.4 billion ($2 per cubic foot).

■ Lost tree canopy would have removed about 35 million pounds of pollutants from the atmosphere annually, at a value of approximately $95 million.

■ Puget Sound's urban forest improves air quality by removing the following pollutants: nitrogen dioxide (NO_2), sulphur dioxide (SO_2), carbon monoxide (CO), ozone, and particulate matter 10 microns or less (PM_{10}).

The rapid growth in the urban landscape is the biggest single factor affecting the Puget Sound ecosystem. The regional trends in tree cover loss are equally pronounced in the 422,446 acre urban growth area.

■ Heavily vegetated areas (50% or more) have declined from 208,166 acres to 101,166 acres.

■ Areas with very low tree cover (20% or less) have dramatically increased from 85,123 acres to 229,878 acres.

■ The loss of trees has resulted in a 35% increase in stormwater runoff.

■ The location and intensity of urban development has damaged salmon spawning streams.

Tree cover and natural resource information should be officially incorporated into the planning process.

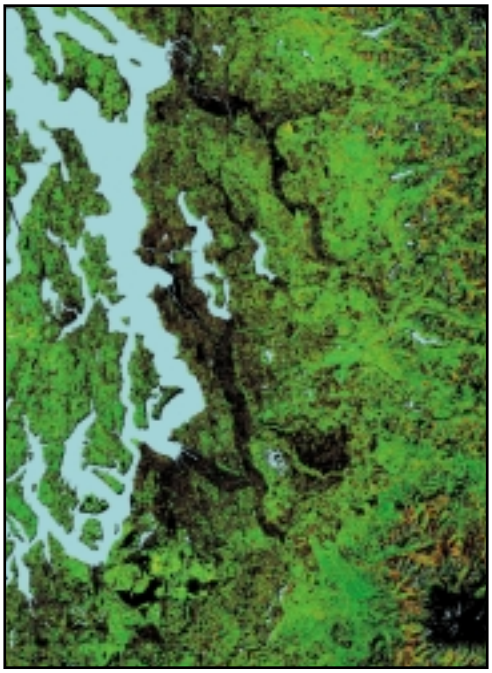
■ Existing landscapes should be recognized for their potential economic value.

■ Increasing the average tree cover to 40% in the urban areas would significantly improve the environment in stormwater management and air quality.

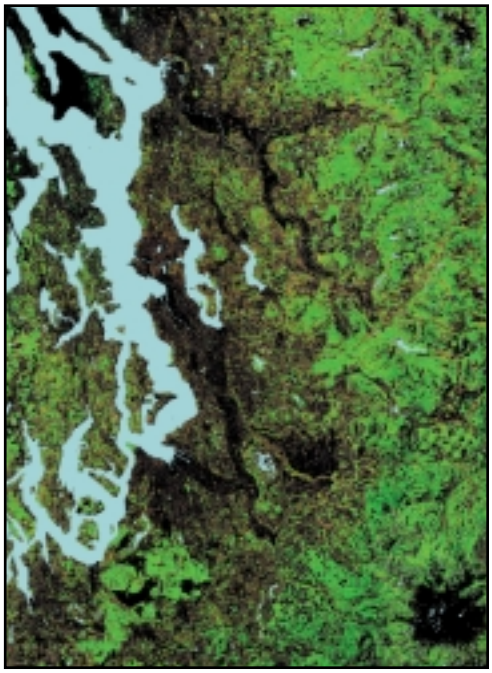
■ Strategically planting trees will accelerate stream restoration improving wildlife and fisheries habitat.

Regional Level Analysis

Landsat MSS 1972 *80 Meter Pixel Resolution*



Landsat TM 1986 *30 Meter Pixel Resolution*



Landsat TM 1996 *30 Meter Pixel Resolution*

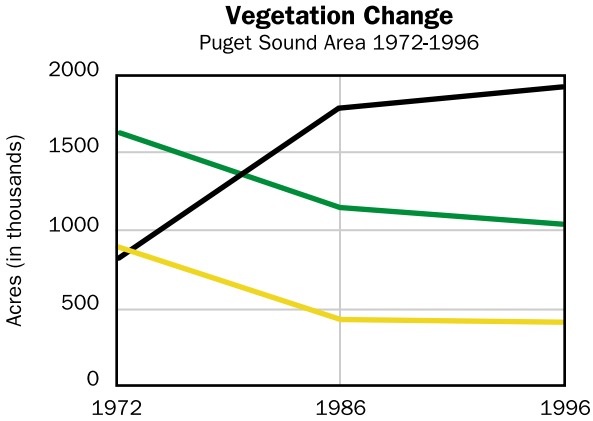
Puget Sound Satellite Images

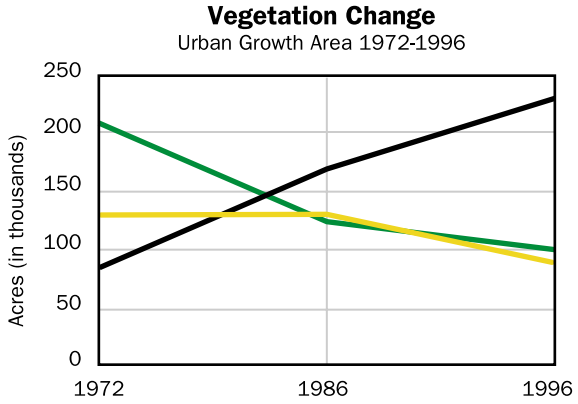
Landsat TM and MSS satellite images show the change in the landcover in the Puget Sound region over a recent 24 year period. Tree cover is indicated in green and the impervious surfaces associated with urban areas in black. The analysis measured eight categories of tree cover and the data from the detailed analysis is used in all calculations. The visual images above group the eight categories into three because additional detail is not visible to the human eye.

Graphing Change

The change in vegetation depicted in the satellite images above is represented in line graphs at right. Both charts show the change in vegetative cover over a 24 year period for three categories. Natural forest cover is represented by a green line and indicates places with greater than a 50% tree canopy. Developed areas are represented by a black line and indicate areas where tree canopy is low, less than 20%. The yellow line represents land where the tree cover is in the middle range between 20 and 50%. Open space, residential areas, and park land would all fall in this category.

- Low Vegetation (<20% Vegetated)
- Moderate Canopy (20-50% Vegetated)
- High Canopy (>50% Vegetated)





Neighborhood Level Analysis

What is a Neighborhood Level Analysis?

The Puget Sound Ecosystem Analysis has two levels of detail: one is regional scale, covering approximately 4.5 million acres, and the other is at a neighborhood scale covering about two to five acres.

Using the land patterns identified from the regional image, aerial photographs are used to document the landscape at the local or neighborhood scale. CITYgreen software is used to determine detailed measurements of the value of the local ecology.

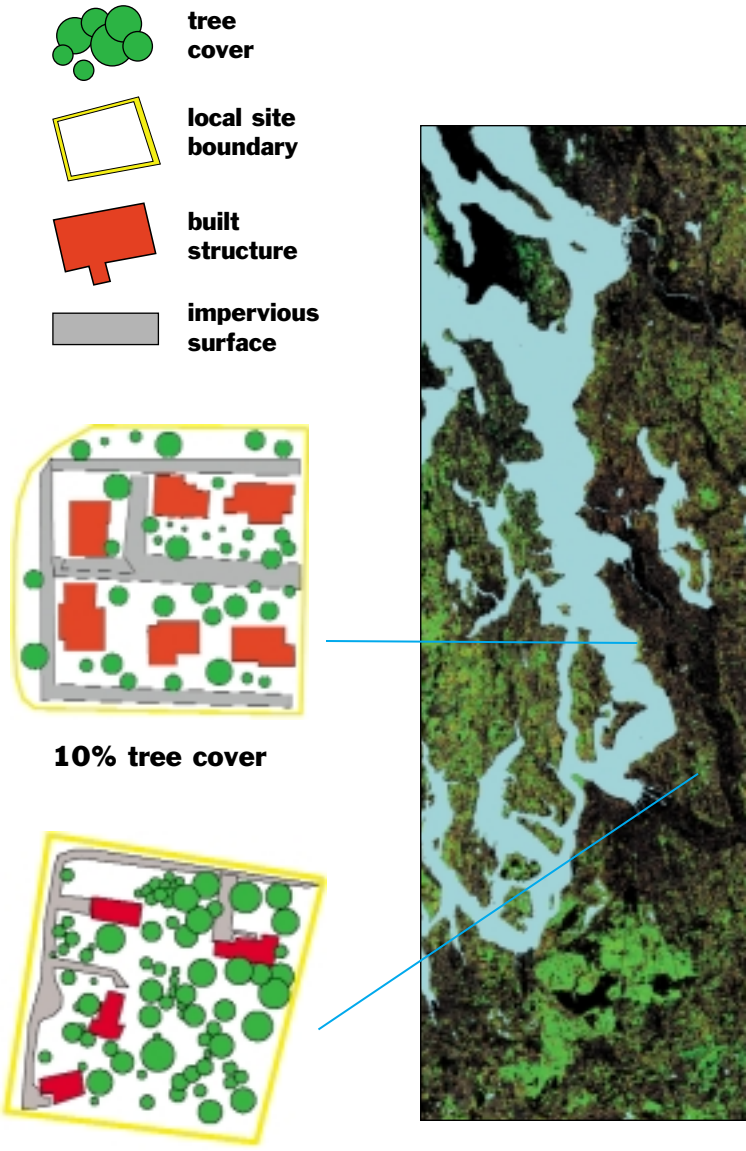
The neighborhood scale analysis is conducted in conjunction with local groups and agencies. This data is not yet available for the Puget Sound, therefore AMERICAN FORESTS has developed computer models to represent the structure of the landscape in various neighborhoods. Data gathered from local sample sites was used extensively in building these models.

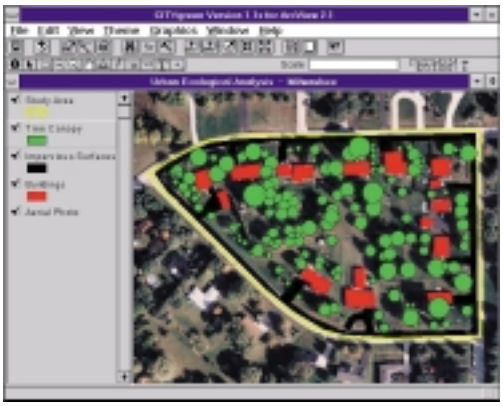
The models are designed to simulate Puget Sound's tree species, soil type, rainfall patterns and configurations of land use. In each model neighborhood, the greater the tree canopy percentage, the less impervious surface there is. The resulting benefits from these representative sample sites are multiplied by the total land area (identified in the regional summary). The findings from the neighborhood analysis are summarized in the table on page 5.

Trees as Indicators of a Community's Ecological Health

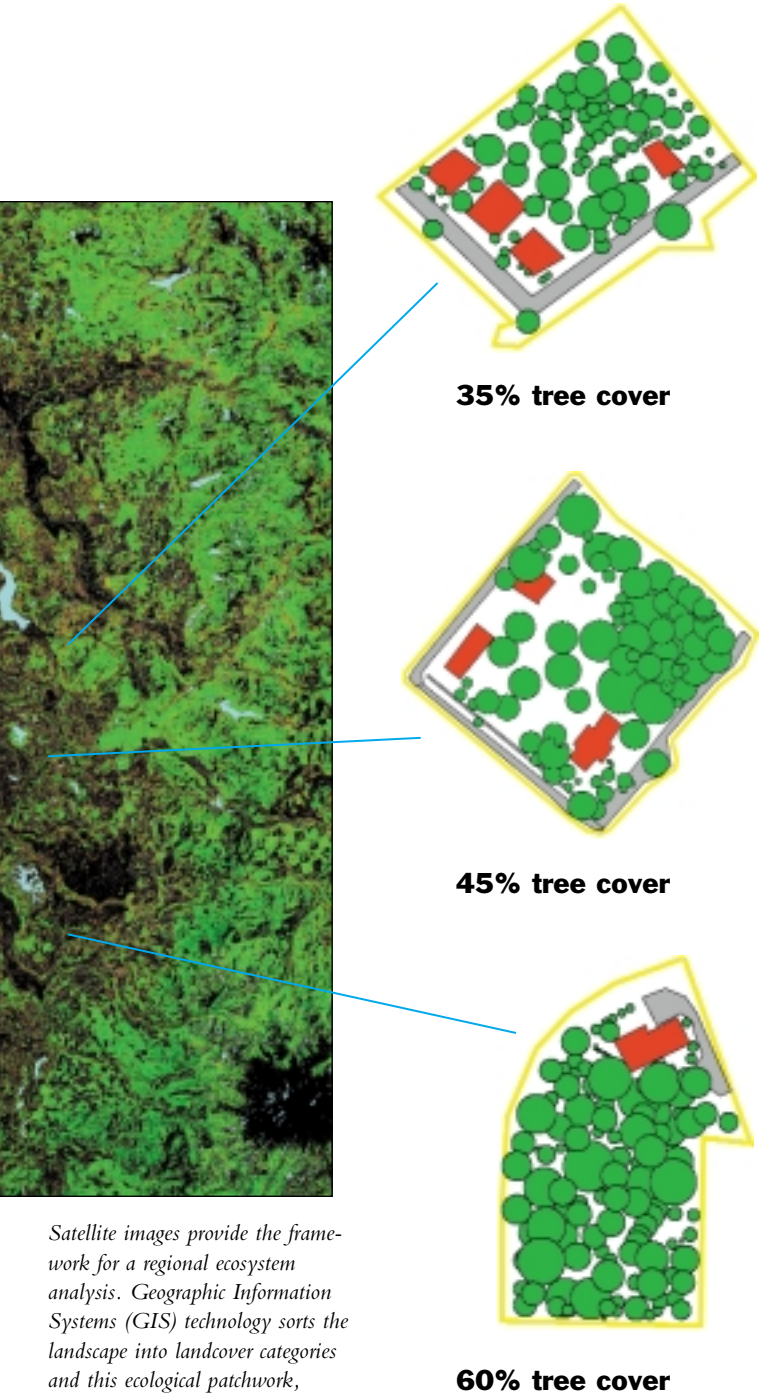
Even though urban ecology is much more complex than just trees, tree canopy cover is a good indicator of the health of an urban ecosystem. When urban forests are healthy, they provide communities with many valuable services that can be measured in dollar benefits. Two such services are: 1) slowing stormwater runoff and reducing peak flow and 2) improving air quality.

Cities spend tremendous amounts of money installing stormwater control systems and repairing damage from unmanaged water flow. In addition, cities that cannot meet EPA attainment levels for air and water quality, jeopardize federal funding for capital improvements. Nonstructural methods, including trees, can reduce stormwater runoff and improve air quality. The benefits they add increase the importance of maintaining and restoring the natural infrastructure of our communities.





Aerial photography is used by CITYgreen to conduct a neighborhood analysis.



Satellite images provide the framework for a regional ecosystem analysis. Geographic Information Systems (GIS) technology sorts the landscape into landcover categories and this ecological patchwork, called Ecostructures (see pg.8) is used with CITYgreen software.

How CITYgreen Analyzes Neighborhood Data

CITYgreen software conducts a detailed analysis of how the structure of the landscape affects its function. For example, how do various neighborhood layouts affect stormwater movement and air quality? Scientists and engineers have developed mathematical formulas which measure these functions and are incorporated into the CITYgreen software program.

Stormwater Runoff

Trees and soil function as one to reduce stormwater runoff. Trees reduce stormwater flow by intercepting rainwater on their leaves, branches, and trunk. The intercepted water evaporates back into the atmosphere, reducing the total amount of runoff that must be managed in urban areas. Trees also slow down storm flow reducing the volume of water that a containment facility must store. In addition, trees improve water infiltration characteristics of soil as biomass decomposes. The TR55 model was used to measure stormwater (see page 8).

Local governments are looking toward non-structural stormwater management strategies, including trees to reduce the costs of building stormwater control infrastructure. Trees' economic value for stormwater management is based on avoided storage of stormwater and thus the reduced construction costs of building retention ponds. Local construction costs are multiplied by the total volume of avoided storage to determine dollars saved.

In Puget Sound, the existing tree canopy reduces the need for retention ponds by 2.9 billion cubic feet per storm event (defined as the largest average 24 hour, 2 year storm). Using a $2.00/cubic foot construction cost, trees currently save $5.9 billion. In the urban growth area, trees save 355 million cubic feet in avoided storage, valued at $710 million.

Air Quality

Trees provide air quality benefits by removing pollutants such as NO_2, CO, SO_2, ozone and PM_{10}. To calculate the dollar value for these pollutants (see page 8), economists multiply the number of tons of pollutants by an "externality cost" or what these pollutants cost to society in terms of rising health care. For example, NO_2 and ozone are $6,750/t (metric ton), SO_2 is $1,650/t; CO is $950/t and PM_{10} is $4,500/t. In Puget Sound, the existing tree canopy removes 78 million pounds of pollutants, valued at $166.5 million. Tree cover as it existed in 1972 would save an estimated $266 million. In the urban growth area, trees remove 9.2 million pounds, valued at $19.5 million. Tree cover in this area as it existed in 1972 would save an estimated $34 million.

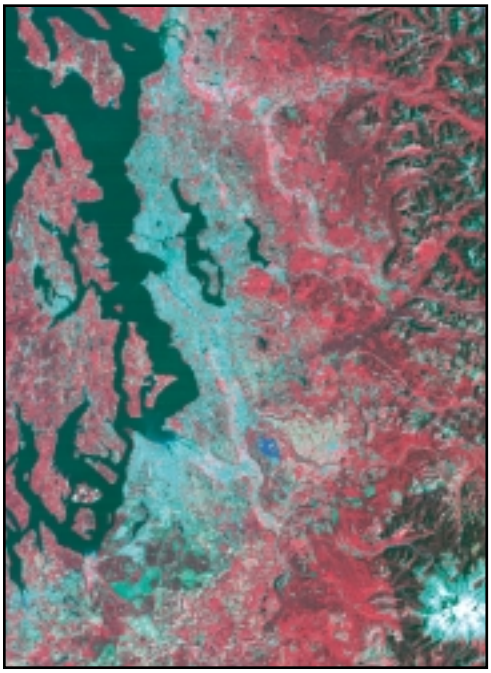
Summary Table, Puget Sound Area, 1996

Air Quality Benefits		Stormwater Benefits	
Pollutants Removed (lbs.)	$ Value	Cu/ft. Avoided	$ Saved
78 million	$166.5 million	2.9 billion	$5.9 billion

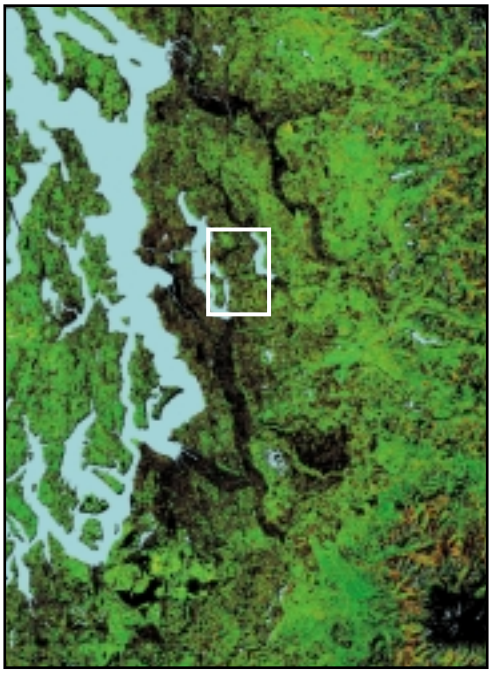
Summary Table, Urban Growth Area, 1996

Air Quality Benefits		Stormwater Benefits	
Pollutants Removed (lbs.)	$ Value	Cu/ft. Avoided	$ Saved
9.2 million	$19.5 million	355 million	$710 million

From Raw Satellite Data to Neighborhood Level Information



Raw Satellite Data 1986



1986 Regional Analysis *white box indicates Bellevue area (enlarged to the right)*

1986 Bellevue Area *white box indicates area of aerial photogrpah below.*

Combining Regional and Neighborhood Level Analysis

American Forests ecosystem analysis starts with raw satellite data as displayed upper left. The raw image shows vegetation in red and urban areas in aqua. The image produced from the raw satellite data does not show percent changes in vegetative cover. To determine tree cover, the raw satellite image is analyzed using Geographic Information Systems (GIS) (middle image). American Forests uses ERDAS Imagine software and a subpixel classification technique to determine eight categories of tree cover and one category of less than 20% tree cover. Green areas are at one end of this spectrum and represent tree cover over 50%; urban areas are black.

The regional level image contains a great deal of data. The image above right provides an enlarged view of the landscape between Lake Washington and Lake Sammanish (see box insert in middle image). The image at the lower right shows how regional satellite data is connected to aerial photography and used for neighborhood level analysis. This aerial photograph represents a neighborhood in Bellevue. Citizens from Advance Bellevue used these images along with CITYgreen software to conduct a detailed analysis of the tree cover in their city. American Forests recommends that all cities in the Puget Sound conduct a neighborhood level analysis like the one conducted by the citizens of Bellevue.

Aerial Photograph of a Bellevue Neighborhood

What's Next for the Puget Sound Metropolitan Area

Recommendations

The Regional Ecosystem Analysis provides detailed information about the value of natural resources to local governments. It is a public policy tool designed to assist in land-use planning and growth management. The recommendations below focus on tree cover because trees are a visible measure of the quality of the community environment. When urban trees are large and healthy, the ecology that supports them is also healthy. Large healthy trees are the result of healthy soils, adequate water, and healthy air. This report and the recommendations that follow bring together the expertise of ecologists, scientists, and engineers with modern computer technology to evaluate the environment in the Puget Sound and chart a course of action to improve it in the future. We encourage the agencies and community to act on these recommendations.

(1) Expand the capacity and usefulness of this analysis for regional planning and growth management.

■ Incorporate a natural resource data layer into the regional planning process.

■ Use the data from this analysis as a basis for building that regional model.

■ Obtain additional data for this model from city and county government.

(2) Recruit county and city governments as partners in creating a regional model.

■ Establish neighborhood scale data collection plots in local jurisdictions.

■ Use information from the local level analysis for community planning.

■ Use the City of Bellevue as a demonstration area and model for other communities to follow.

■ Utilize CITYgreen and the AMERICAN FORESTS analysis technique as a model for community participation.

(3) Increase and conserve the tree canopy cover in urban areas.

■ Develop urban tree canopy goals for the region and local areas:
40% tree canopy overall
50% tree canopy in suburban residential
25% tree canopy in urban residential
15% tree canopy in the Central Business District

■ Implement innovative land-use planning techniques and engineering guidelines for saving existing trees and planting new ones.

■ Incorporate the dollar values associated with trees when making land-use decisions.

■ Use trees as a valuable and essential element of the urban environment.

■ Use CITYgreen software as a tool to incorporate the value of trees into the land-use planning process by collecting data on the tree cover and analyzing the value of the trees. The findings are used in the decision making process.

About the Urban Ecosystem Analysis

Ecostructure Classification

AMERICAN FORESTS' Urban Ecosystem Analysis is based on the assessment of Ecostructures, unique combinations of land use and land cover patterns. Each Ecostructure performs ecological functions differently and thus provides different values. For example a site with a heavy tree canopy provides more stormwater reduction benefits than one with a light tree canopy.

In this study, the regional analysis provided an overview of tree cover change in the Puget Sound Metropolitan Area. Using the tree cover percentage categories to model the area's Ecostructures, sample study sites were selected to further examine the effects of different tree canopy cover percentages on air quality and stormwater management. Further neighborhood analysis using aerial photos of representative Ecostructures is needed to refine the values given in the model analysis.

Data Used in this Study

Landsat satellite TM (30 meter pixel) and MSS (80 meter pixel) images were used as the source of land cover data to determine the change in landcover from 1972-1996. To provide more detail to the analysis we used a subpixel technique and divided the land cover change into eight vegetation categories plus a ninth category of 0-20% tree cover.

AMERICAN FORESTS developed CITYgreen as a Geographic Information System (GIS) software to analyze the value of trees and other natural systems as part of urban infrastructure. CITYgreen is an application of ArcView, a GIS desktop software developed by ESRI.

Analysis Formulas

TR-55 for Stormwater Runoff: The stormwater runoff calculations incorporates formulas from the Urban Hydrology for Small Watersheds model, (TR-55) developed by the US Natural Resource Conservation Service (NRCS), formerly the US Soil Conservation Service. Don Woodward, P.E., a hydrologic engineer with NRCS, customized the formulas to determine the benefits of trees and other urban vegetation with respect to stormwater management.

UFORE Model for Air Pollution: CITYgreen uses formulas from a model developed by David Nowak, PhD, for the US Forest Service, which calculates how many pounds of ozone, sulfur dioxide, nitrogen dioxide, and carbon monoxide are deposited in tree canopies as well as the amount of carbon sequestered.

The urban forest effects (UFORE) model is based on data collected in 50 US cities. Dollar values for air pollutants are based on externality costs or the costs to society such as rising health care costs per pollutant. For example, ozone is valued at $1,650 per ton and nitrogen dioxide is $6,750.

Acknowledgments for this Study

We gratefully acknowledge the support of the following agencies and business partners in conducting this study:

The USDA Forest Service
The City of Bellevue
ESRI for Geographic Information System software
ERDAS for remote sensing software

For More Information

AMERICAN FORESTS, founded in 1875 is the oldest national nonprofit citizens conservation organization. Its three centers—Global ReLeaf, Urban Forests, and Forest Policy—mobilize people to improve the environment by planting and caring for trees. Global ReLeaf for the Puget Sound is a regional campaign of AMERICAN FORESTS and part of its Global ReLeaf 2000 campaign to plant 20 million trees for the new millennium.

AMERICAN FORESTS' CITYgreen software provides individuals, organizations, and agencies with a powerful tool to evaluate development and restoration strategies and impacts on urban ecosystems. AMERICAN FORESTS provides regional training workshops and technical support for CITYgreen and is a certified ESRI developer and reseller of ArcView products. For further information contact:

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click on "Green Cities"

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A Framework for Strategic Urban Forest Management Planning and Monitoring

Abstract

With global climate change, ever-increasing urban populations and rapidly spreading invasive species and pests, the challenges facing urban forests today are immense. To address these challenges and achieve true sustainability, urban forest management programs need to transition from a reactive maintenance approach to one of proactive management. The clear solution is collaborative, long-term, strategic urban forest management planning. This paper outlines a three-tiered planning framework comprised of a high-level, 20-year strategic plan, with four five-year management plans, and twenty annual operating plans. The concept of active adaptive management is firmly embedded in this framework, providing managers with the opportunity to review the successes and shortcomings of their management activities on a systematic basis, and integrate new approaches or address new issues as required. The framework is further supported by a comprehensive set of criteria and indicators for performance assessment. These 25 criteria and indicators support the process of adaptive management by providing clear and consistent measures by which progress can be gauged, and are positioned as tools for improving the development and implementation of urban forest management plans over time. Finally, the flexibility of the framework and its applicability at different scales is highlighted with several case studies, including the development of strategic urban forest management plans for municipalities and golf courses.

Keywords:
adaptive management, canopy cover, criteria and indicators, municipal planning, relative canopy cover, sustainability, urban forestry

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Introduction

The benefits provided by healthy and well-managed urban forests are far-reaching and extensively documented (e.g. Dwyer *et al.*, 1992; McPherson, 1994; Simpson, 1998; Kuo, 2003; Wolf, 2004, Donovan and Butry, 2010). There are, however, many challenges currently facing trees in urban and peri-urban areas. Generous estimates suggest that the average lifespan of a typical urban tree is 32 years and that many newly planted trees do not survive their first year (Moll and Ebenreck, 1989). A number of factors contribute to such dismally short life spans and, as a result, few urban trees are ever able to reach their full genetic potential to provide important social, economic and environmental services for urban residents.

Cities and their surrounding areas are complex and dynamic entities. A wide range of decision-makers, stakeholders and interest groups are active in setting the agenda in most communities, and urban forest managers must compete with other interests for limited resources. In spite of the additional challenges posed by invasive species, development intensification, climate change and other stress factors, a solution to effective urban forestry in this context lies in good planning that balances the need for immediate action with the need for a long-term vision. Effective planning can support the development and implementation of proactive, as opposed to reactive, management approaches in a strategic and collaborative fashion. Proactive management leads to tangible results in the form of increased operational efficiency, risk reduction, increased urban forest canopy and leaf area, and perhaps most importantly, the sustained provision of ecological, social and economic benefits to urban residents and the greater environment.

The first part of this paper outlines the context for urban forest management planning and presents an effective twenty-year planning framework for use in the development of urban forestry strategies. The second part builds upon the work of Clark *et al.* (1997) and demonstrates how a comprehensive and practical set of monitoring criteria and indicators tailored to assess urban forest sustainability can improve management planning and

implementation. Finally, the paper explores how these tools have been applied in southern Ontario, Canada, to work towards achieving true urban forest sustainability in communities of various sizes.

The context for urban forest management today

The challenges to growing and maintaining healthy urban forests are numerous and, by necessity, must be addressed on a long-term horizon. Urban foresters must remember that they work on 'tree time.' Trees are a long-term investment, and successes and failures are rarely realised overnight because trees can take years to respond to stress factors or improvements designed to promote their health and longevity.

From a basic biological perspective, cities are difficult places to grow trees. Unlike in forests (where we all too often forget that trees come from), urban soils are typically of poor quality, limited in volume, and can be effectively sterile or even contaminated. Often heavily-modified, urban tree rooting environments are typified by low biological activity, poor nutrient availability, compacted pore space and a number of other problems (Urban, 2008). Simply put, good soil is in short supply. Furthermore, trees must compete for space with various forms of built infrastructure, such as roads, buildings and sewers. In many jurisdictions, these grey infrastructure components take precedence over trees and other forms of green infrastructure, which are seen as additional niceties to be included in urban designs where feasible and when budgets permit.

Compounding the difficulties associated with poor-quality growing sites and inadequate soils is the reality of urban intensification and development. In 2011, the world population is expected to exceed seven billion, with over half now residing in towns and cities (UNFPA, 2010). This influx of urban citizens places increasing stresses on existing trees and makes urban land a premium commodity. In many areas, planning regulations require intensification in urban centres and settlement areas in an attempt to curb urban sprawl. Paradoxically, this leaves little room for trees in the very places where they are most beneficial.

Finally, the additional stress factors presented by climate change will continue to affect urban forests (2degreesC, 2007; Colombo, 2008; Galatowitsch, *et al.* 2009). In highly-urbanised communities, climate change-related events such as periods of extended drought, extreme winds, high temperatures, and shifting species distribution patterns for both native and invasive species will further strain already-thin operating budgets.

The challenges outlined above, including poor urban soils, intensification and climate change, are just three of many factors weighing against urban forest sustainability. Others include invasive species, pests and pathogens, limited knowledge of proper tree care practices, poor public perception of trees, and inadequate maintenance and management practices, among others. No matter what the threat, it is clear that attention needs to be given to planning for the future health and enhancement of the urban forest resource in any community, as was previously noted by van Wassenaer, Schaeffer and Kenney (2000).

Any efforts to proactively manage urban forests to provide the greatest amount of benefits requires a targeted, strategic approach that is collaborative in nature and considers the wide range of stakeholders with interests in urban forest sustainability. Providing a framework for such a planning approach is one of the central objectives of this paper.

A strategic framework for urban forest management planning

While the pace of daily life in urban areas is often accelerated, trees in cities can be relatively slow to respond to physical damage and environmental changes, whether they are negative or positive. Similarly, municipal governments are rarely, if ever, able to quickly summon the financial and human resources necessary to make meaningful changes to urban forest operations and management. As such, a long-term planning horizon is needed in order to outline required action items, prioritize implementation, and accommodate long-term budget planning. Even with the best laid plans, unexpected occurrences such as long-term droughts, invasive pests, or worsening economic circumstances may force significant reprioritization of short- and medium-term operations. Planning on a longer time horizon can ensure that strategic objectives are still met.

Planning horizon and temporal framework

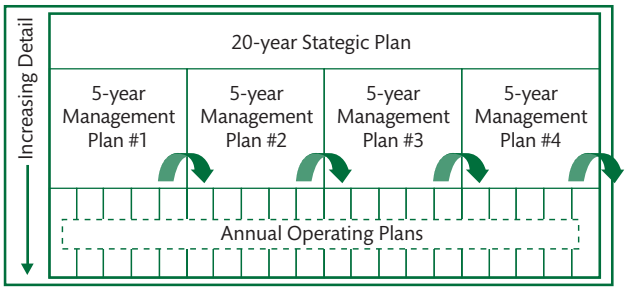
A number of municipalities in southern Ontario, Canada, have determined that a 20-year planning horizon is appropriate for planning a sustainable and healthy urban forest, and have developed plans using this framework. This timeframe enables short and medium-term financial and organisational planning, while maintaining an established overall strategic direction that will remain unchanged and

thus enable the community's vision for its urban forest to become realised.

While a long-term planning horizon is necessary to achieve urban forest sustainability, shorter-term objectives and day-to-day operations must be supported by more readily implementable directives. Therefore, an effective urban forest management plan must make clear links between long-term strategic directives, medium-term priorities, and day-to-day operational activities such as tree pruning or establishment.

This can be achieved through a three-tiered temporal framework (Figure 1) for urban forest management planning, wherein a **20-year strategic plan** is divided into four **five-year management plans**, which are further subdivided into **annual operating plans**.

Figure 1 Temporal framework for a strategic urban forest management plan.



The highest level of the urban forest management plan sets out the vision, goals and objectives to be achieved by the end of the planning horizon. This **20-year strategic plan** can be developed as a separate document from lower-level plans, and should provide connectivity to other relevant strategic documents and policies in the community. A vision, strategic objectives, and guiding principles should be developed in consultation with municipal staff, community members and other stakeholders such as local land developers, environmental groups and organisations, and representatives of other levels of government (i.e., regional councils). These goals and vision should guide the overall direction of plan development, and must therefore be developed early on in the process.

Effective urban forest management requires an end goal – a reason to justify the expense and complexity associated with the undertaking. While every community will develop its own vision for what its urban forest should look like and what benefits its residents will enjoy, a workable guiding objective is presented below, stating that the goal of any community's urban forestry program should be:

> "To optimise the leaf area of the entire urban forest by establishing and maintaining a canopy of genetically appropriate (adapted and diverse) trees (and shrubs) with minimum risk to the public, and in a cost effective manner."

Nested within the 20-year strategic plan are four **five-year management plans**. Each of these will be the first level of operational planning and represents the link between high-level strategic objectives and on-the-ground management activities. This level of planning also presents the opportunity to implement active adaptive management, defined by the Millennium Ecosystem Assessment project (2005) as:

"A systematic process for continually improving management policies and practices by learning from the outcomes of previously employed policies and practices. In active adaptive management, management is treated as a deliberate experiment for the purpose of learning."

This concept recognizes that urban forests are complex, dynamic entities and that while managers may not always be able to predict changes, they must be prepared to accommodate such changes while still working towards broader goals for the management of the resources in their care. Through active adaptive management, a problem is first carefully assessed and a strategy or approach is designed and implemented to address it. The results of the approach are then monitored in a systematic manner and any adjustments are made based on the experience gained and new information that has become available. The adjusted approach is implemented and the evaluation cycle continues for as long as is necessary to accomplish the goals or to accommodate changing environmental, social, or policy directions. This is achieved through the review of each five-year management plan near the end of its planning horizon, and subsequent five-year management plans are based upon the results of these reviews. Therefore, the intention is not to attempt to develop all four plans at once; but to develop them sequentially in response to lessons learned and, if applicable, changing priorities. This is represented graphically by the arrows connecting each five-year management plan shown in Figure 1.

The final level of planning is the **annual operating plan,** which directs day-to-day operations and can be used to project budget requirements for all aspects of maintaining the urban forest. Each annual plan may include detailed plans for tree establishment, pruning, removals, inspections and maintenance of the tree inventory. Such activities should be guided by directions outlined in the strategic and five-year plans. Initially, annual operating plans will need to

address priorities derived from a community's tree inventory, but as these are addressed over time, more effort can be focused on proactive management objectives. Annual operating plans can be integrated with a community's asset management system and GIS information technology to optimise resource allocation. For example, planting locations can be mapped on a municipal GIS to inform all related staff about the future location of street or park trees to help plan future maintenance activities.

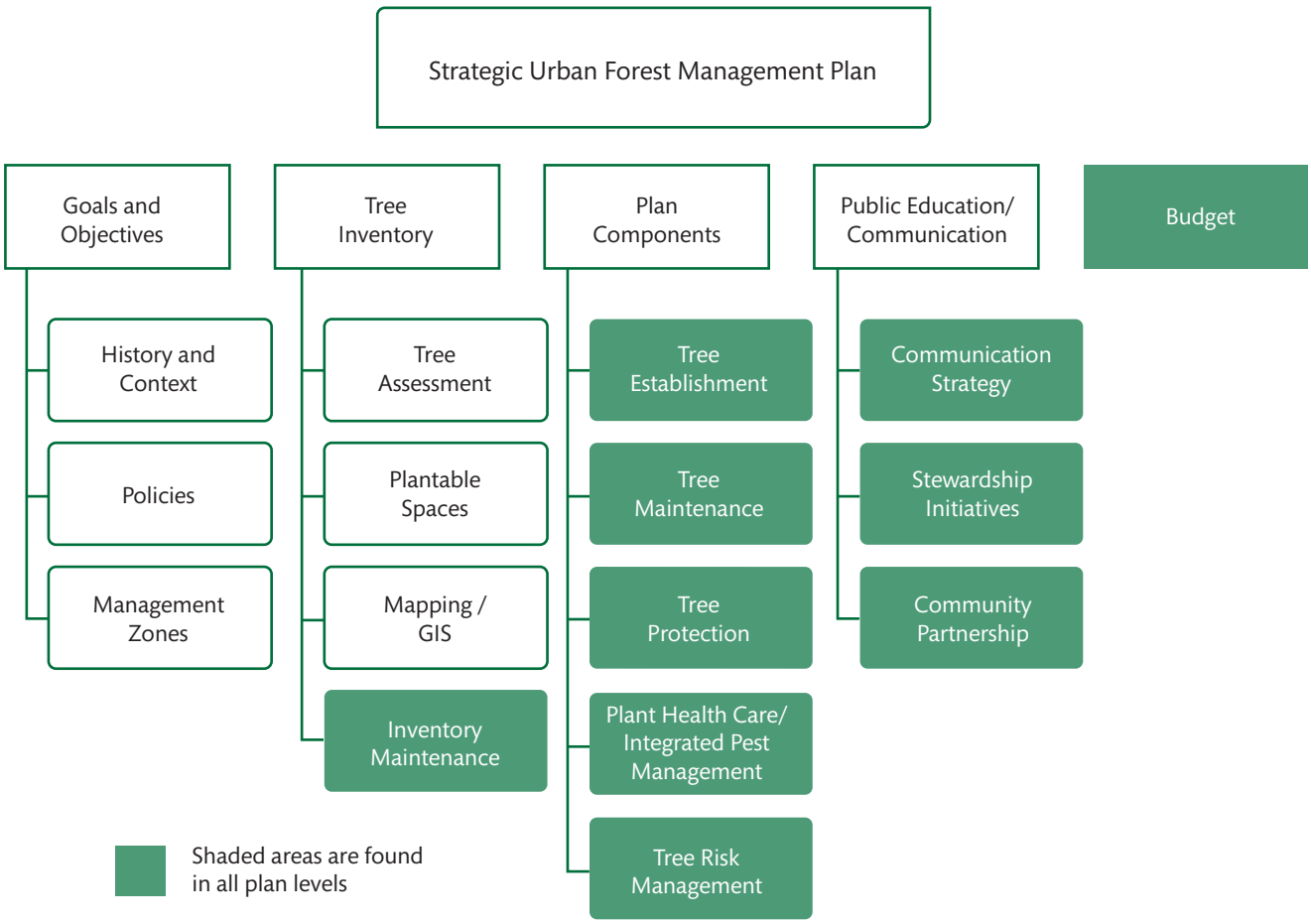
Key urban forest management elements

Several key themes and issues should be addressed as components of any urban forest management plan, and some must be addressed at all three (20-year, five-year and annual) planning levels. The content and scope of each plan component can vary depending on a variety of factors specific to the community undertaking the planning process. These factors may include the community's urban forest objectives; its historic, current and anticipated land use cover; the degree to which it has already begun to undertake urban forest management; available resources; the level of stakeholder and community interest; and the willingness of the community and its residents to invest in the local urban forest.

Figure 2, below, represents the basic structure of a typical urban forest management plan developed using the framework outlined in this paper. The top row (the overall plan) is divided into five key components, which are further sub-divided into different topic areas, or planning components. As stated, these will vary and should be tailored to each municipal context.

As noted above, some of these components (shaded in Figure 2) are addressed at each planning level. To illustrate how these components can be addressed at each level, let us consider the example of tree establishment. On a long-term horizon (20-year strategic plan), the plan can set long-term objectives such as increasing species diversity, developing improved tree planting standards, or increasing tree canopy cover through tree planting. At the medium-term (5-year management plan) level, the plan can commit to implementing pilot projects to test new tree species or

Figure 2 Typical components of a strategic urban forest management plan.



planting methods, or might identify particular locations for targeted planting to provide specific benefits (e.g., more trees in urban heat island areas.) At the annual operating plan level, operations staff might prepare planting lists and locations for next year's plantings to ensure adequate budget and staff allocations that address the mid and long-term objectives.

Conversely, other components (not shaded in Figure 2) may or may not need to be addressed at each planning level. For example, there may not be a need to plan for coordination with higher level management policies during day-to-day operations, and these would therefore not be considered in the development of an annual operating plan.

In order to effectively develop and support recommendations designed to improve urban forest management, each plan component must contain four elements to inform the recommendations. The first element is a review of current management practices and policies in the community, with regard for the particular subject area in question. The second is a review of relevant 'best management practices' from scientific and technical literature and precedents from other jurisdictions. The third component should compare the current status to best practices, and identify gaps and opportunities for improvement. Finally, the fourth component should review and consider input and ideas from the various internal and external stakeholders, typically garnered through a multi-part consultative process. This information provides the background and rationale for recommendations and resource requirements proposed in the management plan.

The key sections of a typical urban forest management plan are outlined in more detail, below.

Urban forest / tree inventory

As is the case with any renewable resource, an inventory is an essential tool for the development of management strategies. It will identify details of the structure of the urban forest, which are necessary for the planning of management activities to achieve specific goals. These details may include species composition, the mixture of native and non-native species, age structure, tree condition, location, size, management history, and habitat. Inventories may also reveal other valuable assets such as the presence of rare or endangered species that may otherwise be overlooked. A wide range of inventory options are available, from basic street tree assessments to broader urban forest resource analysis studies (e.g., i-Tree Eco), which can provide a better understanding of urban forest structure and function in both the public and private realm. The type of inventory used may also vary depending upon the extent of urban forest management in a given area. For example, intensively-managed zones such as streets may have a higher level of inventory detail (e.g. individual tree assessment) than extensively-managed zones such as natural areas (e.g., forest stand inventory or ecological classification).

Communities with well-developed inventories may develop much of the management direction based upon the results of such studies in this section of the plan. Communities with limited or no inventories may direct the plan towards collecting such data in order to inform future management. A key component of the tree inventory section should also be an inventory maintenance plan, outlining how the inventory will be updated and used to its fullest capacity on an ongoing basis.

Tree establishment

At the level of the strategic plan, tree-planting priorities should reflect overall objectives with respect to tree cover, species distribution, tree replacement policies, stock specifications, habitat requirements, and other considerations. At the management plan level, planting plans can be drawn up once an accurate assessment of the plantable spots is determined from the inventory or from other means of spatial analysis. Innovative approaches to providing suitable tree habitat should also be identified and recommendations to implement them should be developed.

Tree maintenance

At the level of the strategic plan, the plan should establish overall goals for tree maintenance such as pruning, and define the minimum standards to be applied. Objectives to enable a transition from reactive to proactive management, including grid pruning, regular inspection, etc., should be developed. In the medium-term management plan, the plan should identify the areas in which tree maintenance will take place over the five-year term.

Tree protection

This section should review current practices and threats related to tree protection and the municipal development approval process (if applicable) with respect to trees and tree protection. This section may also discuss existing, proposed or potential tree protection by-laws as well as tree-related guidelines for protection during the construction process.

Plant Health Care and Integrated Pest Management

The urban environment is hostile to the long-term health of trees and shrubs. Environmental stresses both above and below ground weaken natural defence systems and leave plants prone to insect infestations and diseases. Plant Health Care (PHC) and Integrated Pest Management (IPM) planning should be an integral part of any strategic plan. PHC is a proactive approach to tree management that strives to increase the health and vigour of trees such that their natural defence mechanisms will protect them. IPM includes similar aspects, with a focus on reducing pesticide use and managing and monitoring pest populations. Some aspects of PHC and IPM are:

- Proper tree selection: the right tree in the right place;
- Early pruning of young trees to establish strong structure for long-term stability;
- Fertilisation and watering according to the soil conditions and the species requirements;
- Structural support systems;
- Utilising an array of cultural practices and biological controls to reduce the use of fungicides, pesticides and herbicides;
- Pest vulnerability analysis;
- Regular monitoring and reporting, and;
- Active adaptive management.

Tree risk management

Liability is a major concern for urban forest managers. At the strategic level, the plan should commit to developing a tree risk management strategy if one is not already in place, tailored to available resources and tolerance for risk. At the five-year management plan and annual operating levels, the plan should identify risk trees and outline implementation of mitigation practices.

Outreach and public engagement

Effective communication is a vital part of urban forest management. In most jurisdictions, the urban forest is an 'unknown' entity that both the public and administrators take for granted rather than recognize as an important municipal and community asset. In many communities most of the urban forest is privately-owned. Therefore, an educational communications and outreach program for the community should be developed and implemented in order for urban forest management to be effective. This component should also outline existing and potential partnerships and funding sources.

Budget

At the strategic level, items that must be considered in management and operational plans will be ascertained. The initial budget available to the urban forest management process will help to focus or prioritise the issues that can be addressed. Sources of funding, as well as opportunities for resource sharing, should also be identified. It is important to note that while recommendations should be realistic from a budgetary standpoint, current available resources should not limit or guide the direction of the plan, or prevent the development of progressive initiatives and recommendations.

Monitoring

This section of the plan should include mechanisms for monitoring the implementation of the plan's recommendations and assessing successes and shortcomings. It is recommended that a criteria and indicators based approach to monitoring, as outlined in the following section of this paper, be used at the end of every management plan (i.e., five-year) cycle. This section should also include the baseline criteria and indicators based analysis to provide a benchmark of the state of the urban forest prior to the development and implementation of the plan.

Recommendations

In keeping with the proposed plan framework, it is suggested that recommendations to be implemented within the first five years be supported with accurate budget forecasts, clear priority rankings, delineation of responsibilities, and other supporting information such as potential partnerships, funding sources, etc. Recommendations for implementation in the remaining years of the strategic horizon can be supported by a priority ranking or a time range (e.g., 2015-2019), or can be slotted into one of the future five-year management plans (e.g., within 3rd planning cycle).

Integrating criteria and indicators into strategic planning

A progressive urban forest management plan should include recommendations that improve the effectiveness and efficiency of a community's urban forestry program, moving it from reactive maintenance to proactive management. However, the concept of active adaptive management embedded in such a plan necessitates regular monitoring to ensure that progress is being made towards urban forest

sustainability. A means of defining sustainability is also required. For these reasons, the framework of criteria and indicators of urban forest sustainability, developed by Clark *et al.* (1997) and refined and updated by Kenney, van Wassenaer and Satel (2011), is well-suited for integration into the development and implementation of an urban forest management plan for any community.

The publications referenced above have discussed criteria and indicators in detail, and they will not be greatly expanded upon in this paper. In summary, this approach to planning includes 25 distinct criteria under three general topics (Vegetation Resource, Community Framework and Resource Management Approach). A community's current standing relative to each criterion is assessed by means of four indicators, ranging from low through moderate, good or optimal. Each indicator refers to a key objective; moving along the scale from low to optimal for each criterion places the community closer to achieving a sustainable urban forest. Table 1 shows three example criteria and their related indicators and key objectives.

A major strength of the criteria and indicators approach is that it enables an in-depth and comprehensive assessment of the current status and progress of an urban forest management program. It also challenges the all-too-prevalent notion that overly-simplistic metrics such as canopy cover percentage or the number of trees planted per year are, in and of themselves, good indicators of urban forest sustainability. Moreover, a criteria and indicators assessment illustrates the strengths of a community's urban forest management program, and more importantly, clearly highlights opportunities for improvement. This in turn enables managers to more effectively allocate limited resources with the objective of moving towards optimal performance levels and sustainability.

Criteria and indicators are most useful at two stages of the management planning process. Firstly, they can be used to undertake a baseline assessment of the current status of a community's urban forest and forestry operations. Secondly, they are an invaluable tool for tracking the successes and shortcomings of each of the five-year management plans discussed in the previous section, in order to inform goal setting and prioritisation for each subsequent planning horizon.

As a method for undertaking a baseline assessment, criteria and indicators are typically reviewed at the outset of the management planning process by a community's head urban forester, or preferably by an inter-departmental committee including staff such as engineers, planners, communications personnel and information technologists. Outside of the municipal realm, criteria and indicators can be reviewed by the various stakeholders who are in a position to inform and improve the indicators. Completing the level of assessment

Table 1 Three example criteria for urban forest sustainability with associated indicators and key objectives.

Criteria	Performance Indicators				Key Objectives
	Low	Moderate	Good	Optimal	
Relative Canopy Cover	The exiting canopy cover equals 0-25% of the potential.	The existing canopy cover equals 25-30% of the potential.	The existing canopy cover equals 50-75% of the potential.	The existing canopy cover equals 75-100% of the potential.	Achieve climate and region appropriate degree of tree cover, community wide.
General awareness of trees as a community resource	Trees seen as a problem, a drain on budgets.	Trees seen as important to the community.	Trees acknowledged as providing environmental, social and economic services.	Urban forest recognised as vital to the communities environmental, social and economic well-being.	The general public understanding the role of the urban forest.
Tree habitat suitability	Trees planted without consideration of site conditions.	Tree species are considered in planting site selection.	Community-wide guidelines are in place for the improvement and the selection of suitable species	All trees planted in sites with adequate soil quality and quantity, and growing space to achieve their genetic potential.	All publicly owned trees are planted in habiats which will maximise current and future benefits provided to the site.

required to determine the appropriate indicator for each criterion may take some time and effort, but is an effective way to set the priorities for the strategic management plan. Once the baseline performance assessment is completed, the planning effort may focus on moving the lowest assessed criteria towards the optimal range. Alternately, managers can choose to prioritise management to address the key objectives that are most closely in line with broader community strategic objectives. Finally, the assessment may serve as an information-gathering exercise; simply going through a collaborative assessment process will provide managers with invaluable insight into the state of the urban forest and the perspectives of other stakeholders.

Criteria and indicators are also a key component of the active adaptive management cycle. Near the end of each five-year management plan's scope, urban forest managers can use the criteria and indicators to evaluate the strategic plan by tracking in which direction the indicators for each criterion have transitioned on the scale, if at all. Then, by comparing where recommendations and resource allocations were initially focused relative to successes and shortcomings, alternate strategies can be developed as required.

Practical applications of the strategic planning framework

To date, the strategic management planning framework and criteria and indicators have been adopted by several municipalities in southern Ontario, Canada, as part of the process of developing each community's urban forest management plan. Each community's experience has been unique, and the differences in each case highlight the flexibility of the conceptual and temporal framework presented here.

Two distinct examples of the application of the strategic planning framework are the Town of Ajax and the City of Burlington. Located to the east and west, respectively, of the most populous city in Canada – Toronto – both municipalities have dedicated and skilled urban forest managers, but differ in terms of the resources available for urban forestry, with Ajax having the smaller urban forestry program. Both municipalities undertook the plan development process in 2010, albeit with markedly different approaches.

Ajax's focus was strongly geared towards developing a medium-term plan to improve on-the-ground operations within the first five years, with fewer long-term strategic objectives or recommendations. To this end, much of the up-front consultation, such as visioning sessions and goal-setting, was undertaken by municipal staff internally and with key stakeholders well in advance of developing the plan. In Ajax, the plan development had the benefit of being informed by a recently completed urban forest study that collected and analyzed data on overall urban forest cover, structure and species composition. This study developed its recommendations in the context of the urban forests sustainability criteria and indicators (Kenney *et al.*, 2011) and highlighted gaps in areas such as tree inventory, canopy cover and leaf area assessment. Criteria and indicators were then recommended for use as part of the urban forest monitoring program, to be implemented towards the end of the first five-year management plan to inform the subsequent plan.

The City of Burlington adhered more rigorously to a three-level strategic planning framework, with a focus on both short and medium-term operational improvement as well as more long-term strategic objectives. Consultations were held throughout the planning process, with internal and external stakeholders being given an opportunity to participate extensively in the visioning process, development of strategic priorities, and review of recommendations. There was also a strong desire to maintain consistency with the direction of the City's overall strategic plan, which is updated every four years. Unlike in Ajax, a preliminary criteria and indicators assessment was undertaken at the outset of the project, and helped inform the direction of the plan by highlighting key gaps and issues to be addressed. As in Ajax, criteria and indicators also form the main component of the active adaptive management strategy to measure the success of plan recommendations in promoting urban forest sustainability.

Overall, the experiences of developing urban forest management plans for the two communities discussed above, as well as the final products, were quite different. Both municipalities tailored the framework requirements to better suit their needs, illustrating the flexibility of the strategic model. Whereas one community focused more on short- to medium-term operational improvements, and the other on long-term strategic objectives, in neither plan were any key urban forestry issues overlooked or given less than the necessary level of attention or detail. This is due in part to a strategic framework that clearly identifies the important items for all urban forest managers to consider, and outlines the appropriate planning horizons to enable effective management actions to be implemented.

Although this paper focuses on the use of the planning and monitoring framework in the municipal realm, they can also be applied in other urban forest management contexts. The same plan framework has been successfully tailored by

other stewards of the urban forest, which, although they manage fewer trees, contend with many similar issues. These have included large landholders such as golf and country clubs. Issues such as cyclical maintenance, tree establishment, protection and risk management, invasive species, and even community stewardship and public awareness, are equally relevant and pressing for such institutions as they are for municipalities, albeit on a smaller scale. Planning horizons may or may not be as long as for municipalities; some courses have elected to shorten their long-term plans to ten years, while others have maintained a twenty-year frame of reference.

In the context of golf course tree management, a number of criteria may not be useful, applicable or practical. For instance, assessing the relative canopy cover on golf course grounds has little utility since landscaping needs typically take precedence on such lands and obtaining full canopy cover is not practical. Many others, however, remain as important as they do for municipalities. These include tree species diversity, cooperation with local governments, and community buy-in into tree management, among others.

Adoption of this strategic framework and monitoring approach by smaller institutions and landowners further highlights the model's flexibility. Similarly, the framework has been implemented by at least one municipality to neighbourhood scale planning, with city staff and resident representatives working jointly on a steering committee to develop and implement plan recommendations. This pilot project is still in its infancy and the success of this application is yet to be determined, but it holds promise, and the process itself is a good opportunity for neighbourhood residents to become more engaged in their part of the urban forest. The same community is looking for ways to tailor the criteria and indicators approach to undertaking a gap analysis for management of a significant natural area. It is anticipated that many of the current criteria will need to be replaced, while some will be equally applicable as they are to urban forest management.

Concluding remarks

In this paper, we have presented a temporal and contextual framework for strategic urban forest management planning and reviewed how a comprehensive monitoring framework can be integrated into the plan development and review process.

The three-tiered framework is well-suited to addressing the challenges faced by urban forests through planning for at least three reasons. Firstly, it enables real linkages between long-term, high level strategic objectives and daily on-the-ground management and maintenance activities, by way of intermediate management plans. Secondly, it is flexible enough to enable a community, or others involved in planning, to tailor it to suit their needs, while ensuring that important topic issues are not overlooked. Thirdly, with built-in mechanisms to ensure adaptive management by way of management plan review, progress towards achieving urban forest sustainability is, if not ensured, then greatly enhanced. With the integration of criteria and indicators, this planning approach effectively addresses urban forest management and sustainability issues on a long-term horizon.

The challenges to urban forests are clear and undeniable. It is our hope that more communities, institutions and landowners recognize the value of a strategic and collaborative approach to urban forest planning so that future generations might enjoy all of the important benefits that trees provide us with today.

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A MODEL OF URBAN FOREST SUSTAINABILITY

by James R. Clark, Nelda P. Matheny, Genni Cross and Victoria Wake

Abstract. We present a model for the development of sustainable urban forests. The model applies general principles of sustainability to urban trees and forests. The central tenet of the model is that sustainable urban forests require a healthy tree and forest resource, community-wide support and a comprehensive management approach. For each of these components, we present criteria and indicators for assessing their status at a given point in time. The most significant outcome of a sustainable urban forest is to maintain a maximum level of net environmental, ecological, social, and economic benefits over time.

Creation and management of urban forests to achieve sustainability is the long-term goal of urban foresters. The notion of sustainability in urban forests is poorly defined in both scope and application. Indeed, the question of how to define sustainability, and even whether it can be defined, is an open one (9, 12). At a simple level, "a sustainable system is one which survives or persists" (5). In the context of urban forests, such a system would have continuity over time in a way that provides maximum benefits from the functioning of that forest.

Since there is no defined end point for sustainability, we assess sustainability by looking backwards, in a comparative manner (5). In urban forests, we measure the number of trees removed against those replanted or regenerated naturally. In so doing, we assess progress towards a system that "survives or persists." Therefore, our ideas of sustainability are "really predictions about the future or about systems . . . (5)."

This paper presents a working model of sustainability for urban forests. We describe specific criteria that can be used to evaluate sustainability, as well as measurable indicators that allow assessment of those criteria. In so doing, we accept sustainability as a process rather than a goal. As suggested by Kaufmann and Cleveland (12) and Goodland (5), we consider social and economic factors as well as natural science. Goodland believed that "general sustainability will come to be based on all three aspects" (social, economic and environmental). Maser (14) described sustainability as the "overlap between what is ecologically possible and what is societally desired by the current generation", recognizing that both will change over time.

Therefore, our approach integrates the resource (forests and their component trees) with the people who benefit from them. In so doing, we acknowledge the complexity of both the resource itself and the management programs that influence it. We also recognize that communities will vary in both the ecological possibilities and societal desires.

Defining Sustainability

In developing a model of sustainable urban forests, we first examined how other sustainable systems were defined and described. Although we have concentrated on forest systems, other examples were considered. While some principles of sustainable systems were directly applicable to urban forests, others require modification or were in conflict with the nature of urban forests and forestry.

The Brundtland Commission Report (21) has generally served as the starting point for discussion about sustainable systems. It defined sustainable forestry as:

"Sustainable forestry means managing our forests to meet the needs of the present without compromising the ability of future generations to meet their own needs by practicing a land stewardship ethic which integrates the growing, nurturing and harvesting of trees for useful products with the conservation of soil, air, and water quality, and wildlife and fish habitat."

Both Webster (22) and Wiersum (23) examined this definition from the perspective of forest management. They recognized that issues of *what* is to be sustained and *how* sustainability is to be implemented are unresolved. Wiersum (23)

acknowledged the historical focus on sustaining yield and its recent broadening to sustainable management. Webster (22) suggested a need for focus on the issue of *scale:* the size of the area or space to be included.

Further refinements in the Brundtland Commission's definition of sustainability were made by Salwasser (16) and Sample (17). Salwasser (16) described sustainability as:

"Sustainability means the ability to produce and/or maintain a desired set of conditions or things for some time into the future, not necessarily forever."

Salwasser (16) included environmental, economic and community based components, acknowledging that sustainability is not simply a resource matter. He also stressed that the goals and objectives for forest management cannot exceed the biological capacity of the resource, now and into the future.

Sample (17) focused more closely on forest management, emphasizing the need for shared vision among diverse property owners. In a workshop on ecosystem management, Sample described sustainable forestry as:

"Management and practices which are simultaneously environmentally sound, economically viable and socially responsible."

Some definitions of sustainable forests are not directly applicable to urban settings. For example, the description presented at the conference on Sustainable Forestry (18) included comments about capacity for self-renewal. Since regeneration of urban forests must occur in a directed, location-specific manner, use of such a definition is inappropriate.

Other definitions consider the goal of sustainable forests in a manner inconsistent with our concept of urban forests. Thompson *et al.* (20) described sustainability as "programs that yield desired environmental and economic benefits without wasteful, inefficient design and practices." While these authors were interested in urban settings, their approach was limited to municipal forestry programs rather than city-wide processes or results. Dehgi *et al.* (6) focused on California's native Monterey pine forest and restricted their definition of sustainability to that system. Moreover, their interest was limited to sustaining the "natural dynamic genetic process." In another approach, the American Forest and Paper Association's Sustainable Forestry Initiative (1) is largely aimed at industrial forest practice and products. This focus on industrial forestry seems largely incompatible with urban environments.

Given the examples noted above, the role of humans in sustainable systems (including forests) is generally accepted. However, Botkin and Talbot (2) (as criticized by Webster) argued that sustainable development of tropical forests requires non-disturbance by humans. Again, this idea is incompatible with urban forests.

Applying Concepts of Sustainable Forests to Urban Forests

In moving the concepts of sustainable development of forests towards implementation and practice, Webster (22) raised several significant questions. We have considered these questions from the urban forest perspective:

What objects, conditions, and values are to be sustained?

In urban areas, we focus on sustaining net benefits of trees and forests at the broadest level. We are sustaining environmental quality, resource conservation, economic development, psychological health, wildlife habitat, and social well-being.

What is the range of forest activities that contribute to sustainable development?

Simply put, urban forests require a broad set of activities, from management of both single trees and large stands to education of the community about urban forests and development of comprehensive management plans.

What is the geographic scale at which sustainable development can be most usefully applied?

Political borders do not respect biology (and vice versa). Principles of ecosystem management argue for a scale based on ecological boundaries such as watersheds. However, cities form discrete political, economic and social units. We must respect the reality that political borders may be more significant to management than ecological boundaries. Urban forestry programs work within

this geographical framework.

For this project and model, we have chosen to focus on the city and its geographic limits. While this approach may violate some of the biological realities of forest stands, it logically reflects the jurisdictional boundaries and typical management units found in cities. The more common alternative approach, working with ecosystems, is not without problems of definition and scale (7).

What is the relationship of sustainable development for (urban forests) to new technology, effectively applied research and investment in forest management?

Urban forests stand to benefit tremendously from new technology, information and investment. Not only will the ability to select and grow trees in cities be enhanced, but the ability to quantify the benefits accrued by their presence will expand.

Wiersum (23) provided an in-depth look at sustainability in forest systems, noting the long history of the concept in forest practice. Many would argue that the concept of sustained yield is not equivalent to sustainable development. Gatto (9) discusses this fact at length. However, Wiersum (23) observed the evolution of forest sustainability towards multiple use, biological diversity, mitigating climate change and socioeconomic dimensions. Wiersum summarized four concepts involved with sustainable forest management as maintenance or sustenance of:

- forest ecological characteristics
- yields of useful forest products and services for human benefit
- human institutions that are forest-dependent
- human institutions that ensure forests are protected against negative external institutions.

A similar perspective on sustainable forest management (13) described the measurable criteria as:

- desired future condition (the vision of the forest in the future)
- sustained yield
- ecosystem maintenance
- community (city) stability

Keene (13) also noted that these principles can be practiced in traditional forest management. Products derived from forests in which sustainable forest management is practiced may receive a third-party certification as such, in a manner similar to certification of organically-grown produce.

Maser, (14), Wiersum (23) and Charles (4) all argued that a sustainable forest would include biological, social and economic issues. For example, from the perspective of a fishery resource, sustainability is the simultaneous pursuit of ecological, socioeconomic, community and institutional goals (4). In Maser's view of ecological sustainability, the goals and needs of society must reflect the potential of the resource to meet them. This idea may be universal for sustainable development and must certainly be for urban forests.

This approach can be directly applied to cities, for we want urban forests to contribute to environmental, economic and social well-being. We need not sacrifice one goal in pursuit of another. Trees reduce atmospheric contaminants at the same time that they enhance community well-being. While there may be conflicts in specific situations (eg. planting trees under utility lines or using invasive species), in general, all of the broad goals for urban forest sustainability are compatible with the others. In this sense, when we focus on appropriate management of trees and urban forests, where management activities take place with community-supported goals and objectives, we focus on sustaining a broad range of values.

We also concur with Charles' (4) conclusion that sustainability can only be achieved when:

- Control is local (for fisheries, community and region-wide)
- Management is adaptive, recognizing the dynamic resource and its complexity
- Property rights are respected

In summary, a wide range of definitions for sustainable development have been derived from the original concept of the Brundtland Commission. No universally accepted derivation has arisen for forestry. Despite this problem, progress has been made in identifying criteria and markers for success.

Characteristics of Urban Forest Sustainability

Given the general characteristics of sustainable systems and the specific nature of urban forests, we identified 4 principles to which any model of sustainability must adhere.

1. Sustainability is a broad, general goal. While we may be able to describe the desired functions of a sustainable urban forest, we cannot yet design the forest to optimize them. Although we know that urban forests act to reduce atmospheric contaminants, we do not yet know how to design those forests to maximize that function. However, we accept that existing urban forests provide these functions to some degree. Trees in cities serve to improve community well-being, reduce the urban heat island, eliminate contaminants from the atmosphere, etc. While there are costs involved in planting, maintaining and removing trees in cities, in a sustainable urban forest the net benefits provided by these functions are greater than the costs associated with caring for the forest. A sustainable urban forest provides continuity of these net benefits over time and through space. We therefore have decided to recognize the general character of sustainable systems and develop steps that form such a system in urban areas.

2. Urban forests primarily provide services rather than goods. Descriptions of sustainable systems usually focus on the goods that system provides, i.e. sustained yield. Forests provide fuel and fiber, agronomic systems provide food and fiber, fisheries provide food, etc. In such examples, goods are the primary output.

In contrast, goods comprise a rather limited output of the urban forests. The most important outputs are services, such as reducing environmental contamination (from removing atmospheric gases to moderating storm water runoff), improving water quality, reducing energy consumption, providing social and psychological well-being, providing for wildlife habitat, etc. These services, or benefits, are provided in two ways: 1) direct (shading an individual home, raising the value of a residential property) and 2) indirect (enhancing the well-being of community residents).

In planting and maintaining sustainable urban forests, we should strive for a balance among all benefits and not maximize the output of one service at the expense of all others. For example, one of the benefits that urban forests provide is wildlife habitat. Maintaining the largest wildlife habitat possible could conflict with other services, such as limiting economic development from property development or creating conflicts with humans.

3. Sustainable urban forests require human intervention. One of the wonderful characteristics of natural systems is their capacity for self-maintenance. Sustainable forests, farms and fisheries take advantage of this fact by harvesting some limited segment of the resource, often with a period of rest to allow renewal and replacement. The Brundtland Commission Report (21), Maser (14) and Charles (4) emphasized this critical aspect of the resource to be sustained. For example, Goodland (10) defined environmental sustainability as "maintenance of natural capital." Maser noted that a biologically sustainable forest is the foundation for all other aspects of a sustainable system. In forestry, there can be no sustainable yield, sustainable industry, sustainable community or sustainable society without a biologically sustainable resource. As Charles put it (for fisheries), "If the resource goes extinct, nothing else matters."

Many (but not all) urban forests are a mosaic of native forest remnants and planted trees. The native remnants may have some capacity for self-renewal and maintenance, particularly in greenbelts and other intact stands. However, the planted trees have essentially no ability to regenerate *in place*. Therefore, we must accept, acknowledge and act on the fact that urban forests (particularly in the United States) may have a limited ability to retain or replace biological capital (to use Maser's term). This is particularly the case when we desire that regeneration occur in a manner appropriate for human benefits. Indeed, unwanted tree reproduction may actually have a net cost for control and eradication programs.

Sustainable urban forests cannot be separated from the activities of humans. Such activity can be both positive and negative. In the latter case, creation and maintenance of urban infrastructure

can be extremely destructive and disruptive. In essence, we superimpose cities atop forests. The greater the imposition, the less natural the forests appear and function (D. Nowak, personal communication).

The adverse impacts of humans can be mitigated by positive actions such as planning, planting, and management; all occurring with common commitment and shared vision. We cannot separate sustainable urban forests from the people who live in and around them. In fact, we want to meld the two as much as possible.

The implications of this principle are far-reaching. First, urban forests require active, consistent, continuing management. The accrual of net benefits can only occur when adequate and reasonable care is provided. Second, tree managers (both public and private) must involve the surrounding community in decisions and actions regarding urban forests. We do not suggest abdicating responsibility on the part of tree managers; we advocate sharing it.

4. Trees growing on private lands compose the majority of urban forests. While publicly - owned trees (primarily in parks and along streets and other rights-of-way) have been the long-standing focus of urban forestry, they comprise only a portion of the urban forest. An estimated 60 - 90% of the trees in urban forests in the United States are found on privately owned land (see 19; also G. McPherson, pers. communication). Therefore, sustainable urban forests depend to a large degree on sustainable private forests.

If we consider further that trees probably are not evenly distributed among all private land-holders, then we may also conclude that a small number of land owners and managers may be responsible for a large fraction of urban trees. For example, universities, business parks, corporate campuses, commercial real estate, autonomous semi-public agencies, utilities, etc. may manage large numbers of trees. The success of any effort at sustainability must include their participation and commitment.

However, small private landholdings, particularly residential properties, may also constitute a significant fraction of community trees. Their contribution to the urban forest must be considered in any effort towards sustainability.

Defining Sustainable Urban Forests. Applying these 4 principles leads to the following definition of a sustainable urban forest:

"The naturally occurring and planted trees in cities which are managed to provide the inhabitants with a continuing level of economic, social, environmental and ecological benefits today and into the future."

Applying this definition in urban areas requires accepting 3 ideas:

1. Communities must acknowledge that city trees provide a wide range of net benefits. Planting, preserving and maintaining trees is neither simply a good thing nor an exercise. Rather, urban forests are essential to the current and future health of cities and their inhabitants.

2. Given the goal of maintaining net benefits over time, the regeneration of urban forests requires intervention and management by humans. To quote David Nowak, "people want and need to direct the renewal process because natural regeneration does not meet most urban needs." Therefore, urban forests cannot be sustained by nature, but by people.

3. Sustainable urban forests exist within defined geographic and political boundaries: those of cities. Moreover, sustainable urban forests are composed of all trees in the community, regardless of ownership.

A Model of Urban Forest Sustainability

Given the 3 premises listed above, we developed a model of urban forest sustainability which is founded on three components: 1) vegetation resource, 2) a strong community framework and 3) appropriate management of the resource. Within each component are a number of specific criteria for sustainability (see Tables 1, 2 and 3).

1. Vegetation resource. The vegetation resource is the engine that drives urban forests. Its composition, extent, distribution, and health define the limit of benefits provided and costs accrued. As dynamic organisms, urban forests (and the trees that form them) change over time as they grow, mature and die. Therefore, sustainable urban forests must possess a mix of

Table 1. Criteria of urban forest sustainability for the Vegetation Resource.

Canopy cover	Achieve climate-appropriate tree cover, community-wide.	Though the ideal amount of canopy cover will vary by climate and region (and perhaps by location within the community, there is an optimal degree of cover for every city.
Age distribution	Provide for uneven age distribution.	A mix of young and mature trees is essential if canopy cover is to remain relatively constant over time. To insure sustainability, an on-going planting program should go hand in hand with the removal of senescent trees. Some level of tree inventory will make monitoring for this indicator easier. Small privately owned properties pose the biggest challenge for inclusion in a broad monitoring program.
Species mix	Provide for species diversity.	Species diversity is an important element in the long-term health of urban forests. Experience with species-specific pests has shown the folly of depending upon one species. Unusual weather patterns and pests may take a heavy toll in trees in a city. It is often recommended that no more than 10% of a city's tree population consist of one species.
Native vegetation	Preserve and manage regional biodiversity. Maintain the biological integrity of native remnant forests. Maintain wildlife corridors to and from the city.	Where appropriate, preserving native trees in a community adds to the sustainability of the urban forest. Native trees are well-adapted to the climate and support native wildlife. Replanting with nursery stock grown from native stock is an alternative strategy. Planting non-native, invasive species can threaten the ability of native trees to regenerate in greenbelts and other remnant forests. Invasive species may require active control programs.

species, sizes and ages that allows for continuity of benefits while trees are planted and removed (Table 1).

The vegetation resource of a sustainable urban forest is one that provides a continuous high level of net benefits including energy conservation, reduction of atmospheric contaminants, enhanced property values, reduction in storm water run-off,

Table 2. Criteria of urban forest sustainability for the Community Framework.

Public agency cooperation	Insure all city departments operate with common goals and objectives.	Departments such as parks, public works, fire, planning, school districts and (public) utilities should operate with common goals and objectives regarding the city's trees. Achieving this cooperation, requires involvement of the city council and city commissions.
Involvement of large private and institutional landholders	Large private landholders embrace city wide goals and objectives through specific resource management plans.	Private landholders own and manage most of the urban forest. Their interest in, and adherence to, resource management plans is most likely to result from a community-wide understanding and valuing of the urban forest. In all likelihood, their their cooperation and involvement cannot be mandated.
Green industry cooperation	The green industry operates with high professional standards and commits to city-wide goals and objectives.	From commercial growers to garden centers and from landscape contractors to engineering professionals, the green industry has a tremendous impact on the health of a city's urban forest. The commitment of each segment of this industry to high professional standards and their support for city-wide goals and objectives is necessary to ensure appropriate planning and implementation.
Neighborhood Action	At the neighborhood level, citizens understand and participate in urban forest management.	Neighborhoods are the building blocks of cities. They are often the arena where individuals feel their actions can make the biggest difference in their quality of life. Since the many urban trees are on private property (residential or commercial), neighborhood action is a key to urban forest sustainability.
Citizen - government - business interaction	All constituencies in the community interact for the benefit of the urban forest.	Having public agencies, private landholders, the green industry and neighborhood groups all share the same vision of the city's urban forest is a crucial part of sustainability. This condition is not likely to result from legislation. It will only result from a shared understanding of the urban forest's value to the community and commitment to dialogue and cooperation among the stakeholders.

Table 2. Criteria of urban forest sustainability for the Community Framework (continued)

General awareness of trees as a community resource	The general public understands the value of trees to the community.	Fundamental to the sustainability of a city's urban forest is the general public's understanding of the value of its trees. People who value trees elect officials who value trees. In turn, officials who value trees are more likely to require the agencies they oversee to maintain high standards for management and provide adequate funds for implementation.
Regional cooperation	Provide for cooperation and interaction among neighboring communities and regional groups.	Urban forests do not recognize geographic boundaries. Linking city's efforts to those of neighboring communities allows for consideration and action on larger geographic and ecological issues (such as water quality and air quality).

and social well-being.

There are costs associated with the accrual of these benefits. Dead, dying and defective trees may fail and injure citizens or damage property. Some species may pose a health risk from allergenic responses. Others may compete with native vegetation and limit the function of naturally occurring fragments and systems.

2. Community framework. A sustainable urban forest is one in which the all parts of the community share a vision for their forest and act to realize that vision through specific goals and objectives (Table 2). It is based in neighborhoods, public spaces and private lands.

At one level, this requires that a community agree on the benefits of trees and act to maximize them. On another level, this cooperation requires that private landowners acknowledge the key role of their trees to community health. Finally, in an era of reduced government service, cooperation means sharing the financial burden of caring for the urban landscape.

3. Resource management. In many ways, this component is not simply management of the resource but the philosophy of management as well (Table 3). On one hand, specific policy vehicles to protect existing trees, manage species selection, train staff and apply standards of care focus on the tree resource itself. In contrast, acceptance of a comprehensive management plan and funding program by city government and its constituents allows shared vision to develop.

Cities must recognize that management approaches will vary as a function of the resource and its extent. A goal of maintaining native wildlife habitat may best be achieved where there is a strong native forest resource. For some cities, this is simply not attainable. Similarly, management of the urban forest must exist in connection to the larger landscape (such as adjacent forests). For example, maintenance of intact riparian corridors requires the cooperation of the managing agency of the stream.

Achieving Sustainable Urban Forests. A sustainable urban forest is founded upon community cooperation, quality care, continued funding and personal involvement. It is created and maintained through shared vision and cooperation with an ever-present focus on maximizing benefits and minimizing costs. Taken together, they acknowledge the need for shared vision and responsibility, for direct intervention with the resource and for programs of care that are on-going and responsive. The implementation of

Table 3. Criteria of urban forest sustainability for Resource Management.

City-wide management plan	Develop and implement a management plan for trees on public and private property.	A city-wide management plan will add to an urban forest's sustainability by addressing important issues and creating a shared vision for the future of the community's urban forest. Elements may include: species and planting guidelines; performance goals and standards for tree care; requirements for new development (tree preservation and planning); and specifications for managing natural and open space areas.
Funding	Develop and maintain adequate funding to implement a city-wide management plan.	Since urban forests exist on both public and private land, funding must be both public and private. The amount of funding available from both sources is often a reflection of the level of education and awareness within a community for the value of its urban forest.
Staffing	Employ and train adequate staff to implement a city-wide management plan.	An urban forest's sustainability is increased when all city tree staff, utility and commercial tree workers and arborists are adequately trained. Continuing education in addition to initial minimum skills and/or certifications desirable.
Assessment tools	Develop methods to collect information about the urban forest on a routine basis.	Using canopy cover assessment, tree inventories, aerial mapping, geographic information systems and other tools, it is possible to monitor trends in a city's urban forest resource over time.
Protection of existing trees	Conserve existing resources, planted and natural, to ensure maximum function.	Protection of existing trees and replacement of those that are removed is most often accomplished through policy vehicles. Ordinances that specify pruning standards and/or place restrictions on the removal of large or other types of trees on public and private property and during development are examples.
Species and site selection	Provide guidelines and specifications for species use, on a context-defined basis.	Providing good planting sites and appropriate trees to fill them is crucial to sustainability. Allowing adequate space for trees to grow and selecting trees that are compatible with the site will reduce the long- and short-term maintenance requirements and enhance their longevity. Avoiding species known to cause allergenic responses is also important in some areas.

Table 3. Criteria of urban forest sustainability for Resource Management (continued)

Standards for tree care	Adopt and adhere to professional standards for tree care.	Sustainability will be enhanced by adhering to the professional standards such as the Tree Pruning Guidelines (ISA) and ANSI Z133 publications.
Citizen safety	Maximize public safety with respect to trees.	In designing parks and other public spaces, public safety should be a key factor in placement, selection, and management of trees. Regular inspections for potential tree hazards is an important element in the management program.
Recycling	Create a closed system for tree waste.	A sustainable urban forest is one that recycles its products by composting, reusing chips as mulch and/or fuel and using wood products as firewood and lumber.

Table 4. Criteria and performance indicators for the Vegetation Resource.

Criteria	Performance indicators				Key Objective
	Low	Moderate	Good	Optimal	
Canopy cover	No assessment	Visual assessment (i.e. photographic)	Sampling of tree cover using aerial photographs.	Information on urban forests included in city-wide geographic information system (GIS).	Achieve climate-appropriate degree of tree cover, community-wide.
Age - distribution of trees in community	No assessment	Street tree inventory (complete or sample)	Public - private sampling	Included in city-wide geographic information system (GIS).	Provide for uneven age distribution.
Species mix	No assessment	Street tree inventory	City-wide assessment of species mix	Included in city-wide geographic information system (GIS).	Provide for species diversity.
Native vegetation	No program of integration	Voluntary use on public projects	Requirements for use of native species on a project-appropriate basis	Preservation of regional biodiversity	Preserve and manage regional biodiversity. Maintain the biological integrity of native remant forests. Maintain wildlife corridors to and from the city.

Table 5. Criteria and performance indicators for the Community Framework.

Criteria	Performance indicators				Key Objective
	Low	Moderate	Good	Optimal	
Public agency cooperation	Conflicting goals among departments	No cooperation	Informal working teams	Formal working teams w/ staff coordination	Insure all city departments operate with common goals and objectives.
Involvement of large private and institutional land holders	Ignorance of issue	Education materials and advice available to land-holders	Clear goals for tree resource by private land-holders; incentives for preservation of private trees	Land-holders develop comprehensive tree management plans (including funding)	Large private landholders embrace city-wide goals and objectives through specific resource management plans.
Green industry cooperation	No cooperation among segments of industry (nursery, contractor, arborist). No adherence to industry standards.	General cooperation among nurseries - contractors - arborists, etc.	Specific cooperative arrangements such as purchase certificates for right tree, right place	Shared vision and goals including the use of professional standards.	The green industry operates with high professional standards and commits to city-wide goals and objectives.
Neighborhood action	No action	Isolated and/or limited no. of active groups	City-wide coverage and interaction	All neighborhoods organized and cooperating	At the neighborhood level, citizens understand and participate in urban forest management.
Citizen - government - business interaction	Conflicting goals among constituencies	No interaction among constituencies	Informal and /or general cooperation	Formal interaction, e.g.. tree board w/ staff coordination	All constituencies in the community interact for the benefit of the urban forest.
General awareness of trees as community resource	Low -- trees as problems; a drain on budgets	Moderate -- trees as important to community	High -- trees acknowledged to provide environmental services	Very high -- trees as vital components of economy and environment	The general public understands the value of trees to the community.
Regional cooperation	Communities operate independently	Communities share similar policy vehicles	Regional planning	Regional planning coordination and/or management plans	Provide for cooperation and interaction among neighboring communities and regional groups.

a model for urban forest sustainability would further redirect the traditional orientation of urban forest management away from municipal trees to the mix of public and private trees.

Achieving sustainability for urban forests involves meeting each of these criteria. To assist in this task, we have described indicators of success for each criteria (Tables 4, 5, and 6). A city that meets the highest level of each indicator for each criteria would have the best tools and resources to achieve sustainability.

Our approach of developing criteria and

Table 6. Criteria and performance indicators for Resource Management.

Criteria	Performance indicators				Key Objective
	Low	Moderate	Good	Optimal	
City-wide management plan	No plan	Existing plan limited in scope and implementation	Government -wide plan, accepted and implemented	Citizen - government - business resource management plan, accepted and implemented	Develop and implement a management plan for trees and forests on public and private property.
City-wide funding	Funding by crisis management	Funding to optimize existing population	Adequate funding to provide for net increase in population and care	Adequate funding, private and public, to sustain maximum potential benefits	Develop and maintain adequate funding to implement a city-wide management plan.
City staffing	No staff	No training	Certified arborists on staff	Professional tree care staff	Employ and train adequate staff to implement city-wide management plan.
Assessment tools	No on-going program of assessment	Partial inventory	Complete inventory	Information on urban forests included in city-wide GIS	Develop methods to collect information about the urban forest on a routine basis.

indicators is patterned after that found in the Santiago Agreement (11) which suggested criteria and indicators for the conservation and sustainability of temperate and boreal forests. It recognized that both quantitative and qualitative (descriptive) indicators were needed, for not all criteria could be accurately measured.

Conclusions

Maser suggested that ecological sustainability encompasses 4 ideals:

1. Providing a long-term balance between society and the resource, today and in the future.
2. Seeking to increase the overlap between societal desires and ecological possibilities.
3. Developing assessment tools for both the resource and its outputs (benefits, services).
4. Restoring ecosystems.

Our model for urban forest sustainability adheres to these 4 ideals, placing them in an urban context. It recognizes the nature of society in cities and encourages participation at the broadest level. The model also acknowledges the need to foster regeneration, to provide for the continuity of the resource. Management of a sustainable urban forest is based upon a shared vision for the resource, in which goals and needs are balanced. Since sustainability is a general goal, we must be able to assess our progress relative to defined standards. Finally, we recognize that our actions, through such activities as development, will damage forests and their function. We accept the responsibility of restoration.

Urban trees and forests are considered integral to the sustainability of cities as a whole (3, 8). Yet, sustainable urban forests are not born, they are made. They do not arise at random, but result from a community-wide commitment to their creation and management.

Obtaining the commitment of a broad community, of numerous constituencies, cannot be dictated or legislated. It must arise out of compromise and respect. While policy vehicles such as ordinances play a role in managing the

Table 6. Criteria and performance indicators for Resource Management (continued)

Protection of existing trees	No policy vehicle or policy not enforced	Tree preservation ordinance present and enforced	Tree preservation plan required for all projects....public, private, commercial, residential	Integrated planning program for conservation and development	Conserve existing resources, planted and natural, to ensure maximum function.
Species and site selection	Arbitrary species prohibitions	No consideration of undesirable species	Identification/prohibition of undesirable species	On-going use of adapted, high-performing species with good site - species match	Provide guidelines and specifications for species use, including a mechanism for evaluating the site.
Standards for tree care	None	Standards for public tree care	Standards for pruning, stock, etc. for all trees	Standards part of community - wide vision	Adopt and adhere to professional standards for tree care.
Citizen safety	Crisis management	Informal inspections	Comprehensive hazard (failure, tripping, etc.) program	Safety part of cost - benefit program	Maximize public safety with respect to trees.
Recycling	Simple disposal (i.e. land filling) of green waste	Green waste recycling	Green and wood waste recycling - reuse	Closed system -- no outside disposal	Create a closed system for tree waste.

urban forest, developing commitment is probably more a function of education, awareness and positive incentives. This may represent our most significant challenge: to provide information that creates commitment and guides action.

This is not to ignore the budgetary requirements for sustainable urban forests. It has long been our belief that if education were adequate, funding would soon follow. Despite the current state of funding, we must hold to this perspective.

Finally, sustainable urban forests also require a viable resource base. While urban foresters and arborists have long felt confident in their ability to sustain the resource, we must acknowledge our limitations as well as our strengths. The optimal structure of urban forests, i.e. the arrangement of trees in a city, remains the subject of research. Our industry must strive to resolve conflicts such as quality of nursery stock, appropriate cultural practices and the match between site considerations and species selection.

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Zussammenfassung. Das Modell des sich selbsterhaltenden Stadtwaldes wendet allqemeine Prinzipien der Selbsterhaltung auf städtische Bäume und Wälder an. Sich selbst erhaltende Stadtwälder erfordern eine qesunde Herkunft der Pflanzen, kommunale Unterstützung und ein umfassendes Management. Die Kriterien und Indikatoren, um diesen Status zu überprüfen werden hier vorgestellt. Das deutlichste Resultat eines sich selbst erhaltenden Stadtwaldes besteht darin, einen maximalen Grad an umweltbezogenen, ökologischen, sozialen und ökonomischen Vorzügen zu erreichen.

Council Meeting: 10/16/2012
Agenda: Honors and Proclamations
Item #: 5. a.

CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Scott Carlson, CMO Communications Intern

Date: October 9, 2012

Subject: Washington District 9 – 2012 Junior Softball World Series Host Team Proclamation

RECOMMENDATION**:**
Council issue proclamation celebrating the Washington District 9 – 2012 Junior Softball World Series Host Team.

BACKGROUND DISCUSSION:
At the September 4 City Council meeting, Council Member Penny Sweet requested that the City Council formally recognize the 2012 Washington District 9 - Host Team (Host Team) for its performance in the 2012 Junior Softball World Series. The attached proclamation honors the "Washington District 9 – 2012 Junior Softball World Series Host Team" and recognizes the Team's performance and hospitality during the 2012 Series.

The 2012 Junior Softball World Series was held August 12 through 18 at Everest Park. Nine teams completed in the tournament. The Host Team of Kirkland competed valiantly and came in third overall in the series, defeating the Latin American team in a consolation game on August 18.

The Host Team played host to the eight competitor teams from all over the world. According to the team's general manager, Nolan Radke, the Host Team and their parents' duties were extensive. They had to plan and execute activities required by the Little League; however, many of the extracurricular activities enjoyed by the visiting players were done out of the good will of the Host Team.

PROCLAMATION RECIPIENTS
General manager Nolan Radke, coaches Phil Phillips and Tim Nelson, and members (listed below) of the Host Team will be present at the meeting to receive the proclamation.

Alex Hanger
Brynn Radke
Gianna Paribello
Hannah Walker
Juliana Lynch
Kara Phillips
Katie Adams
Katie Erickson
Kristina Warford
Lisa Nelson
Natalie Vetto
Tatum Kawabata
Tori Bivens

A PROCLAMATION OF THE CITY OF KIRKLAND

Honoring the Washington District 9 – 2012 Junior Softball World Series Host Team

WHEREAS, the Washington District 9 – 2012 Junior Softball World Series Host Team performed with excellence at the 2012 Junior Softball World Series, placing third overall against the best teams in the world; and

WHEREAS, the Host Team was comprised of the youngest players to take part in the 2012 Junior Softball World Series; and

WHEREAS, the Host Team players displayed incredible maturity and sportsmanship on the field and during off-field social events throughout the tournament with participating players from the United States and around the world; and

WHEREAS, the Host Team represented the City of Kirkland with the utmost pride and established themselves as role models for athletes, young and old,

NOW, THEREFORE, I, Joan McBride, Mayor of Kirkland, do hereby honor the Washington District 9 – 2012 Junior Softball World Series Host Team for its outstanding athletic achievement on the field as well as the sportsmanship and professionalism displayed by the members during this year's tournament.

Signed this 16th day of October, 2012

_____

Joan McBride, Mayor

Council Meeting: 10/16/2012
Agenda: Special Presentations
Item #: 7. a.

CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Director of Finance and Administration

Date: October 4, 2012

Subject: Audit Debrief and Government Finance Officers Association (GFOA) Certificate of Achievement for Financial Reporting

RECOMMENDATION

Finance Committee Chair Councilmember Amy Walen will recap the audit exit conference held on September 25, 2012 with the State Auditor's Office and present the Government Finance Officers Association (GFOA) Certificate of Achievement for Financial Reporting for the City's 2010 Comprehensive Annual Financial Report.

BACKGROUND DISCUSSION

The recently completed annual audit for 2011 consisted of three audits: Accountability Audit (includes legal compliance with the Open Public Meetings Act and safeguarding public resources with proper internal controls), Financial Statement Audit and Federal Grant Compliance Audit. The Council's Finance Committee of Mayor McBride, Deputy Mayor Marchione, and Councilmember Walen attended the audit exit conference on September 25 along with the City Manager, Finance Director and Accounting Manager. The State Auditor noted that each audit was "clean" meaning that for each audit there were no audit recommendations or findings. The Audit Manager stated that this is noteworthy as there were very few entities in the state with clean audits for 2011 and that the State Auditor's Office has been issuing many more findings this year. For Kirkland in particular, this was accomplished in a year of significant financial changes with the Annexation and switching to self-insurance for health benefits.

This result is due to the diligence and knowledge of our finance and accounting staff, especially our Accounting Manager Teresa Levine, whose consistent application of federal state and local standards has helped produce these results and instills confidence that City resources are being safeguarded and reported accurately. It is also a testament to the care with which all City staff manages the public's resources and the steadfast support of the City Council and the City Manager.

The City has also received the Government Finance Officers Association (GFOA) Certificate of Achievement for Excellence in Financial Reporting Award for the Comprehensive Annual Financial Report (CAFR) for the fiscal year ended December 31, 2010. The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents significant accomplishment by City finance staff. The City of Kirkland has received this award annually since 2004.

Council Meeting: 10/16/2012
Agenda: Special Presentations
Item #: 7. b.

CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kari Page, Neighborhood Outreach Coordinator
Regula Schubiger, Youth Services Coordinator

Date: October 9, 2012

Subject: FOOD DRIVE RESULTS

RECOMMENDATION:

City Council receives a report on the results of the recent food drive.

BACKGROUND DISCUSSION:

The Kirkland Alliance of Neighborhoods (KAN) and City staff held the fifth annual community food drive on September 15th and 29th. The proceeds from the food drive go to Hopelink. KAN Chair Norm Storme will present the results of the food drive to the City Council at the October 16 Council Meeting. The food drive was very successful this year, largely due to the efforts of Mr. Storme.

KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES
October 02, 2012

1. CALL TO ORDER

2. ROLL CALL

ROLL CALL:
Members Present: Deputy Mayor Doreen Marchione, Mayor Joan McBride, Councilmember Toby Nixon, Councilmember Bob Sternoff, Councilmember Penny Sweet, and Councilmember Amy Walen.
Members Absent: Councilmember Dave Asher.

Councilmember Asher was absent/excused at Council's agreement.

3. STUDY SESSION

a. Information Technology

Joining Councilmembers for this discussion were City Manager Kurt Triplett and Information Technology Chief Information Officer Brenda Cooper.

4. EXECUTIVE SESSION

a. To Discuss Potential Litigation

Mayor McBride announced at 6:45 p.m. that Council was entering executive session and would return to begin their regular meeting at 7:30 p.m. City Attorney Robin Jenkinson was also in attendance.

City Clerk Kathi Anderson announced at 7:28 p.m. that the Council would require an additional ten minutes for their executive session. Council then returned to regular meeting at 7:40 p.m.

5. HONORS AND PROCLAMATIONS

a. Walk Your Child to School Week Proclamation

Parents Chantal Mees Koch, Tracie Wilhelm, and Fattima Xason, and students Grayson, Dylan, Sasha, Jasmine, Duncan, and Jibrel, from Carl Sandburg Elementary School, accepted the proclamation from Mayor McBride and Councilmember Walen.

b. Fire Prevention Week Proclamation

Fire Chief Kevin Nalder accepted the proclamation from Mayor McBride and Councilmember Sweet.

c. National Community Planning Month Proclamation

Planning Commission members Jay Arnold, C. Ray Allshouse and Chair Mike Miller accepted the proclamation from Mayor McBride and Councilmember Sternoff.

6. COMMUNICATIONS

a. Announcements

(1) Houghton/Everest Business District Plan

Council agreed to the City Manager's recommendation to delay moving forward on the Houghton/Everest Business District Plan and that staff return to the Council on October 16 with a formal change of the Planning Commission work plan to reflect that delay.

b. Items from the Audience

Anna Rising
Beverly Gilbert
Sandy Helgeson
Brendan Donckers
Brian Lawler
Tom Grimm
Rob Butcher and Michelle Sailor
LeeAnn Wood

c. Petitions

7. SPECIAL PRESENTATIONS

a. Sharon Anderson - 30-Year Service Award

Parks and Community Services Director Jennifer Schroder and the Council recognized Ms. Anderson's service.

b. Kirkland Senior Council Report

Senior Council Co-Chairs Dave Wagar and Cherri Hoyden reviewed the past ten years' accomplishments.

8. CONSENT CALENDAR

a. Approval of Minutes:

(1) September 18, 2012

(2) September 18, 2012 Special Meeting

b. Audit of Accounts:
Payroll $2,693,743.63
Bills $2,852,131.94
run #1132 checks #537709 - 537861
run #1133 checks #537862 - 537876
run #1134 checks #537878 - 538015

c. General Correspondence

d. Claims

Claims submitted by Dana Neil and Andrea Swisstack were acknowledged.

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

(1) Resolution R-4938, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING A SEWER FACILITY AGREEMENT WITH CHRIS GAYTES OF GAYTEWAY CUSTOM HOMES LLC AND AUTHORIZING THE CITY MANAGER TO SIGN SAID AGREEMENT ON BEHALF OF THE CITY OF KIRKLAND."

h. Other Items of Business

(1) Replenish Litigation Reserve

Council authorized the use of unexpended year-end cash to replenish the Litigation Reserve Fund in the amount of $362,000.

(2) Ordinance O-4376, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO FLOODWAYS AND AMENDING SECTION 21.56.095 OF THE KIRKLAND MUNICIPAL CODE."

(3) Ordinance O-4377 and its Summary, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO PLANNING DEPARTMENT FEES AND AMENDING KMC 5.74.070 REGARDING APPLICABLE FEES FOR SHORT PLATS."

Motion to Approve the Consent Calendar.
Moved by Councilmember Penny Sweet, seconded by Councilmember Bob Sternoff
Vote: Motion carried 6-0
Yes: Deputy Mayor Doreen Marchione, Mayor Joan McBride, Councilmember Toby Nixon, Councilmember Bob Sternoff, Councilmember Penny Sweet, and Councilmember Amy Walen.

9. PUBLIC HEARINGS

None.

10. UNFINISHED BUSINESS

a. Fire Strategic Plan Implementation

Deputy City Manager Marilynne Beard addressed questions separately raised by individual Councilmembers and received feedback about the Fire Strategic Implementation Plan.

b. Commercial Codes and Plans - Planning Commission Recommendation

Planning and Community Development Director Eric Shields reviewed the Planning Commission recommendations for Council consideration and received Council comment and direction for Council's further consideration and action at Council's October 16, 2012 regular meeting, including to bring back an ordinance extending the BN zone moratorium through December.

Council recessed for a short break at 9:17 p.m.

11. NEW BUSINESS

a. Ordinance O-4378, Amending Section 5.75.010 of the Kirkland Municipal Code to Provide for Potential Annual Increases to the Emergency Medical Services Transport Fee by the City Manager Based on the Consumer Price Index.

City Manager Kurt Triplett, Director of Finance and Administration Tracey Dunlap and Fire Captain Mark Jung responded to Council questions.

Motion to Approve Ordinance O-4378, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING SECTION 5.75.010 OF THE KIRKLAND MUNICIPAL CODE TO PROVIDE FOR POTENTIAL ANNUAL INCREASES TO THE EMERGENCY MEDICAL SERVICES TRANSPORT FEE BY THE CITY MANAGER BASED ON THE CONSUMER PRICE INDEX."
Moved by Councilmember Bob Sternoff, seconded by Councilmember Penny Sweet
Vote: Motion carried 6-0
Yes: Deputy Mayor Doreen Marchione, Mayor Joan McBride, Councilmember Toby

Nixon, Councilmember Bob Sternoff, Councilmember Penny Sweet, and Councilmember Amy Walen.

b. Transportation Commission Update on Concurrency/Level of Service

Public Works Director Ray Steiger reviewed the recent history of the issue, received Council feedback and responded to questions.

12. REPORTS

a. City Council

(1) Regional Issues

Councilmembers shared information regarding a recent Puget Sound Regional Council Regional Transportation Committee meeting; Suburban Cities Association dinner and program; Port of Seattle Commission meeting; Association of Washington Cities legislative priorities; Efforts to restore the Ferry Clock; Cascade Water Alliance meetings; Tourism Development Committee meeting; Bookfest; Mayor and Deputy Mayor's meeting with the Planning Commission Chair and Vice Chair; memorial service for Dr. Woodall at Lake Washington Institute of Technology; Upcoming Foundation Breakfast at Lake Washington Institute of Technology; Council Housing Committee's proposed list of Council committees; Puget Sound Regional Council Equity and Health in Transportation Conference; Puget Sound Regional Council Executive Committee meeting; Cochran Springs Creek restoration at the Yarrow Bay Plaza (thanks were extended to the participants in the project); Mayor and City Manager's tour of Cross Kirkland Corridor with Charlie Howard, Puget Sound Regional Council Director of Integrative Planning; Compliments were extended to the City Manager on staff presentations at neighborhood association meetings.

b. City Manager

(1) Calendar Update

(2) Draft Letter to King County Executive Constantine in regard to Emergency Medical Services Advisory Taskforce Recommendations

Council agreed to send the letter as drafted.

City Manager Triplett clarified recent remarks regarding neighborhood plan resources mis-characterized during Items from the Audience.

13. ITEMS FROM THE AUDIENCE

None.

14. ADJOURNMENT

The October 2, 2012 Kirkland City Council regular meeting was adjourned at 10:19 p.m.

City Clerk

Mayor

Council Meeting: 10/16/2012
Agenda: Claims
Item #: 8. d.

CITY OF KIRKLAND
Department of Finance and Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathi Anderson, City Clerk

Date: October 8, 2012

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) Josiah D. Prater
12032 100th Ave NE L201
Kirkland, WA 98034

Amount: $297.84

Nature of Claim: Claimant states damage to vehicle resulted from road construction.

Note: Names of claimants are no longer listed on the Agenda since names are listed in the memo

Council Meeting: 10/16/2012
Agenda: Other Business
Item #: 8. h. (1).

CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Barry Scott, Purchasing Agent

Date: October 4, 2012

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF OCTOBER 16, 2012

This report is provided to apprise the Council of recent and upcoming procurement activities where the cost is estimated or known to be in excess of $50,000. The "Process" column on the table indicates the process being used to determine the award of the contract.

The City's major procurement activities initiated since the last report, dated September 6, 2012, are as follows:

	Project	Process	Estimate/Price	Status
1.	A&E Consulting Services for Cross-Kirkland Interim Trail	Request for Qualifications (RFQ)	$475,000	RFQ issued on 10/1 with Statements of Qualifications due on 10/19.

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

Council Meeting: 10/16/2012
Agenda: Public Hearings
Item #: 9. a.

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033
425.587-3225 - www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Eric Shields Planning Director
Robin Jenkinson, City Attorney

Date: October 5, 2012

Subject: BN Zone Moratorium

RECOMMENDATION

That the City Council conducts a public hearing, adopts findings of fact, and extends the existing moratorium on development in the BN zones through December 31, 2012 by adopting the attached ordinance.

BACKGROUND DISCUSSION

On November 15, 2011, the City Council adopted Ordinance 4335A establishing an immediate moratorium on the acceptance of applications for new development or certain types of redevelopment in the City's BN zones. On January 3, 2012, the Council conducted a public hearing on the moratorium and adopted Ordinance 4343 which revised and continued the moratorium for a period of six months. On May 1, 2012, the Council conducted a public hearing and adopted Ordinance 4355 extending the moratorium for another six months. The extended moratorium is due to expire on November 12, 2012.

The moratoria were enacted to preserve the status quo while the City considered potential amendments to BN zoning regulations and associated provisions of the Comprehensive Plan. The objective is to assure that the development regulations are consistent with and implement the Comprehensive Plan and reflect the City's intentions for development in the BN zones. The Planning Commission was directed to review the Comprehensive Plan and zoning regulations and recommend amendments to the City Council.

The Planning Commission incorporated this task into a broader review of regulations for a larger group of commercial zones and held several study meetings and conducted a public hearing prior to preparing recommended Comprehensive Plan and Zoning Code amendments. The proposed amendments were presented to the City Council at a study session on September 17, 2012; and Council discussion continued at its October 2, 2012 meeting. The proposed amendments are scheduled for further discussion on October 16, 2012, at which time the Council is expected to provide direction for ordinances adopting the Comprehensive Plan and Zoning Code amendments to be prepared.

Under the Growth Management Act, a City may adopt amendments to the Comprehensive Plan only once per year. In addition to those Plan amendments affecting BN zones, several other amendments will be proposed for adoption this year. All of Comprehensive Plan amendments will be presented to the City Council for adoption on December 11, 2012. Because development regulations must be consistent with the Comprehensive Plan, staff recommends that the proposed BN zoning regulations also be scheduled for adoption on December 11, 2012.

To prevent the moratorium from expiring prior to adoption of the proposed Comprehensive Plan and Zoning Code amendments, staff recommends that the moratorium be extended through the end of December. Under state law, prior to extending the moratorium, a public hearing must be held and findings of fact adopted. If the moratorium is extended, the Council may end the moratorium at any time, without a public hearing, if the Council determines that the moratorium is no longer needed.

ORDINANCE O-4379

AN ORDINANCE OF THE CITY OF KIRKLAND IMPOSING AND EXTENDING A MORATORIUM WITHIN NEIGHBORHOOD BUSINESS (BN) ZONES ON THE ACCEPTANCE OF APPLICATIONS FOR THE REVIEW AND/OR ISSUANCE OF DEVELOPMENT PERMITS FOR ANY NEW DEVELOPMENT, ADDITION OR ALTERATION AS SUCH TERMS ARE DEFINED IN THIS ORDINANCE.

WHEREAS, the Neighborhood Business (BN) Zones in the Kirkland Zoning Code currently contain no residential density limit; and

WHEREAS, the City has a compelling interest in ensuring that the goals and policies contained in the Comprehensive Plan and other policy/planning documents are fulfilled; and

WHEREAS, amendments to the Comprehensive Plan and Zoning Code are necessary; and

WHEREAS, a moratorium on acceptance of development permit applications for any new development, additions or alterations to existing developments in the BN Zones is required in order to allow sufficient time to consider Comprehensive Plan and Zoning Code amendments; and

WHEREAS, the City established a work plan to study and develop Comprehensive Plan and Zoning Code amendments that address the concerns identified above; and

WHEREAS, the Planning Commission was directed to propose potential Comprehensive Plan and Zoning Code amendments and the Planning Commission has presented a recommendation to the City Council; and

WHEREAS, the City Council reviewed the recommendation of the Planning Commission at the October 2, 2012, City Council meeting, is continuing to review the recommendation, and, on October 16, 2012, will direct the preparation of ordinances to amend the Comprehensive Plan and Zoning Code; and

WHEREAS, the City is authorized pursuant to RCW 35A.63.220 and RCW 36.70A.390 to adopt a moratorium for the purpose of preserving the status quo while Comprehensive Plan and/or Zoning Code amendments are considered, prepared and enacted; and

WHEREAS, on November 15, 2011, the City Council passed Ordinance 4335A establishing an immediate moratorium on the acceptance of development permit applications in the BN Zones, which ordinance required a public hearing on the moratorium be held no later than January 14, 2012; and

WHEREAS, on January 3, 2012, the City Council held a public hearing and adopted Ordinance 4343, revising the moratorium and continuing it through May 15, 2012; and

WHEREAS, on May 1, 2012, the City Council held a public hearing and adopted Ordinance 4355, extending the moratorium for one six-month period, through November 12, 2012; and

WHEREAS, pursuant to the Growth Management Act, RCW Ch. 36.70A, the City is allowed to amend its Comprehensive Plan only one-time per year; and

WHEREAS, in one of the BN zones, a mediation process including a property developer, neighbors, and the City is underway and may further inform the City Council's consideration of Comprehensive Plan and Zoning Code amendments; and

WHEREAS, a short extension of the moratorium, at this time, through December 31, 2012, will allow the City to adopt changes to the Zoning Code in the BN Zone at the same time that the City amends its Comprehensive Plan, which will ensure internal consistency between these documents and will maintain the status quo on development in the BN zones prior to the effective date of new Comprehensive Plan and Zoning Code amendments; and

WHEREAS, RCW 35A.63.220 and RCW 36.70A.390 allow the City to extend a moratorium for one or more six month periods following a public hearing and the adoption of findings of fact; and

WHEREAS, a public hearing regarding the moratorium was held on October 16; 2012;

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

Section 1. Imposition of Moratorium. A moratorium is hereby imposed in the Neighborhood Business (BN) Zones on the application for, intake of, review of, or issuance of any subdivision, short subdivision, land use approval, land use permit, building permit, variance, license, and/or other approval for any new use, change in use, new development, or additions or alterations to existing development (collectively such approvals and permits are referred to herein as "Development Permits"), except as provided in Section 2.

Section 2. Scope of Moratorium. The moratorium established in Section 1 of this Ordinance shall not apply to:

A. Development Permits that became vested on or before the effective date of Ordinance 4355A in accordance with RCW 19.27.095 and/or RCW 58.17.033 and/or any other applicable law.

B. Those Development Permits necessary to correct existing life/safety issues that pose a threat to property or residents or occupants of an existing structure.

C. Building permits, including electrical, mechanical, plumbing and sign permits, for the repair, maintenance or alteration of existing structures, provided, no new floor area is created.

Section 3. Duration of Moratorium. The moratorium imposed by this Ordinance shall continue in effect for a period of approximately two and one-half months from the effective date in Section 8, specifically, to December 31, 2012, unless repealed, extended or modified by the City Council after subsequent public hearings and the entry of additional findings of fact pursuant to RCW 35A.63.220 and RCW 36.70A.390.

Section 4. Definition. As used in this Ordinance "Development Permit" shall have the meaning set forth in Kirkland Zoning Code 5.10.215.

Section 5. Findings of Fact.

A. The above recitals are hereby incorporated as findings of fact;

B. While mixed used development with residential and commercial uses is encouraged in the City's commercial districts, development should also be compatible in scale and character so as to fit well with surrounding uses;

C. Existing Neighborhood Business (BN) zoning regulations are perceived as being inadequate in regulating the scale and density of development consistent with Comprehensive Plan policies;

D. Under the Growth Management Act, Ch. 36.70A RCW, development regulations must be consistent with and implement the Comprehensive Plan;

E. New development or the investment in existing development represented by additions or alterations to existing development and uses within the BN Zones prior to review of the Comprehensive Plan and Zoning Code and possible amendments thereto compromises the ability to ensure consistency;

F. New development or the investment in existing development represented by the additions or alterations to existing development and uses within the BN Zones prior to completion of such review would be detrimental to the health and safety of the citizens of the City of Kirkland, and would allow the establishment of vested rights potentially contrary to and inconsistent with those amendments to the

Comprehensive Plan and Zoning Code that the City may adopt;

G. The City Council directed the Planning Commission to propose potential Comprehensive Plan and Zoning Code amendments for the BN Zones. The Planning Commission held several study meetings and a hearing during which opportunities for interested parties to speak were provided;

H. The Planning Commission presented its recommendations to the City Council at a Study Session on September 18, 2012;

I. The City Council reviewed the Planning Commission recommendation at the October 2, 2012, City Council meeting, is continuing to review the recommendation, and, on October 16, 2012, will direct the preparation of ordinances to amend both the Comprehensive Plan and Zoning Code;

J. In one of the BN zones, a mediation process including a property developer, neighbors, and the City is underway and may further inform the City Council's consideration of Comprehensive Plan and Zoning Code amendments;

K. Extension of the moratorium is required to maintain current conditions while the mediation process progresses;

L. The Growth Management Act, RCW 36.70A.130(2), generally limits the City to amending the Comprehensive Plan only once a year;

M. The City staff will bundle all proposed Comprehensive Plan amendments for review and adoption by the City Council on December 11, 2012; and

N. A short extension of the moratorium is required to allow amendments to the Comprehensive Plan and Zoning Code resulting from the current BN Zone review and planning process to be adopted concurrently, which will ensure internal consistency and maintain the status quo on development in the BN zones prior to the effective date of the Comprehensive Plan and Zoning Code amendments.

Section 6. Severability. Should any provision of this Ordinance or its application to any person or circumstance be held invalid, the remainder of the ordinance, or the application of the provision to any other persons or circumstances shall not be affected.

Section 7. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this _____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

PUBLICATION SUMMARY
OF ORDINANCE O-4379

AN ORDINANCE OF THE CITY OF KIRKLAND IMPOSING AND EXTENDING A MORATORIUM WITHIN NEIGHBORHOOD BUSINESS (BN) ZONES ON THE ACCEPTANCE OF APPLICATIONS FOR THE REVIEW AND/OR ISSUANCE OF DEVELOPMENT PERMITS FOR ANY NEW DEVELOPMENT, ADDITION OR ALTERATION AS SUCH TERMS ARE DEFINED IN THIS ORDINANCE.

SECTION 1. Imposes a moratorium in the Neighborhood Business (BN) Zones on applications for Development Permits.

SECTION 2. Sets forth exceptions to the application of the moratorium.

SECTION 3. Establishes duration of moratorium as a period of two months from the effective date of ordinance.

SECTION 4. Provides a definition of "Development Permit."

SECTION 5. Adopts findings of fact.

SECTION 6. Provides for severability should any ordinance provisions be held invalid.

SECTION 7. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 20.

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

_____
City Clerk

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jeremy McMahan, Planning Supervisor
Eric Shields, AICP, Director

Date: October 4, 2012

Subject: Planning Commission Recommendation to adopt amendments to the Kirkland Comprehensive Plan, Kirkland Zoning Code, and Kirkland Municipal Code for the BN and BC "family" of zones, File No. ZON11-00042

RECOMMENDATION

It is recommended that the City Council continue its review of the Planning Commission recommendations (September 18 meeting packet, October 2 meeting packet) and provide direction to staff to prepare ordinances for final adoption at the December 11, 2012 Council meeting.

BACKGROUND DISCUSSION

The City Council reviewed the Planning Commission recommendation and received a briefing from the Planning Commission Chair at its September 18th study session. On October 2nd, the City Council began discussion of the Planning Commission recommendation and highlighted key issues for further discussion on October 16th. Based on previous Council discussion, the Council appeared to agree with most of the Planning Commission recommendations; however, the further discussion of three issues highlighted below. The Council may wish to discuss other aspects of the Planning Commission recommendation as well.

MAJOR ISSUES

A. Neighborhood Business Density. Much of the discussion focused on the recommended residential densities for the BN family of zones. The Planning Commission has recommended the following densities:

- Moss Bay BN area: 36 units/acre
- South Rose Hill BN area: 24 units/acre
- Market Street MSC 2 area: 24 units/acre

Council should discuss and decide:

- Should there be residential density limits in these zones?

- What are the appropriate densities and what are the guiding principles in selecting the densities (neighborhood context, proximity of single family uses, Comprehensive Plan policies for density in commercial zones, proximity to transit, etc.)?

- Should there be consistency in densities among the zones?

B. **Reduced Front Setbacks.** The Planning Commission has recommended allowing 0' front yard setbacks in the BN and MSC 2 zones (BNA zones remain at 10'). The reduced setbacks are accompanied by commercial frontage requirements, pedestrian-oriented design guidelines and restrictions on parking between the building and sidewalk.

The Council should discuss and decide:

- Should front yard setbacks be reduced?
- If so, by how much?

C. **Upper Story Office.** The Planning Commission recommends that office use be prohibited above the ground floor in the Moss Bay BN zone. The intent is to limit the intensity of use consistent with neighborhood plan policies.

The Council should discuss and decide:

- Should office use be prohibited above the ground floor?

OTHER ZONING CODE AMENDMENTS

Below is a summary of the other zoning code amendments recommended by the Planning Commission.

A. BC Family: Replace 75% ground floor commercial requirement with minimum commercial FAR, require commercial oriented to street, 13' minimum ground floor commercial height (allow 3' commensurate building height increase for 3 story buildings in BCX).

B. BN Family:

1. Establish density limits for BN, BNA, and MSC 2 areas – 36 units/acre in Moss Bay BN; 24 units/acre in South Rose Hill BN, MSC 2, and north BNA zone; 18 units/acre in south BNA zone
2. Replace 75% ground floor commercial requirement with commercial frontage requirements
3. Reduce front setbacks for BN & MSC 2 to 0' – allow buildings and commercial frontage up to sidewalk
4. Establish minimum ground floor commercial height – 13', allow 3' in additional building height for 3 story buildings (BN and MSC 2 zones only, not included in BNA zone due to existing 35' height limit)

5. Make side and rear setbacks for all commercial uses consistent at 10'; make and land use buffers consistent with setbacks at 10' – eliminates disincentive for ground floor retail
6. Maximum store sizes – 4,000 square feet for BN zones aligns with current MSC 2 restriction
7. Prohibit office above ground floor (Moss Bay BN only) – limit the intensity of use consistent with neighborhood plan policies
8. Prohibit auto-oriented uses (BN zones) – aligns with current MSC 2 restrictions
9. Require Design Review – pedestrian-oriented guidelines in KMC and Design Board Review process.

C. Comprehensive Plan:

1. Revise Residential Market definition – to better reflect desired character of BN zones by clarifying the scale and guidance for mixed use. The following revisions were recommended by the Planning Commission:

   Residential Markets: Individual stores or ~~very~~ small, mixed-use buildings/centers focused on local pedestrian traffic. Residential scale and design are critical to integrate these uses into the residential area. Residential uses may be located above or behind commercial uses in the center, at densities specified in the applicable neighborhood plan.

   Staff recommends that the City Council carefully review this definition to ensure that it is consistent with the desired BN zoning regulations. Questions to consider:
   - Is "small" an appropriate adjective to describe mixed use buildings/centers?
   - Is it realistic to say that residential markets will be "focused on local pedestrian traffic"?

   If the Council has concerns with the points above, the following alternative definition may be considered.

   Residential Markets: Individual stores or ~~very small,~~ mixed-use buildings/centers ~~focused on~~ that are pedestrian oriented and serve the local ~~pedestrian traffic~~ neighborhood. Residential scale and design are critical to integrate these uses into the surrounding residential area. Residential uses may be located above or behind commercial uses in the center, at densities specified in the comprehensive plan.

2. Retain Residential Market for Moss Bay BN area, expand to South Rose Hill BN and MSC 2 areas, delete for Super 24 RM area - for consistency among similar zones

Potala Village Mediation and/or Settlement Agreement

As was noted by staff at the September 18th Council study session and the October 2nd Council meeting, there are also mediation discussions between the community, the developer and the City regarding the Potala Village project. There are also settlement negotiations occurring between the City and the developer regarding the litigation filed by the developer. The City

Council should make its decision regarding the BN zones independent of the outcomes of those processes. If there is either a mediated agreement or a settlement proposal, staff will be bringing that forward to the City Council as a separate action, most likely at one of the November City Council meetings.

NEXT STEPS

Based on Council direction, staff will bring back an ordinance for adoption on December 11, 2012. At that time, Council will also receive the recommendation of the Houghton Community Council (HCC) on those changes to the Comprehensive Plan that fall within their jurisdiction (related to Residential Market). The HCC is scheduled to consider the amendments as part of the 2012 Comprehensive Plan amendments at a joint public hearing with the Planning Commission on November 8, 2012.

Attachments:

1. Revisions Matrix

cc: ZON11-00042
Planning Commission

Attachment 1

Development Standards for Neighborhood Business Family of Zones

	BN (Moss Bay, ±1.21 acre zone)			BN (South Rose Hill, ± 1.1 acre zone)		BNA (Finn Hill, ±7.65 acre zone north & ±4.4 acre zone south)		MSC 2 (Market Street, ±.84 acre zone)	
	Current	**PC Rec.**	**5/15/12 CC Feedback**	**Current**	**PC Rec.**	**Current**	**PC Rec.**	**Current**	**PC Rec.**
Comprehensive Plan[1]	Residential Market	Retain Residential Market, clarify scale in the definition & add guidance for mixed use	Change to Neighborhood Center	Neighborhood Center	Change to Residential Market	Neighborhood Center	No change	Neighborhood Center	Change to Residential Market
Residential Density	None	36 units/acre	Should be a maximum	None	24 units/acre	None	• 24 units/acre for north area, 18 units/acre for south area[2] • Residential square feet not to exceed 50% of the site's total square feet of floor area	None	24 units/acre
Minimum Commercial Floor Area	75% of ground floor	Minimum commercial frontage	Ok with frontage concept	75% of ground floor	Minimum commercial frontage	75% of ground floor	Minimum commercial frontage	75% of ground floor	Minimum commercial frontage
Residential on Ground Floor of Structure	Prohibited	• Allow behind commercial frontage • Res. lobby allowed in comm. frontage	Ok with allowances	Prohibited	• Allow behind commercial frontage • Res. lobby allowed in comm. frontage	Prohibited	Allow, subject to 50% requirements above	Prohibited	• Allow behind commercial frontage • Res. lobby allowed in comm. frontage
Commercial Orientation	Toward arterial or sidewalk	• Toward arterial or sidewalk • Minimum 13' ground floor height • Limit parking between building & street	Ok with orientation and height. Did not support previous PC direction to require commercial to be at grade with street	Toward arterial or sidewalk	• Toward arterial or sidewalk • Minimum 13' ground floor height • Limit parking between building & street	Toward arterial or sidewalk	• Toward arterial or sidewalk • Minimum 13' ground floor height • Limit parking between building & street	Toward arterial or sidewalk	• Toward arterial or sidewalk • Minimum 13' ground floor height • Limit parking between building & street

[1] PC also recommends removing Residential Market from RM 3.6 zone on LWB (Super 24 site)
[2] PC intent is to reestablish densities similar to King County as a holding pattern until Comp Plan vision is established

Attachment 1

Development Standards for Neighborhood Business Family of Zones (cont.)

	BN (Moss Bay)			BN (South Rose Hill)		BNA (Finn Hill)		MSC 2 (Market Street)	
	Current	**PC Rec.**	**5/15/12 CC Feedback**	**Current**	**PC Rec.**	**Current**	**PC Rec.**	**Current**	**PC Rec.**
Maximum Height	30′	Allow 3′ increase for 3 story bldg. with 13′ ground floor height	Did not support previous PC direction to limit to 3 story max.	30′	Allow 3′ increase for 3 story bldg. with 13′ ground floor height	35′	No change	30′	Allow 3′ increase for 3 story bldg. with 13′ ground floor height
Maximum Lot Coverage	80%	No change	Ok with no change	80%	No change	80%	No change	80%	No change
Required Yards[3]	20′ front[4] 10′ side & rear	• 0′ front • Design guidelines address ped. orientation & massing above ground floor • Require 10′ sidewalks and ped. weather protection • 10′ side & rear for all uses	Did not comment	20′ front 10′ side & rear	• 0′ front • Design guidelines address ped. orientation & massing above • Require 10′ sidewalks and ped. weather protection • ground floor • 10′ side & rear for all uses	10′ front 10′ side & rear	No change	20′ front 10′ side & rear	• 0′ front • Design guidelines address ped. orientation & massing above ground floor • Require 10′ sidewalks and ped. weather protection • 10′ side & rear for all uses
Land Use Buffer	Retail=15′ adjoining SF or MF Office=15′ adjoining SF, 5′ adjoining MF	10′ for all commercial uses adjoining residential	5′ for all commercial uses	Retail=20′ adjoining SF, 15′ adjoining MF Office=20′ adjoining SF, 5′ adjoining MF[5]	10′ for all commercial uses adjoining residential	Retail=15′ adjoining SF or MF Office=15′ adjoining SF, 5′ adjoining MF	10′ for all commercial uses adjoining residential	Retail=15′ adjoining SF or MF Office=15′ adjoining SF, 5′ adjoining MF	10′ for all commercial uses adjoining residential
Maximum Retail/Restaurant Store Size	10,000 s.f. per establishment	4,000 per establishment	Ok with 4,000 s.f. limit	10,000 s.f. per establishment	4,000 per establishment	10,000 s.f. per establishment, excludes grocery, drug, hardware…	No change	4,000 s.f. per establishment	No change

[3] Note that office has 5′ minimum side (15′ combined)
[4] Required yard along Lake St S or LWB increased 2′ for each 1′ that the structure exceeds 25′ (applies to RM along Boulevard as well)
[5] 20′ landscaped berm/topographic change required by (1) suffix

Development Standards for Neighborhood Business Family of Zones (cont.)

	BN (Moss Bay)			BN (South Rose Hill)		BNA (Finn Hill)		MSC 2 (Market Street)	
	Current	**PC Rec.**	**5/15/12 CC Feedback**	**Current**	**PC Rec.**	**Current**	**PC Rec.**	**Current**	**PC Rec.**
Use Limitations	Use Zone Charts	• Prohibit non-pedestrian oriented (e.g. veh. service station & drive-thru) • Prohibit Office use on upper floors	Ok with prohibiting non-pedestrian uses, did not comment of office restriction	Use Zone Charts	Prohibit non-pedestrian oriented (e.g. vehicle service station & drive-thru)	Use Zone Charts	No change	Prohibits non-pedestrian oriented (e.g. vehicle service station & drive-thru)	No change
Maximum Building Length	None	Design guidelines	Ok with design guidelines	None	Design guidelines	None	Design guidelines	Design regulations	Design guidelines
Review Process	None	Design Board Review	Ok with design review, PC to recommend process & guidelines	Process IIA	• Design Board Review • Incorporate Comp Plan criteria into special regulations	None	Design Board Review	Administrative Design Review	Design Board Review

Attachment 1

Ground Floor Commercial Development Standards for Community Business (BC) Family of Zones

	BCX (Bridle Trails)		BC 1 (North Juanita)		BC 2 (Kingsgate)	
	Current	**PC Rec.**	**Current**	**PC Rec.**	**Current**	**PC Rec.**
Minimum Commercial Floor Area	75% of ground floor	Minimum commercial FAR of 25% for new mixed use	75% of ground floor	Minimum commercial FAR of 25% for new mixed use	75% of ground floor	Minimum commercial FAR of 25% for new mixed use
Residential on Ground Floor of Structure	Prohibited	Allowed, but must have intervening commercial frontage along street	Prohibited	Allowed, but must have intervening commercial frontage along street	Prohibited	Allowed, but must have intervening commercial frontage along street
Commercial Orientation	Toward arterial or sidewalk	• Toward arterial or sidewalk • Minimum 13' ground floor height (increase max height by 3' to continue to allow 3-stories)	Toward arterial or sidewalk	• Toward arterial or sidewalk • Minimum 13' ground floor height	Toward arterial or sidewalk	• Toward arterial or sidewalk • Minimum 13' ground floor height

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov

MEMORANDUM

Date: **October 4, 2012**

To: **Kurt Triplett, City Manager**

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

Subject: **Amendment to the Adopted Planning Work Program**

RECOMMENDATION

City Council adopts, by motion, an amended 2012-2014 Planning Work Program (Exhibit A attached). Task 4.2 (Houghton/Everest Business District Subarea Plan) is removed from the 2012, 2013 and 2014 schedules and will be reconsidered at a later time following the GMA required Comprehensive Plan update (2013-2014).

The general role of all Kirkland business districts, including the Houghton/ Everest Business District, in accommodating future growth will be considered during the 2013-2014 Comprehensive Plan update along with an assessment of the Neighborhood Plan process. This assessment will result in recommendations for future planning processes once the Comprehensive Plan update concludes.

Following completion of the Comprehensive Plan update, implementation tasks will be prioritized by the Council. Among those tasks, consideration should be given to preparing a detailed Houghton/Everest Business District plan and zoning regulations in partnership with all affected neighborhoods.

Future planning efforts will incorporate early and meaningful opportunities for community involvement.

BACKGROUND DISCUSSION

On May 15, 2012 the City Council approved the 2012-2014 Planning Work Program. The adopted work program includes Task 4.2 regarding the Houghton/Everest Business District. At that time, the Council directed staff to move forward with the business district plan, zoning and design guidelines since it was a logical next step following the completion of the Central Houghton Neighborhood Plan. The Central Houghton Neighborhood Plan contains policies indicating that a plan for the entire Houghton/Everest Neighborhood Center, including property in the Everest Neighborhood, should be a coordinated effort.

In July and August the Planning Commission and Houghton Community Council had initial study session meetings to define the study area, identify discussion topics and set out the schedule for public meetings, community outreach and review by the Planning Commission, Houghton Community Council and City Council. Staff had planned to convene three "Neighborhood Dialogues". The first two would occur at the respective neighborhood association meetings for Everest (September 25th) and Central Houghton (October 3). A third dialogue was held for the general public on October 9th. A summary of the comments from the two neighborhood association meetings are attached (Attachment 1). A summary of the October 9 meeting will be conveyed to the Council. The meeting comments have also been posted on the City's website at the following link: Houghton/Everest Neighborhood Center

In mid-September the City began receiving e-mails from citizens particularly in the Everest neighborhood but also the Central Houghton Neighborhood. A variety of concerns were expressed particularly about the schedule and process (not enough time to be engaged), the potential change in character, land use and design, and transportation (primarily traffic and safety).

On September 24, the Houghton Community Council (HCC) met at a study session on the Houghton/Everest Center. Following comments from the audience and a staff presentation, the HCC voted to recommend that further work on the neighborhood center plan be delayed so that the Everest and Central Houghton Neighborhoods would have time to work together on the plan and zoning.

The Planning Commission met on September 27th on the neighborhood center plan and zoning and to consider the recommendation from the HCC. In response to the concerns expressed by residents of the Everest and Central Houghton neighborhoods, staff recommended to the Planning Commission that the process and timing be reconsidered. The Planning Commission concurred and recommended that the area be included in the city-wide Comprehensive Plan update.

The City Manager responded to the e-mail messages submitted to the City Council stating that he will be asking the City Council to reconsider the timing of the project at the October 2 City Council meeting (Attachment 2). At that meeting, the Council concurred with the City Manager's recommendation to bring back the Planning Work Program to consider options for the Council to amend the Work Program at the October 16 meeting.

As a result of Council's direction on October 2, further study session meetings and the public hearing with the Planning Commission and the Houghton Community Council have been cancelled pending direction from the City Council.

Attachments

Exhibit A:	Planning Work Program
Attachment 1:	Summary of Comments
Attachment 2:	October 1, 2012 Letter from City Manager

Exhibit A

ADOPTED 2012 – 2014 PLANNING WORK PROGRAM: LONG RANGE TASKS Adopted October 16, 2012

				2012												2013				2014			
TASK		**PROJECT MANAGER**	**2012 STAFF**	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**1st**	**2nd**	**3rd**	**4th**	**1st**	**2nd**	**3rd**	**4th**
POLICIES, PLANS & REGULATIONS																							
1.0	**2012 Comp Plan & PAR's**		**1.1 FTE**																				
1.1	• Annual Comp Plan Update	**Brill**																					
1.2	• Howard PAR																						
1.3	• MRM PAR	**Ruggeri**																					
1.4	• Assoc. Earth Sciences PAR	**Ruggeri**																					
2.0	**GMA Comp Plan Update**																						
2.1	• Community Profile																						
2.2	• LU Capacity Analysis																						
2.3	• Scoping & Visioning																						
2.4	• SEPA/EIS																						
2.5	• Plan Update Work																						
3.0	**Economic Development**		**1.0 FTE**																				
3.1	• Totem Lake Amendments	**Collins**																					
3.2	• Commercial Codes	**McMahan**																					
3.3	• Totem Lake TDR Analysis/ILA	**Collins**																					
3.4	• Infrastructure Financing Tools	**Finance/Wolfe**																					
3.5	• Totem Lake Plan Update	**Collins**																					
4.0	**Subarea Plans**																						
4.1	• Neighborhood Plan Assessment																						
4.2	• Houghton/Everest Bus Dist																						
4.3	• Cross Kirkland Corridor																						
5.0	**Misc. Code Amendments**		**.5 FTE**																				
5.1	• Misc. Code Amendments	**Brill**																					
5.2	• Traffic Impact Standards	**Swan/Godfrey**																					
5.3	• Collective Gardens																						
5.4	• Sign Regulations																						
6.0	**Housing**	**Nelson/ARCH**	**.2 FTE**																				
6.1	• Housing Preservation																						
6.2	• Affordable Housing Strategies																						
7.0	**Natural Env./Sustainability**		**.9 FTE**																				
7.1	• LID/Green Codes & Programs	**Barnes**																					
7.2	• Urban Forestry/Mgmt Plan	**Powers**																					
7.3	• Critical Area Regulations																						
7.4	• Green Team	**Barnes/Stewart**																					
8.0	**Database Management**	**Goble**	**.1 FTE**																				
9.0	**Regional Coordination**	**Shields**	**.1 FTE**																				
	Planning Commission Tasks																						
	Other Tasks																						

Everest Neighborhood Association Meeting

September 25, 2012 Houghton Fire Station (#22)
TOPIC: Houghton-Everest Neighborhood Center Plan

Summary of participant comments about the city's planning process for the Houghton-Everest Neighborhood Center

Prepared by: Marie Stake, Communications Program Manager (Facilitator)

On September 25, 2012, staff from the Planning & Community Development Department and City Manager's Office attended the Everest Neighborhood Association meeting for the purposes of presenting background information regarding the City's efforts to study the Houghton-Everest Neighborhood Center and to facilitate a discussion around participants' concerns and ideas about the planning process. There were over 60 attendees.

Angela Ruggeri, Senior Planner, presented information about how the study came about, recent efforts by the Planning Commission and Houghton Community Council, and the current status of the planning process. Many participants had questions following this presentation. Kurt Triplett, City Manager, and Paul Stewart, Deputy Director, Planning & Community Development Department helped to answer them. During the "Q & A," Marie Stake (facilitator) recorded the various concerns participants expressed. Also, Kari Page, Neighborhood Outreach Coordinator (co-facilitator) recorded comments that specifically pertain to expectations residents have about the planning process.

The two issues that most participants expressed high concern about were: Traffic and Timeline. Below are the concerns expressed which are sorted by "themes:"

Timeline

- How did this (study) become a priority?
- It's a big commitment for residents to attend multiple meetings
- When will the Everest Neighborhood Plan be updated?
- Why the rush?
- Everest Neighborhood Association should have been consulted when the Central Houghton Neighborhood Plan update was happening.
- Everest Neighborhood was due for a neighborhood plan update after Central Houghton
- Water Utility Comprehensive Plan updates are required every 5-10 years, why isn't the requirement the same for the (Everest) Neighborhood Plan?

Traffic

- 6th Street South is dysfunctional, broken
- How is the City going to address 6th Street?
- Do developers have to improve 6th Street?
- Google has produced more traffic and reduced parking for residents
- Parking along 6th Street makes it difficult for residents to exit onto 6th Street from 9th Avenue S.
- Too many back ups
- No one is using the bike lanes on 6th; turn them into car lanes
- Traffic Management Plan is needed

    - Traffic is "insane" now; will worsen
    - Need to look at on/off ramps at I-405
    - Look at back ups at 68th and 108th intersection
- If Neighborhood Center gets to "build out," traffic will worsen
    - Traffic mitigation needs to extend outside of the Neighborhood Center
- Fix traffic first, then let development happen.
    - The development of the Neighborhood Center has the potential to be larger than Google
- Concerned about child safety around Lakeview Elementary (sidewalks)

Process & Proposed Amendments

- What is the planning process?
- Why did the City spend money on the conceptual drawings?
- Object to the scale of the conceptual drawings; provide alternate concepts
- Concerned that the Comprehensive Plan amendment being proposed for Everest removes language that results in eliminating a buffer for residential development
- The Comprehensive Plan drives the zoning code. The Comprehensive Plan allows five stories in Central Houghton. This will result in amendments to the zoning code that will be the same.
- The Neighborhood Center Plan assumes only local shopping is occurring but shoppers come from other places; the area is "now a destination."

Study Area

- The property owners/developers in the area want to maximize their property value
- How does "build out" of the Neighborhood Center compare to Parkplace redevelopment?
- Why isn't the industrial area north of Houghton Village being considered?
    - There is an opportunity to maximize the use of the Cross Kirkland Corridor
- Have the property owners (in the Neighborhood Center) agreed to this study?

Density

- Send density to Totem Lake
- Don't accommodate growth
- Why do we have to continue accommodating growth?
- Concerned about spot zoning – if this is done without a process for the whole neighborhood plan update

Neighborhood Character

- We don't want to be like Bellevue
- Keep Everest the way it is; just fix the roads

Public Involvement

- Want assurances our voices will be heard
- Citizens encouraged to comment via email

Information Requested

- Provide topography maps
- Describe what is allowed now (in the Neighborhood Center)
- Provide artist renderings of what is allowed now

- Tell us more about the Central Houghton Neighborhood Plan
- How do the proposed changes compare to the scale of Parkplace or Juanita Village?
- Does the city have plans to update 6th Street sidewalks?

Due to the extended amount of time to answer questions, minimal time was available to complete a comprehensive facilitation around the planning process. Following the "Q&A," Facilitator Stake checked in with the participants on the concerns she had recorded to ensure they were reflected accurately. Participants agreed they were. Participants were asked if any other concerns needed to be added. One attendee asked about a traffic study for the area. This was added to the concern list.

Next Facilitator Stake explored the comments recorded by Co-facilitator Page about the process. Again, addressing the current traffic issues before starting any evaluation of the Neighborhood Center and creating a realistic timeline to complete the Neighborhood Center Plan were very important to participants. The Summary below reflects the thoughts of the attendees:

- Conduct system wide traffic study first
- Provide artist renderings of current zoning
- (Citizens need) Better understanding of growth management requirements and Kirkland's status
- Look at Capital Improvement plans for 6th Street, NE 68th and 108th
- Everest Neighborhood felt it should have been consulted on the Central Houghton Neighborhood Plan
- Follow typical planning process (Plan, zoning, permit, build)
- Provide more than one conceptual option
- Look at economic incentives
- Conduct parking study. Address parking needs
- Provide realistic timeline like other Neighborhood Plans were allowed
- Develop Neighborhood Center Plan at same time as (citywide) Comprehensive Plan

Wrap Up:
Facilitator Stake advised participants that the summary of comments would be posted to the City website and those who have subscribed to updates will receive an email that the webpage is updated.

Central Houghton Neighborhood Association Meeting

October 3, 2012 Houghton Fire Station (#22)
TOPIC: Houghton-Everest Neighborhood Center Plan

Summary of participant comments about the status of the Houghton-Everest Neighborhood Center Plan

Prepared by: Kari Page, Neighborhood Services Coordinator (Facilitator) and Marie Stake, Communications Program Manager (Facilitator)

On October 3, 2012, staff from the Planning & Community Development Department and City Manager's Office attended the Central Houghton Neighborhood Association meeting to provide an update on the Houghton-Everest Neighborhood Center Plan and to facilitate a discussion around participants' concerns and ideas about the planning process. There were over 25 participants.

Angela Ruggeri, Senior Planner, discussed how the study of the Houghton-Everest Neighborhood Center Plan (Business District) came about and that last night the City Council agreed with the City Manager's recommendation to delay the Neighborhood Center plan update. She stated that there is currently no development application (within the Business District) on file with the city.

Ms. Ruggeri explained the purpose of the City's Comprehensive Plan (Comp Plan) as a "vision" document that is intended to plan for growth in Kirkland and that neighborhood plans are a section of the Comp Plan. She explained that an update to the Central Houghton Neighborhood Plan was completed in 2011. The updated Neighborhood Plan only addressed the portion of the Houghton/Everest Neighborhood Center area that is in the Central Houghton Neighborhood (south of NE 68th Street). It stated, however, that the Houghton Neighborhood should coordinate with the Everest Neighborhood to develop a plan for the entire Neighborhood Center. The City has received feedback from both neighborhoods that it is important to look at the Neighborhood Center as a whole.

She recognized that the City was moving quickly on the Neighborhood Center Plan and in response to citizen feedback the Planning Commission and Houghton Community Council recommended to slow down the process. She stated the City Council agreed with the recommendation on October 2 and will be presented with a revised Planning Work Program on October 16.

She stated the City will initiate a 10-Year update to the Comp Plan in 2013 which is a process that takes two years to complete.

Facilitator Stake introduced herself and Kari Page and opened the conversation with the following question: "What is the most important issue the planning process should address?" She explained that question applies to the 10 Year Comp Plan Update, the Houghton-Everest Neighborhood Center Plan update or updates to a Neighborhood Plan. Below is a summary of concerns and questions raised by participants.

Traffic was the greatest concern expressed by most participants. Traffic subthemes included: provide more pedestrian and bicycle safe routes and connections, evaluate parking conditions (now and with future development), and study traffic to and from key destinations and city wide.

Traffic (including pedestrians and bicycle safety)

- Provide surface parking (better for neighborhood).
- Provide free parking (if private developments start charging for parking – it will kill the neighborhood/community feel of this center.
- Slow traffic.
- More pedestrian/bicycle friendly roads and crossings.
- Too much backup during rush hour (east on 68th and north on 108th).
- How can we add more development with existing traffic being so bad now.
- Provide safe place for ICS students to stand and wait for the bus (this helps keep cars off the roads)
- Determine what roadway improvements need to be made if area is fully developed (regional approach – Google, transit oriented development, downtown, Houghton shopping center, etc.)
- Create a walking community
- Schools want more students to walk and bike
- Not enough room for bicycles on NE 68th Street (feel like you get squeezed next to the curb in places).
- We aren't a walking City like Seattle – it isn't going to happen in the suburbs – no matter how much you want it.
- Provide consistent sidewalks and consistent bicycle widths throughout the City and people/families will use them more.
- Create a safe passage corridor (like spokes of a wheel) to schools, neighborhood center, and shopping. Have dedicated bike lanes and sidewalks leading to key points/destinations.
- Look at fixing traffic flow to and from key destinations: I-405, South Kirkland Park and Ride, downtown, Carillon Point, SR520.
- Need better integration with Metro – restore 234 and connect better with Microsoft and Houghton and restore 255 back like it was.
- Consider impacts from Google if they expand.
- There is limited access both in and out of neighborhood as well as in and out of Houghton Shopping Center. Exiting the shopping center during rush hour is hard.
- We need a Pedestrian/Bicycle Commission – not just a Transportation Commission.

Process & Proposed Amendments

- The plan should address the great connections that can be/should be made with Cross Kirkland Corridor (connections to schools, parks, shopping, commercial areas).
- The proposed plan didn't fit into the neighborhood scale or character.
- Was the proposed plan more about Growth Management Act – instead of neighborhood character?
- Consider the traffic impacts – when we appear and feel like we are at capacity now.
- Looking at the entire City first makes the best sense – plan regionally first – then locally.
- Consult businesses who are there now. Neighborhood doesn't want them to move.

- Foster neighborhood scale retail development, diverse businesses, and keep properties affordable for the businesses.
- Height and density is out of scale with what we want and the neighborhood. If you change retail to commercial you will totally change the character of the neighborhood.

Study Area

- Where does the Neighborhood begin? (Lakeview Elementary School catchment area all care about this center). Look to everyone who is impacted and how they are impacted to determine who should be involved.
- 8-9 schools in the area – schools should get involved as they are all impacted.

Density

- The plan should be about who is there now (the businesses and the residents). The plan should be about the existing neighborhood (not increasing density).

Neighborhood Character

- Preserve our quality of life.
- Keep pedestrian overpasses across I405.
- Keep/foster/preserve the businesses that are there – they serve the neighborhood.
- Create a community center for the neighborhood.
- Think of neighborhood first – not the businesses.

Public Involvement

- Use post card mailings to residents to keep them informed (especially when there is a proposed development).
- Use schools and PTSA's to help get meeting notices and information out (many people who showed up tonight heard about the meeting through the PTSA at Lakeview).
- (City should) Assume the public is "stupid – like Planning for Dummies." Use word we understand and illustrate to us what you are talking about so we understand.
- Note many people can't attend so many meetings. Can you have fewer but more meaningful/productive meetings?
- Involve us when there are only 3 options or so (boil it down so our time is productive)
- Email is useful.
- Notify us of the process early – not so late in the process.
- Meetings are better than emails as you can really work on issues and hear from your neighbors.
- Summers don't work for residents – many on vacations and neighborhood associations don't meet in the summer.
- Use post cards – small – red – catch our attention.
- Pictures help – maybe do what you did this time – show outlandish diagrams. It worked!
- Web site is good as people can fit reviewing/reading into their own schedules.
- List serves help for getting word out and help to keep people involved who want to stay informed but can't come to meetings.
- Press Releases.

- Non computer users – don't forget them. Use mailings. These are the people who usually can't come to meetings either. Don't leave out their input.
- Kiosks (wish the bus stop was still there).
- Join up with the Kirkland Reporter (public/private partnership) and restate the neighborhood section (as people really liked this – felt it was a great way to stay informed in their neighborhoods – and heard the news from their own people). This also gets the people who aren't connected electronically.
- Before a neighborhood plan is finalized, it would be helpful if the planners summarized the big changes. It is so hard to read through a whole plan and try to figure out what changed and what was significant and what wasn't. Some read the new Houghton Plan but didn't notice the move to allow 5 stories.

Information Requested

- Determine how the proposed zoning and subsequent development will impact the neighborhood. For example, Google has impacted Everest but no one told them how much it would – before they moved in.
- Create a pedestrian/bicycle overlay over the neighborhood plan and strategize ways to improve pedestrian and bicycle safety and circulation (include social paths/trails).
- Are we close to capacity at the intersection of 68th and 108th Avenue NE? How do we get beyond current capacity without widening streets?
- With more development, we get more kids, need more schools, where do we put them? Is someone planning with the school district as zoning changes to bring in more people?
- What if Waddell applied for redevelopment now under the new Central Houghton Neighborhood Plan? Would he be able to build 5 stories? How can we stop this now from happening – if we are going to hold off on the shopping center planning process? Can't afford to wait/sit on the existing Central Houghton neighborhood plan now that it has been changed.
- Will 5 stories be allowed in at the shopping center now?
- What part of the Houghton Shopping Center plan will be part of the Citywide Comprehensive Plan? How do we know where to be involved?

KEY ISSUES THE FUTURE PLANNING PROCESS SHOULD ADDRESS

- How do we know what process to be involved in during the Comprehensive Planning process? What key words do we look for or special meetings that will address traffic and eventually have an impact on what gets planned for the Houghton Shopping Center?
- Need data on demographics, population, school capacities, business plans, traffic flows, etc. Better understand the development impacts on each of these elements before you change the zoning.
- Address pollution of adding development and cars.
- Create a community gathering space (like North Kirkland Community Center).
- Bring people together like tonight – to brainstorm what we want in our neighborhood as you go into the planning process. We didn't know this was done for the Central Houghton Neighborhood Plan.
- Use pictures like you did with the proposed plan – helps us visualize better than reading through a planning document.
- Use words that everyone understands – rather than planning terms.

- Can we relook at the Central Houghton Neighborhood Plan – specifically the Houghton Shopping Center piece. We didn't know it was being changed so dramatically. Would have liked to know this before it was passed by Council.
- Do an economic feasibility of the comprehensive plan changes before they are done. Can we support this level of development (economically) before we change the zone – as we do not want someone to build and leave a ton of vacant space that the economy can't sustain.
- Include PTSA and Schools around the area – as there are so many and they should be part of the planning process as they have to "house" the people who move here. We are an "education center." (NW University, Lakeview, ICS, Community School, Lake Washington High School, Adventist School, Day Care, Emerson High School, Northstar).

Attachment 2

Houghton-Everest Neighborhood Center Plan Update

Monday, October 1 2012

Dear Houghton-Everest Neighborhood Center Plan Update Subscriber,

In response to the concerns expressed by residents of the Everest and Central Houghton Neighborhoods, I am recommending that the process and timing of the Houghton/Everest Neighborhood Center (Business District) be reconsidered. At its meeting last week, the Planning Commission recommended that the area be included in the City's 10-year Comprehensive Plan Update. The Houghton Community Council recently recommended that the Neighborhood Center Plan be delayed so that the Everest and Central Houghton Neighborhoods would have time to work together on the Plan.

On Tuesday, October 2, the City Council will be asked to reconsider the timing of the project and on October 16 it will be presented options to amend the Planning Work Program. During the next two years, Planning Department resources will be focused on a City-wide update of the Comprehensive Plan as required by state law. One option may be to evaluate the Houghton/Everest Neighborhood Center Plan as part of that update in 2013/2014. Another option would be to complete the Comprehensive Plan update prior to preparing a more detailed plan and zoning for the business district. In either case, a new timeline and approach would be developed that will include community outreach.

The October 25 joint public hearing before the Planning Commission and Houghton Community Council on the Neighborhood Center plan is postponed. If the City Council decides not to suspend the project, a new public hearing date will be scheduled with additional opportunities for public involvement.

City representatives will be at the October 3 Central Houghton Neighborhood Association meeting to provide updates and to get feedback from participants about the planning process. This was done at the Everest Neighborhood Association meeting on September 25 and a summary of concerns is posted to the website.

If the City Council concurs with reconsidering the plan, the neighborhood dialogue meeting on October 9 may either be cancelled or might be focused on community interests, concerns and process To subscribe to receive email notices regarding meeting schedules and project updates, go to www.kirklandwa.gov/neighborhoodcenter and click the "Kirkland Email Alerts" icon.

We appreciate the feedback we are receiving from citizens and take that input very seriously. You are encouraged to stay informed and involved. Should you have specific questions, please contact Angela Ruggeri, Senior Planner at 425-587-3256 or aruggeri@kirklandwa.gov.

Sincerely,

Kurt Triplett
Kirkland City Manager

Council Meeting: 10/16/2012
Agenda: Unfinished Business
Item #: 10. c.

CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: John MacGillivray, Solid Waste Programs Lead
Ray Steiger, P.E., Public Works Director

Date: October 4, 2012

Subject: 2013-2014 Solid Waste Rate Adoption

RECOMMENDATION:

It is recommended that the City Council adopts the 2013-2014 solid waste rates.

BACKGROUND AND DISCUSSION:

At their September 4, 2012 meeting, the proposed 2013-2014 solid waste rates were presented to the City Council (see September 4 materials). These rates were reviewed extensively by the Council's Finance Committee which recommended approval. The full Council approved the proposed rates, and staff subsequently prepared an ordinance for Council adoption at their September 18 meeting. However, due to ongoing settlement negotiations with Waste Management regarding the City's assessment of non-performance penalties resulting from Waste Management's failure to perform during the July 25 to August 1 garbage and recycling strike, the adoption of the solid waste rates was delayed. The adoption was delayed in anticipation that a portion of the penalties collected could be used to reduce the proposed 13.39% average rate increase. No settlement has yet been reached and, per statute and City policy, solid waste rates must be adopted on or before October 16. The current proposal is therefore the same rate proposal that was included in the September 4 Council packet, with one change.

The one rate change that has occurred since the September 4 Council meeting was that on Monday, September 24, the King County Council adopted an amended King County Solid Waste Division tipping fee (disposal fee) of $120.17/ton which reflects a $1.58/ton reduction from the $121.75/ton that was included in the September 4 proposed rates. Consequently, the average proposed Kirkland solid waste rate increase has been adjusted downward from 13.39% to 12.99% to reflect this reduction.

Ongoing discussions will continue with Waste Management to reach a final settlement on their non-performance fees, and staff will return to City Council once that has been accomplished.

Attachments: Attachment A – 2103/2014 Solid Waste Rates Ordinance

ORDINANCE O-4380

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO SOLID WASTE COLLECTION RATES AND AMENDING SECTION 16.12.030 OF THE KIRKLAND MUNICIPAL CODE.

The City Council of the City of Kirkland do ordain as follows:

Section 1. Section 16.12.030 of the Kirkland Municipal Code is hereby amended to read as follows:

16.12.030 Collection rates.

The rates to be charged for solid waste collection service in the city shall be as follows:

(1) Residential.

A. **Single-Family ~~(Per Month)~~** **Per Month Rate**

Monthly Service

35-gallon cart	$~~4.55~~ 5.78
~~Ongoing Carry-out surcharge~~	~~4.05~~

Weekly Service

10-gallon mini cart	$~~5.63~~ 7.15
20-gallon mini cart	$~~11.26~~ 14.30
35-gallon cart	~~19.71~~ 22.25
64-gallon cart	~~36.03~~ 40.66
96-gallon cart	~~54.04~~ 60.99
32-gallon equivalent "extra"	~~4.16~~ 5.73
	Per Occurrence

Extra Yard Debris Service

96-gallon cart	$ ~~11.45~~ 12.92
	Per Month
32-gallon container	5.07
	Per Occurrence

As stated in Section 16.12.025, ~~a senior citizen's discount of forty percent of the rate set forth here is available for qualified residents~~ the solid waste rate to be charged to a qualified low-income senior citizen single-family residential customer shall be sixty percent of the rate set forth in Section 16.12.030 (1)(A).

One gray yard waste cart and one blue recycling cart is provided to each customer at no extra charge. The contractor will charge a fee for additional yard waste receptacles above the first set provided. The contractor will provide a 35 or 96 gallon recycling cart on request to new residents and those residents needing less or additional capacity than provided by the default 64 gallon recycling cart.

B. **Miscellaneous Service Fees** **Rate**

Return trip	$~~14.91~~ 16.83
	Per Occurrence
Drive-in charge	~~6.77~~ 7.64
	Per Month
Redelivery fee (carts)	~~20.34~~ 22.96
	Per Occurrence
Carry-out surcharge	~~4.05~~ 4.57
	Per Month

C. **On-Call Bulky Waste Collection Fees (Per Occurrence – Per Item)**	**Rate**
Appliances	$~~101.72~~ 114.80
Refrigerator/Freezer	~~101.72~~ 114.80
Sofa	~~101.72~~ 114.80
Chair	~~101.72~~ 114.80
Mattress or box springs	~~101.72~~ 114.80
Tire: Auto/light truck	~~27.12~~ 30.61
Tire: Bus/heavy truck	~~33.90~~ 38.26
Tire: Additional for rims or wheels	~~20.34~~ 22.96
Miscellaneous, per cubic yard	~~74.60~~ 84.20

D. **Temporary Container Service**	**Rate**
Temp. 2-yard container	$~~58.66~~ 66.21
Daily rent	~~1.36~~ 1.53
Delivery fee	~~51.53~~ 58.16
Temp. 4-yard container	~~74.37~~ 83.94
Daily rent	~~1.70~~ 1.92
Delivery fee	~~51.53~~ 58.16
Temp. 6-yard container	~~89.54~~ 101.06

Daily rent	~~2.03~~ 2.29
Delivery fee	~~51.53~~ 58.16
Temp. 100-yard container	~~2,922.40~~ 3,298.30

(2) Multifamily and Commercial.

A.

Carts	**Rate**
Weekly Service	
20-gallon mini cart	$~~11.26~~ 14.30
35-gallon cart	~~19.71~~ 22.25
64-gallon cart	~~36.03~~ 40.66
96-gallon cart	~~54.04~~ 60.99
32-gallon equivalent "extra"	~~4.16~~ 5.73

B.

Miscellaneous Services (Per Event)	**Rate**
Return trip	$~~35.31~~ 38.82
Carry-out service (per container)	~~3.93~~ 4.32
Redelivery	~~49.70~~ 54.65
Roll-out container	~~6.55~~ 7.20
Unlock container	~~2.22~~ 2.44
Gate opening	~~3.93~~ 4.32

~~Steam cleaning~~ Pressure washing (per yard)	~~23.53~~ 25.87

C. **Comm./Mf Uncompacted Containers** **Rate**

1 Cubic Yard Uncompacted

1 pickup/week/container	$~~81.04~~ 89.10
2 pickups/week/container	~~156.37~~ 171.93
3 pickups/week/container	~~231.74~~ 254.80
4 pickups/week/container	~~307.09~~ 337.65
5 pickups/week/container	~~382.44~~ 420.50
6 pickups/week/container	~~457.80~~ 503.35

1.5 Cubic Yard Uncompacted

1 pickup/week/container	$~~102.80~~ 113.03
2 pickups/week/container	~~198.92~~ 218.71
3 pickups/week/container	~~295.03~~ 324.39
4 pickups/week/container	~~391.16~~ 430.08
5 pickups/week/container	~~487.26~~ 535.75
6 pickups/week/container	~~583.44~~ 641.50

2 Cubic Yard
Uncompacted

1 pickup/week/container	$~~124.12~~ 136.47
2 pickups/week/container	~~239.95~~ 263.83
3 pickups/week/container	~~355.81~~ 391.22
4 pickups/week/container	~~471.63~~ 518.56
5 pickups/week/container	~~587.48~~ 645.94
6 pickups/week/container	~~704.38~~ 774.47

3 Cubic Yard
Uncompacted

1 pickup/week/container	$~~164.77~~ 181.17
2 pickups/week/container	~~320.06~~ 351.91
3 pickups/week/container	~~475.34~~ 522.64
4 pickups/week/container	~~630.63~~ 693.38
5 pickups/week/container	~~785.92~~ 864.13
6 pickups/week/container	~~941.23~~ 1,034.89

4 Cubic Yard
Uncompacted

1 pickup/week/container	$~~205.81~~ 226.29
2 pickups/week/container	~~400.54~~ 440.40
3 pickups/week/container	~~595.28~~ 654.52

4 pickups/week/container	~~790.02~~ 868.63
5 pickups/week/container	~~984.75~~ 1,082.74
6 pickup/week/container	~~1,179.50~~ 1,296.87

6 Cubic Yard Uncompacted

1 pickup/week/container	$~~286.75~~ 315.28
2 pickups/week/container	~~560.38~~ 616.05
3 pickups/week/container	~~834.00~~ 916.99
4 pickups/week/container	~~1,107.64~~ 1,217.86
5 pickups/week/container	~~1,381.27~~ 1,518.72
6 pickups/week/container	~~1,654.92~~ 1,819.60

8 Cubic Yard Uncompacted

1 pickup/week/container	$~~367.17~~ 403.71
2 pickups/week/container	~~719.68~~ 791.29
3 pickups/week/container	~~1,072.21~~ 1,178.90
4 pickups/week/container	~~1,424.74~~ 1,566.51
5 pickups/week/container	~~1,777.26~~ 1,954.11
6 pickups/week/container	~~2,129.79~~ 2,341.72

"Extra" Uncompacted Cubic Yard	~~21.97~~ 24.16

D. **Comm./Mf Compacted Containers (Weekly Pulls)**	**Rate**
1 cubic yard container	~~205.09~~ 225.50
1.5 cubic yard container	~~285.09~~ 313.46
2 cubic yard container	~~364.53~~ 400.80
3 cubic yard container	~~520.96~~ 572.80
4 cubic yard container	~~677.87~~ 745.32
6 cubic yard container	~~1,451.06~~ 1,595.45

E. **Comm./Mf Yard Debris (Per Month)**	**Rate**
96-gallon cart (weekly collection)	$~~11.87~~ 13.05
2 cubic yard container (weekly)	~~91.13~~ 100.20
Extra cubic yard	~~28.36~~ 31.18
Extra yard debris 32-gallon can	~~4.20~~ 4.62

F. **Roll-Off Container Rental Permanent Noncompacted Service**	**Rate**
10 cubic yard container	~~$39.92~~ 43.61
15 cubic yard container	~~46.56~~ 50.86
20 cubic yard container	~~59.87~~ 65.40

25 cubic yard container	~~66.54~~ 72.68
30 cubic yard container	~~73.19~~ 79.95
40 cubic yard container	~~79.83~~ 87.20

G. **Roll-Off Container Rental Temporary Noncompacted Service** **Rate**

10 cubic yard container	$~~46.66~~ 51.12
15 cubic yard container	~~53.23~~ 58.00
20 cubic yard container	~~61.11~~ 66.85
25 cubic yard container	~~69.33~~ 75.70
30 cubic yard container	~~75.90~~ 82.91
40 cubic yard container	~~89.04~~ 97.33

(3) Comm./Mf Drop-Box Collection (Per Haul).

A. **Noncompacted Service** **Rate**

10 cubic yard container	$~~130.45~~ 142.49
15 cubic yard container	~~130.45~~ 142.49
20 cubic yard container	~~130.45~~ 142.49
25 cubic yard container	~~130.45~~ 142.49
30 cubic yard container	~~130.45~~ 142.49
40 cubic yard container	~~130.45~~ 142.49

B. **Compacted Service**	**Rate**
10 cubic yard container	$~~143.10~~ 156.31
15 cubic yard container	~~143.10~~ 156.31
20 cubic yard container	~~143.10~~ 156.31
25 cubic yard container	~~143.10~~ 156.31
30 cubic yard container	~~143.10~~ 156.31
40 cubic yard container	~~143.10~~ 156.31

C. **Temporary**	**Rate**
10 cubic yard container	$~~131.72~~ 143.88
15 cubic yard container	~~131.72~~ 143.88
20 cubic yard container	~~131.72~~ 143.88
25 cubic yard container	~~131.72~~ 143.88
30 cubic yard container	~~131.72~~ 143.88
40 cubic yard container	~~131.72~~ 143.88
Delivery fee – all temp. customers	~~99.79~~ 109.00

D. **Additional Services**

Additional mileage charge for hauls to other sites

Charge per mile	$~~5.33~~ 5.82

Return trip	~~46.56~~ 50.86
Solid drop-box lid charge (per month)	~~46.56~~ 50.86
Pressure washing (per yard)	~~10.66~~ 11.64
Stand-by time (per minute)	~~2.67~~ 2.92
Hourly Rates	
Rear/side load packer and driver	$~~139.70~~ 152.60
Front load packer and driver	~~139.70~~ 152.60
Drop-box truck and driver	~~139.70~~ 152.60
Additional labor (per person)	~~66.54~~ 72.68

(4) Wherever detachable containers are used having a capacity for which a rate has not been established, the director of public works is authorized to establish a rate for such container, which shall be consistent with the ratio of the container capacity to rate charged for the rate herein established.

(5) In addition to the collection rates established in subsections (1), (2) and (3) of this section, there shall be included a county board of health hazardous waste charge as follows:

(A) For each single-family residential customer the sum of one dollar and eight cents per month;

(B) For each multifamily and nonresidential (commercial) customer the sum of eleven dollars and twenty-four cents per month.

Section 2. Effective date for new rates: The monthly rates established in this Ordinance shall go into effect and become the rates to be charged as of January 1, 2013.

Section 3. The garbage rates set forth in KMC 16.12.030, which is amended by this ordinance, shall remain in force and effect until the rates set forth in this ordinance go into effect.

Section 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the

ordinance, or the application of the provision to other persons or circumstances is not affected.

Section 5. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this _____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

PUBLICATION SUMMARY
OF ORDINANCE O-4380

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO SOLID WASTE COLLECTION RATES AND AMENDING SECTION 16.12.030 OF THE KIRKLAND MUNICIPAL CODE.

SECTION 1. Amends Section 16.12.030 of the KMC by amending solid waste collection rates and amending language regarding senior citizen's discount.

SECTION 2 - 3. Provides an effective date for the rates.

SECTION 4. Provides a severability clause for the ordinance.

SECTION 5. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2012.

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

_____
City Clerk

Council Meeting: 10/16/2012
Agenda: New Business
Item #: 11. a.

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jeremy McMahan, Planning Supervisor
Eric Shields, AICP, Director

Date: October 5, 2012

Subject: Planning Commission Recommendation to adopt amendments to the Kirkland Zoning Code, Residential Suites, File No. ZON12-00002 (File #4)

RECOMMENDATION

Adopt the enclosed Ordinance consistent with the recommendation of the Planning Commission (Enclosure A).

BACKGROUND DISCUSSION

KZC 135.15 (Initiation of Proposals) provides that an amendment to the Zoning Code may be initiated by the City or requested by the public through the comprehensive planning process. The proposed amendments were initiated by the City Council.

The Planning Commission considered the proposed amendments to the Kirkland Zoning Code as part of the 2012 miscellaneous code amendments at its public hearing on June 14th 2012. In its recommendation to the City Council, the Planning Commission requested additional time to get the word out and to thoughtfully address potential impacts before making a recommendation. The City Council referred the amendments back to the Commission as recommended. The Commission has solicited additional community involvement, reviewed additional materials, and revised the regulations accordingly. Following their public hearing on October 4, 2012, the Commission now unanimously recommends adoption of the Residential Suites amendments.

As reflected in their recommendation, by a 4-3 vote the Commission decided to not include a green building requirement for this new use. Staff had recommended the following special regulation:

> *Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.*

If the Council decides that green building standards should be required, it may direct that the above regulation be included for the Residential Suites use in each of the zones where the use is permitted.

SEPA Compliance

The City issued a SEPA Addendum for the proposed amendments on March 14, 2012.

Enclosures:

A. Planning Commission Recommendation and Attachments

cc: ZON12-00002 (File #4)
Planning Commission

Enclosure A

CITY OF KIRKLAND
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
123 FIFTH AVENUE, KIRKLAND, WA 98033 425.587.3225
WWW.KIRKLANDWA.GOV

MEMORANDUM

Date: October 5, 2012

To: Kirkland City Council

From: Mike Miller, Chair, Kirkland Planning Commission

Subject: Planning Commission Recommendation to adopt amendments to the Kirkland Zoning Code for Residential Suites, File No. ZON12-00002 (File #4)

INTRODUCTION

We are pleased to submit the recommended amendments to the Kirkland Zoning Code for consideration by the City Council. The Planning Commission recommendation to adopt the Residential Suites code is unanimous.

BACKGROUND

KZC 135.15 (Initiation of Proposals) provides that an amendment to the Zoning Code may be initiated by the City or requested by the public through the comprehensive planning process. The proposed amendments were initiated by the City Council.

The Planning Commission considered the proposed amendments to the Kirkland Zoning Code as part of the 2012 miscellaneous code amendments at its public hearing on June 14th 2012. In our recommendation to the City Council, we expressed enthusiasm about the potential that this use holds to help diversify Kirkland's housing stock and provide a market based solution to affordable housing choices. However, we requested additional time to get the word out and to thoughtfully address potential impacts before making a recommendation in early October. The City Council referred the amendments back to the Commission for additional study and community outreach as recommended.

The proposed draft regulations also include a minor edit to the affected use zone charts to correct an erroneous reference to State statutes for schools. This error is being corrected throughout the code as charts are amended.

PROPOSED KZC AMENDMENTS

The proposed regulations for Residential Suites are included in the attached ordinance. The basic concept falls somewhere between a hotel and a typical multifamily use. Individual rooms are rented with limited amenities in each room and additional amenities are shared between

rooms. The individual units are very small and the trip generation and parking demand is typically much lower than conventional multi-family developments. The individual units do not fit the definition of a dwelling unit because of the shared facilities and do not fit the definition of a hotel because the units are not intended for transient use.

The components of the draft regulations are outlined and evaluated below:

Location: Attachment 1 includes a map of the affected zones and proximity to transit centers. Due to the limited amenities for this use and the potential lower parking requirement, the proposed use is limited to zones within a ¼ mile walk distance of a transit center and with availability of nearby shops and services to reduce dependence on automobiles. In addition, the use is limited to zones that do not have residential density limits. As a result, only CBD 1, 2, 3, 4, 7, and 8 and TL 1A, TL 1B, and TL 2 are included at this time as the zones that meet the identified locational criteria. The Commission discussed that if the use is successful in these zones, the City may wish to consider expanding the use to other areas with similar attributes in the future.

Definition: The draft definition of Residential Suites includes parameters for the use and clarification of what is not included in the use. The key distinction is that the units are not "dwelling units" as defined in the Code because they do not have all of the independent living facilities (living, sleeping, cooking, and sanitation) that are included in a dwelling unit. A Residential Suites living unit would most commonly exclude the cooking facilities in the room and provide shared cooking facilities between a group of rooms. The exclusion of other uses in the definition is important to avoid confusion with other allowed or restricted uses that are subject to different regulations.

Size limits were selected based on a review of how other jurisdictions regulate similar uses and building code requirements. On the low end, 120 square feet corresponds to an IBC requirement for dwelling units to provide one room with at least 120 square feet. On the high end, 350 square feet seems to be the threshold where units are becoming large enough to accommodate cooking facilities (at which point they would be regulated as studio dwelling units rather than Residential Suites living units). It should also be noted that the City can't legally limit occupancy of the units to one person but the smaller units sizes lend themselves to individual occupancies and resultant lower parking demand.

General Provisions: Proposed regulations for the use are generally the same as existing regulations for residential development in the zone. The exception is regulations for parking in the CBD zones.

Development Review Process: All of the zones under consideration require Design Review Board review for new development and have existing design guidelines in place. Because the development will have the same exterior character as any other residential development, no new design provisions are necessary to accommodate the use.

Parking: For the TL zones, the existing Code does not have specific parking requirements. Rather, the amount of parking is to be determined on a case-by-case basis pursuant to KZC 105.25. The draft regulations for Residential Suites in TL zones would maintain the 105.25

determination. For the CBD zones, the draft code requires .5 stalls per living unit (plus employee parking) if the parking is managed or 1 stall per living unit (plus employee parking) if not. For the .5 rate, parking management is required and must include the following:

- The property owner is required to tie rentals to the availability of parking. If all available parking is taken, then units would either not be rented or only rented to tenants who do not have cars. The intent is to incentivize the developer to aggressively manage parking supply and demand. The developer who is not interested in aggressively managing the parking can opt out by providing more parking.
- A recorded Transportation Management Plan, recorded on the property to run with the land, including the following components:
    - Parking costs are unbundled from the rent
    - Subsidies for alternate transportation (could include bus pass, bike purchase incentives, or Zip Car incentive, etc.)
    - Mandatory reporting starting at 90% occupancy and continuing every two years thereafter
    - Civil penalties for failure to comply

The Commission directed staff to discuss the parking requirements for the proposed use with the City Parking Advisory Board (PAB). Planning staff reviewed the proposal with the PAB on September 6, 2012. The PAB discussed the parking and parking management in detail. Robert Pantley and a transportation engineer from TSI were there to provide background data. The PAB did not forward a formal recommendation to the Commission due to lack of a quorum at that point in their meeting. However, the four members in attendance agreed with the proposed rate of .5 stalls per unit provided the parking is actively managed.

The proposed parking rate is the same as the City of Redmond's, but adds the parking management requirements.

The Commission is comfortable that this performance based parking requirement will ensure that parking supply is adequate to meet the parking demand. In addition, we have reviewed a variety of information that supports the concept that there is a market for housing product with less parking supply than is traditional. The following information was considered by the Commission:

- September, 2012 article from The Economist (Attachment 2) explaining trends in driving and car ownership, particularly in the younger households that this housing type may appeal to.
- September, 2012 CNN article (Attachment 3) evaluating why more young American's may be choosing to not own cars.
- July, 2007 article from California's Local Government Commission (Attachment 4) about San Diego's SRO provisions and workforce housing.
- February, 2012 Redmond Traffic Study (Attachment 5) showing a projects PM peak hour vehicle trip rate that is 82% lower than ITE's peak hour trip rate for apartments. The study documents more pedestrian trips than vehicle trips during the PM peak.
- August, 2012 analysis of census data by TSI Engineers (Attachment 6) comparing Redmond and Kirkland relative to household size, vehicle ownership, walkability, and

transit availability. The comparison allows Kirkland to draw conclusions about the data gathered from Redmond projects. The report also provides comparative data from San Diego indicating transportation choices for residents of various housing types, including SRO's.

- August, 2012 travel survey by TSI Engineers (Attachment 7) of residents in two Redmond SRO projects showing transportation choices of residents (only 35% drove to work compared 76% Redmond average) and the vehicle trip rate compared to typical multifamily. The survey responses support the notion that residents who choose to live in this housing type are also choosing to alter their transportation choices.

Green Building: The Commission does not recommend specific green building requirements in the Code. Staff had recommended that the draft code includes aggressive green building requirements to reduce the overall environmental footprint of the development. However, by a 4-3 vote, the Commission concluded that green building requirements for this use (and not for other uses in these zones) had no compelling policy justification and could create an obstacle to providing this more affordable housing choice. The Commission felt that residential suites are an inherently sustainable development type by their compact nature and parking requirements.

Option for Affordable Housing: The TL 1A and TL 1B zones currently have affordable housing requirements for large residential developments and the recommendations for Residential Suites use would follow these provisions in these two zones. The other zones under consideration do not have affordable housing requirements in place for various reasons. The Commission considered whether to recommend mandating affordable housing of residential suites in TL 1A and TL 1B, but decided to recommend against such a regulation. As a practical matter, because of the size of the units, there is little doubt that well over 10% of the units would meet the threshold for affordability as defined in the Code. Because of the "built-in" affordability, it is also likely that at least 10% of the units would be occupied by households meeting the income threshold (50% of King County median). Subjecting the use to the City's affordability requirements would add unnecessary administrative work for both the property manager and City staff.

CRITERIA FOR AMENDING THE ZONING CODE

KZC Section 135.25 outlines the following criteria for amending the text of the Zoning Code. The Planning Commission findings are addressed below:

1. The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan; and

   The proposed amendments are consistent with the Comprehensive Plan. Framework Goal 3 is to "Maintain vibrant and stable residential neighborhoods and mixed-use development, with housing for diverse income groups, age groups, and lifestyles". The Plan notes that "Kirkland has experienced rising housing costs, making it increasingly difficult to provide low- and moderate-cost housing. To meet the needs of Kirkland's changing population, we must encourage creative approaches to providing suitable housing by establishing varied and flexible development standards and initiating programs which maintain or create housing to meet specific needs. Mixed use and

transit-oriented neighborhood retail are encouraged and integrated with our neighborhoods".

The proposed Residential Suites use creates an opportunity for the private sector to build market rate housing that is affordable to a segment of the Kirkland community that is not now well served and that is close the shops, services, and transportation choices of Kirkland's mixed use centers. Consistent with Comprehensive Plan goals for these mixed use areas, density helps support the local shops and services and the shops and services help support residents needs to reduce the need to drive elsewhere to meet daily needs.

2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and

   The recommended amendments bear a substantial relation to public health, safety, and welfare. The amendments provide for orderly development residential uses within areas intended to accommodate an increasing population and employment concentration. Neighborhood compatibility is retained because the external impacts are not likely to differ from other residential development in the subject zones.

3. The proposed amendment is in the best interest of the residents of Kirkland; and

   As noted in the Land Use Element of the Comprehensive Plan:

   > *The fundamental goal of the Land Use Element is to maintain a balanced and complete community by retaining the community's character and quality of life, while accommodating growth and minimizing traffic congestion and service delivery costs (pg. VI-3).*

   The recommended amendments are in the best interest of the community and result in long-term benefits. Amendments continue to focus residential growth in areas that have been planned appropriately with the capacity to meet the demands. The use provides another housing choice to accommodate the housing needs of a variety of Kirkland residents, particularly those who do not need a larger home, choose not to own a car and don't want to pay for parking, work in Kirkland but may be forced to commute from outside of Kirkland due to housing costs, or Kirkland's young adults who are just starting out.

4. When applicable, the proposed amendment is consistent with the Shoreline Management Act and the City's adopted shoreline master program.

   The amendments do not amend any provisions of the City's Shoreline Master Program.

MATERIAL TO BE CONSIDERED

KZC Section 160.60 notes that the City may not consider a specific proposal site plan or project in deciding whether or not a proposal should be approved through this process. Although a

potential development site under the proposed regulations was discussed in correspondence to the Commission, the Commission has focused on the citywide nature of the proposed amendments and not considered any specific project in recommending the proposed amendments.

PUBLIC PARTICIPATION

The Planning Commission conducted an initial public hearing on proposed amendments in June as part of the miscellaneous code amendments. At that time, we did not feel that there had been adequate public outreach on the amendments and factored that into our recommendations to not adopt at that time. We directed staff to expand the outreach for the subsequent Planning Commission process. Pursuant to KZC 160.40, notice of the hearing was published in the official City newspaper, posted on office notice boards, and posted on the City website. In addition, the following expanded outreach efforts have been completed by staff:

- Created a project webpage for the process at http://www.kirklandwa.gov/depart/Planning/Code_Updates/SRO.htm
- Emailed notice to all Neighborhood Associations, Kirkland Alliance of Neighborhoods, and the Chamber of Commerce/Kirkland Downtown Association
- Sent supplemental email notice with additional information sent to Moss Bay, Evergreen Hills (Kingsgate), Market, and Norkirk Neighborhood Associations
- Contacted the Kirkland Reporter and were interviewed about the project and hearing
- News release about the amendments and hearing were issued on September 20, 2012. News releases are distributed to:
    - Local media outlets (Reporter, Kirklandviews, Kirkland Patch, Seattle Times, Daily Journal of Commerce…)
    - City News Release and Neighborhood News listservs (±2,000 recipients)
- Included article in the 3rd Quarter, 2012 City Update Newsletter

Attachment 8 provides copies of all public comment. A video submitted at the hearing by Vanessa Pantley illustrating the attributes of tenants at projects in Redmond may be viewed at http://www.youtube.com/watch?v=dPX45bcUA80.

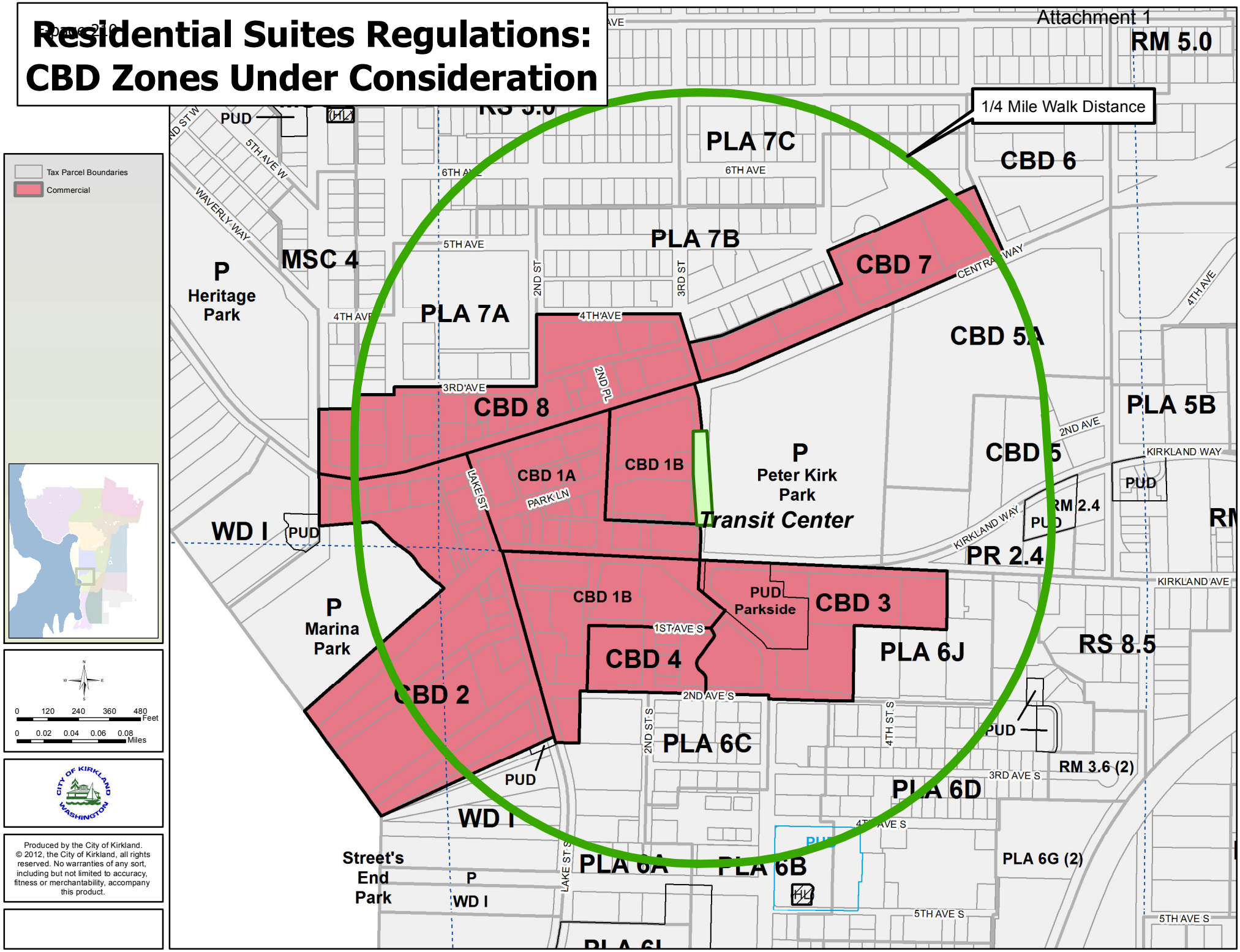
Attachments:

1. Map of Affected Zones
2. Article from The Economist
3. Article from CNN
4. Article from Local Government Commission
5. TSI Redmond Traffic Study
6. TSI Review of Census Data
7. TSI Redmond Transportation Surveys
8. Correspondence

Cc: ZON12-00002 (File #4)
Planning Commission

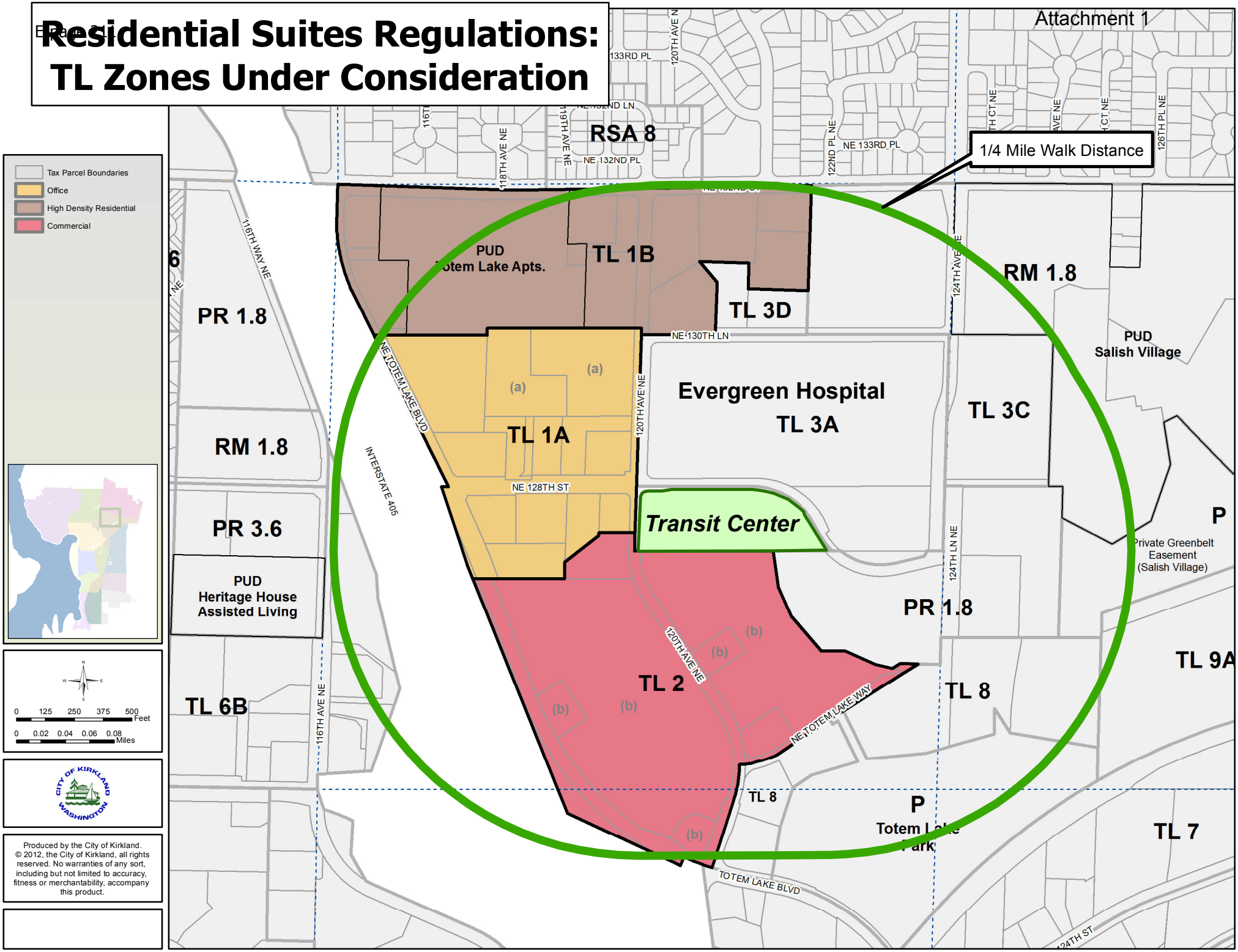
Attachment 1

Residential Suites Regulations: CBD Zones Under Consideration



Residential Suites Regulations: TL Zones Under Consideration

Attachment 1



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The Economist

The future of driving

Seeing the back of the car

In the rich world, people seem to be driving less than they used to

Sep 22nd 2012 | from the print edition

Corbis

"I'LL love and protect this car until death do us part," says Toad, a 17-year-old loser whose life is briefly transformed by a "super fine" 1958 Chevy Impala in "American Graffiti". The film follows him, his friends and their vehicles through a late summer night in early 1960s California: cruising the main drag, racing on the back streets and necking in back seats of machines which embody not just speed, prosperity and freedom but also adulthood, status and sex.

The movie was set in an age when owning wheels was a norm deeply desired and newly achievable. Since then car ownership has grown apace. There are now more than 1 billion cars in the world, and the

number is likely to roughly double by 2020. They are cheaper, faster, safer and more comfortable than ever before.

Cars are integral to modern life. They account for 70% of all journeys not made on foot in the OECD, which includes most developed countries. In the European Union more than 12m people work in manufacturing and services related to cars and other vehicles, around 6% of the total employed population; the equivalent figure for America is 4.5% of private-sector employment, or 8m jobs. They dominate household economies too: aside from rent or mortgage payments, transport costs are the single biggest weekly outlay, and most of those costs normally come from cars.

Nearly 60m new cars were added to the world's stock in 2011. People in Asia, Latin America and Africa are buying cars pretty much as fast as they can afford to, and as more can afford to, more will buy.

Til her daddy takes her T-Bird away

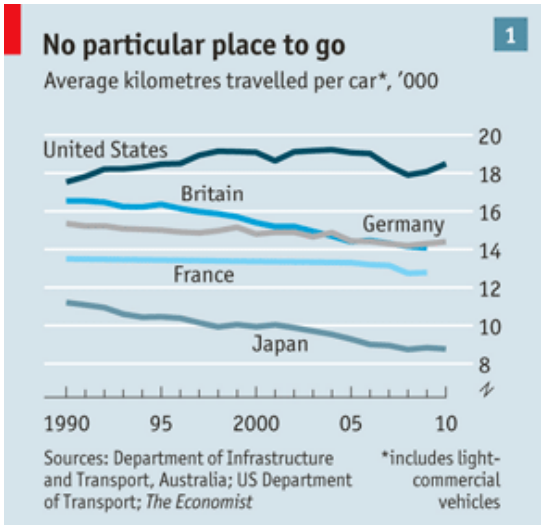
But in the rich world the car's previously inexorable rise is stalling. A growing body of academics cite the possibility that both car ownership and vehicle-kilometres driven may be reaching saturation in developed countries—or even be on the wane, a notion known as "peak car".

Recession and high fuel prices have markedly cut distances driven in many countries since 2008, including America, Britain, France and Sweden. But more profound and longer-run changes underlie recent trends. Most forecasts still predict that when the recovery comes, people will drive as much and in the same way as they ever have. But that may not be true.

As a general trend, car ownership and kilometres travelled have been increasing throughout the rich world since the 1950s. Short-term factors like the 1970s oil-price shock caused temporary dips, but vehicle use soon recovered.

The current fall in car use has doubtless been exacerbated by recession. But it seems to have started before the crisis. A March 2012 study for the Australian government—which has been at the forefront of international efforts to tease out peak-car issues—suggested that 20 countries in the rich world show a "saturating trend" to vehicle-kilometres travelled. After decades when each individual was on average

travelling farther every year, growth per person has slowed distinctly, and in many cases stopped altogether.



There are different measures of saturation: total distance driven, distance per driver and total trips made. The statistics are striking on each of these counts even in America, still the most car-mad country in the world. There, total vehicle-kilometres travelled began to plateau in 2004 and fall from 2007; measured per person, growth flatlined sooner, after 2000, and dropped after 2004 before recovering somewhat (see chart). The number of trips has fallen, mostly because of a decline in commuting and shopping (of the non-virtual variety).

Britain, another nation that measures such things obsessively, has a similar arc. Kilometres travelled per person were stable or falling through most of the 2000s. Total traffic has not increased for a decade, despite a growing population. For the past 15 years Britons have been making fewer journeys; they now go out in cars only slightly more often than in the 1970s. Pre-recession declines in per-person travel were also recorded in France, Spain, Italy, Australia, New Zealand and Belgium.

Drive me to the junkyard in my Cadillac

Saturation of car ownership over time is one explanation. The current cohort of retirees—Toad from "American Graffiti", having faked his death in Vietnam, is now 67—is the first in which most people drove. So more retired people drive now than ever before. In Britain 79% of people in their 60s hold licences, which is higher than the figure for the driving-age population as a whole; in America more than 90% of people aged 60-64 can drive, a larger share than for any other cohort. New generations of drivers will replace old ones rather than add to the total number.

Then there is a second trend. All over the rich world, young people are getting their licences later than they used to—in

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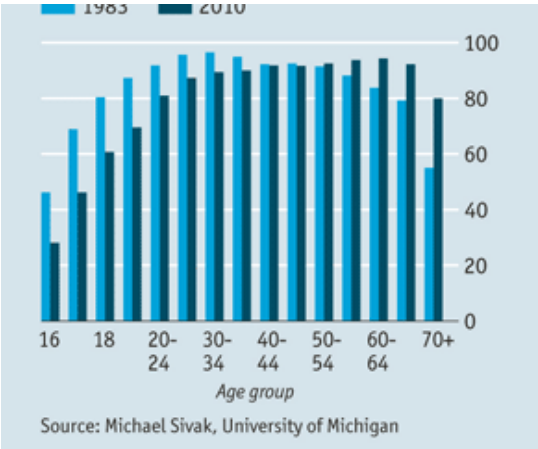
Attachment 2



America (see chart) and also in Britain, Canada, France, Norway, South Korea and Sweden. Even in Germany, car-culture-vulture of Europe, the share of young households without cars increased from 20% to 28% between 1998 and 2008. Unsurprisingly, this goes along with driving less. American youngsters with jobs drive less far and less often than before the recession. 16- to 34-year-olds in American households with incomes over $70,000 increased their public-transport use by 100% from 2001 to 2009, according to the Frontier Group, a think-tank.

Cost is one factor: fuel prices have risen for all; insurance premiums for the young have soared. Youth unemployment has not helped. But there is also the influence of a new kid on the block: the internet. A University of Michigan survey of 15 countries found that in areas where a lot of young people use the internet, fewer than normal have driving licences. A global survey of teen attitudes by TNS, a consultancy, found that young people increasingly view cars as appliances not aspirations, and say that social media give them the access to their world that would once have been associated with cars. KCR, a research firm, has found that in America far more 18- to 34-year-olds than any other age group say socialising online is a substitute for some car trips.

Young people move around more and settle down later; they would rather travel to far-off lands than cruise the strip downtown. Fleura Bardhi of Northeastern University in Boston interviewed users of car-sharing schemes, much more popular among the young than their elders, and likened the youngsters' attitudes to cars to their attitude to dating: "People get to try out different cars, different lifestyles, different identities." By contrast owning a car, they said, felt like being tied down—like a marriage.

In Arthur Miller's 1949 play "Death of a Salesman", Happy's dream was a simple one: "My own apartment, a car, and plenty of women." Subsequent generations of young men and, perhaps to a lesser extent, young women agreed. But things seem to be changing. The buzz, status

and implicit sexuality of car ownership has been taken up, even displaced, by other products and lifestyles, and not just among the young. Tom Worsley, formerly of Britain's Department for Transport, says that, even for oldies, "It has become a bit passé to polish your car on a Sunday morning."

Another technological change means that the car not polished on Sunday may not have been to the shops on Saturday, either. A sixth of Britain's retail spending now takes place online, according to IMRG, a consultancy, and around a twentieth of America's, according to the Department of Commerce; everywhere the trend is rising. In Britain trips to the shops have been the category of car use that has dropped off most steeply since 1995.

Shut down strangers and hot-rod angels

Older people retaining their licences may swell the ranks of drivers for a while yet, but eventually young people postponing the use or purchase of cars could reduce them. The total number of people with cars may thus drop. And more people owning cars—rather than longer journeys—has been the prime driver of traffic growth in the past. If ownership stabilises or declines, traffic may do so too.

Even without changing absolute numbers, however, age can still play a role in patterns of use. Though more older people drive than used to, per person they also tend to drive less. And so, if people keep getting their licences later, may everyone else. The later people pass their test, the less far they drive even once they can, according to Gordon Stokes of Oxford University. He says people in Britain who learn in their late 20s drive 30% less than those who learn a decade earlier.

Geography matters too. In most rich countries car use has been stable or increasing in rural areas, where driving still offers freedom and convenience. It is in cities, especially their centres, that car ownership and use is declining. And city living is on the rise: the OECD, a rich-country think-tank, expects that by 2050, 86% of the rich world's population will live in urban areas, up from 77% in 2010.

In America the share of metropolitan residents without a car has grown since the mid-1990s: 13% of people in cities of more than 3m people have no car while only 6% in rural areas live without one. In London car

ownership has been falling since 1990, with a plateau from 1995 to 2005; the percentage of households without cars has been growing since 1992. In other British cities the proportion of carless households has been growing since 2005. Car use has fallen in many European cities.

There are various reasons for this. Public mass-transit systems are, in the main, faster and more reliable than they used to be, with increased capacity in many cities. This partly reflects increased investment, particularly in rail. For the past 15 years road and rail investment has been about 1% of GDP for OECD countries, but rail's share of that has increased from 15% to 23%, says the International Transport Forum.

More recently, private alternatives to car ownership, notably car clubs, have been spreading across North America and northern Europe. By some estimates one rental car can take the place of 15 owned vehicles. Zipcar, which is the biggest international car-share scheme, has 700,000 members and over 9,000 vehicles. Buzzcar, a French company set up by the Zipcar founder, has 605,000 members sharing 9,000 cars.

Where to from here?

Perhaps most basic, though, is that in terms of urban living the car has become a victim of its own success. In 1994 the physicist Cesare Marchetti argued that people budget an average travel time of around one hour getting to work; they are unwilling to spend more. For decades cars allowed this budget to go farther. But as suburbs grow and congestion increases most cities eventually hit a "sprawl wall" of too-long commutes beyond which they will not spread far. After that, it appears, a significant number of people start to move back towards the city centre. In America, where over 50% of the population lives in suburbs, more than half the nation's 51 largest cities are seeing more growth in the core than outside it, according to William Frey at the Brookings Institution.

If car use has peaked, what are the implications? One is that vehicle-

makers, which are already having a tough time, will not easily find new markets in the rich world. In America available cars already outnumber licensed drivers. “We are looking at replacement rather than growth in these countries,” says Yves van der Straaten of the OICA, an international trade body of car manufacturers.

Some niche and luxury brands are thriving and are likely to keep doing so. But manufacturers know that the developing world is the future—sales in China overtook those in America between 2010 and 2011 and rose by 2.6%; those in Indonesia, a younger market, jumped by 17%.

A more radical response from carmakers could be to say that if buyers are less interested in driving, then cars will require less driving from them. Driverless cars—robot-guided vehicles that leave their occupants free to text, work or sleep—could go on sale within the next decade, and might meet the mood of the moment. They could be safer and a lot less hassle. Flocking together through clever algorithms, they could cut congestion dramatically. They might further strain the already weakening link between driving and identity and the sense of driving as an expression of self and skill. But they could still be a highly profitable innovation.

Take the highway that’s the best

Even if they are not faced by an invasion of robo-taxis, governments may find that changes in driving habits force them to rethink infrastructure. Most forecasting models that governments employ assume that driving will continue to increase indefinitely. Urban planning, in particular, has for half a century focused on cars.

America built 64,000 kilometres (40,000 miles) of interstate highway to get the country moving after the second world war; since 1980 it has built more than 35,000 new lane-kilometres a year. If policymakers are confident that car use is waning they can focus on improving lives and infrastructure in areas already blighted by traffic rather than catering for future growth. That is already happening in London, where cars pay to enter the centre and ever more space is dedicated to buses and cycles. At Canary Wharf, a business district in east London, 100,000 jobs are supported by only 3,000 parking spaces.

By improving alternatives to driving, city authorities can try to lock in

the benefits of declining car use. Cars take up more space per person than any other form of transport—one lane of a freeway can transport 2,500 people per hour by car, versus 5,000 in a bus and 50,000 in a train, reckon Peter Newman and Rob Salter of Curtin University in Australia.

Other assumptions may also need revising. Governments throughout the rich world rely on tax from fuel; across the EU, transport fuel taxes account for 1.4% of GDP, and the figure is a good bit higher in some countries. Revenues are already falling because of efficient cars. They could plummet further if car use keeps dropping.

Cities that bank on parking fees, fines and road tolls may have to find other ways to balance the books. Plans for attracting private investment in roads may need reconsidering. In March 2012 David Cameron, Britain's prime minister, called for private investment in the road network to increase capacity. Such schemes may be viable—but not if based on a payment model that assumes ever-increasing use.

Environmentalists, though, should be cheering all the way to the scrapyard. The International Energy Agency in 2009 projected an average annual increase in global transport-energy demand of 1.6% between 2007 and 2030, though this represents a slowing from earlier growth. Past improvements in vehicle efficiency in America have often been negated by increases in the power and weight of cars, leaving fuel economy constant. Road transport accounts for around 23% of polluting carbon emissions in the OECD; an absolute decline in driving could help change that.

The possibility of reaching "peak car" is most evident in the rich world. But emerging-world cities may reach a similar state earlier in their development, reckons David Metz of University College London.

Where the streets have no name

Non-OECD countries have higher levels of vehicle ownership now than OECD countries did at similar income levels. This is because their transport infrastructure has developed faster than it did in richer countries, cars are cheaper in real terms and urbanisation is happening faster.

Since car use is growing so fast—and urban planning lags behind—cities

in poorer countries could hit the “sprawl wall” sooner than those in the rich world did, reckons Mr Newman. Space is already at a premium in dense centres such as Jakarta, where the number of cars is growing ten times faster than the roads available for them to roll on.

Some municipalities in the developing world are already planning for less car use, notably by deploying urban rail systems. The Shanghai metro, mostly built since 2000, ferries 8m people a day and covers 80% of the city. Eighteen Indian cities and several Middle Eastern ones are designing urban rail networks.

Roads are far from empty. In many countries traffic levels have continued rising because population growth has compensated for declining distances driven per person. On many roads peak-time congestion will be a problem demography cannot defuse.

But after 50 years of car culture, culture may finally be changing the car. Gone is the nostalgia of “American Graffiti”. “Cosmopolis”, released in 2012, also features a cocky young man deeply involved with his car; but it is a near stationary limousine that constrains and isolates him far more than it enhances his possibilities. “I’m looking for more,” he protests during his endless journey across Manhattan. The world’s once and future car-owners are increasingly inclined to agree.

No new roads for Mr Toad

from the print edition | Briefing

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Young Americans ditch the car

By Steve Hargreaves @CNNMoney September 17, 2012: 10:34 AM ET

PHOTO: THINKSTOCK

NEW YORK (CNNMoney) -- America's young people just aren't buying cars like they used to.
The share of new cars purchased by those aged 18-34 dropped 30% in the last five years, according to the car shopping web site Edmunds.com.

Some say the economy is mostly to blame -- that the young aren't buying because they've been particularly **hard hit by the recession**. But others say the trend could be part of larger social shifts.
One reason is demographic: The re-urbanization of America is giving more people access to public transportation. The advent of Zipcar (**ZIP**) and other car-on-demand businesses are eliminating the need

to own and insure an expensive vehicle that often isn't driven much. But mostly it's the explosion of social media. Car ownership just may not be as socially important as it used to be.

"What we used to do in cars, young people are now doing online," said one analyst at a recent oil conference.

The ability to meet and interact with people on the Internet is largely replacing the need to hop in a car and cruise down the strip.

Couple that with more recent restrictions on driving -- later ages for licenses, limits on how many people can be in the car, restrictions on cell phone use -- and the Internet may be surpassing the automobile in the category that gave cars so much appeal: freedom.

"When I got into a vehicle, it represented me going to meet my friends," said Craig Giffi, automotive practice leader at the consultancy Deloitte. "For them, it cuts them off from their friends."

This is particularly true for the youngest, most digitally-connected members of **Generation Y**. Forty-six percent of 18-24 year-olds would choose Internet access over owning a car, according to a recent Deloitte study.

Related: America's best-loved cars

It's a trend the car companies are noticing as well.

"With this generation, what owning a car means is completely different from previous generations," said Annalisa Bluhm, a spokeswoman for General Motors. "It was a right of passage. Now the right of passage is a cell phone."

With the Baby Boomers, Bluhm said three-quarters had obtained early life's five big rites of passage by the time they were 30 -- buying a car, graduating from college, getting married, buying a house and having kids. Now less than 40% of the under-30 crowd has all these things.

What's more, 30% of Baby Boomers considered themselves "car enthusiasts," said Bluhm, buying showcase vehicles like the Camaro, Corvette or Jeep. Less than 15% of Gen-Yers say the same, and they're flocking to more practical models.

"They have a number of things that validate them," Bluhm said. "The car is not their first purchase."

The real question for carmakers is whether young people will return to the showroom when the economy recovers. Many say they will.

"This is purely a matter of economics," said Michelle Krebs, an analyst at Edmunds.com.

Krebs said the drop in sales share by young people is misleading, as

more of them are buying used cars or simply living at home longer and using their parents' vehicles. When the economy improves, they will be back en masse.
"We don't all live in urban areas and can get by without a car," she said.

Gen-Y'ers: Delaying adulthood

Analysts at Ford (**F**, **Fortune 500**) seem to think so too.
Young people may defer buying cars until the economy improves or they may live out their 20s in urban areas, but at some point they will have families, move to the suburbs and need vehicles, said Erich Merkle, Ford's U.S. sales analyst.
"They might be able to hold off for a period of time," said Merkle. "But Ford takes the long-term view -- They are going to be around for a long time and they are going to purchase many, many new cars."
But as Deloitte's Giffi said, the longer these young people go without cars, the easier time they have adjusting to life without one. ■

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Livable Places **Update**

Emerging Trends in Community Planning and Design

July 2007 www.lgc.org

The Affordable Housing Crisis – What's a City or County To Do? About two and a half years ago, a Public Policy Institute of California poll found that affordable housing was at the top of Californians' list of concerns, just below the problem of traffic congestion.

A follow up report by Housing California and PolicyLink estimated that the state backlog of affordable housing production was over 651,000 units and the state needed to build 52,000 units of affordable housing annually to keep up with the growth of California households earning less than $41,000 a year.

To make matters worse, lower-priced housing is often located far from job centers — leading to worse traffic congestion, more air pollution, and higher transportation costs for those who can least afford it.

With the current construction slowdown, now may be a good time to evaluate what local governments can do to address affordable housing before the construction boom begins again.

***Encourage SROs*:** SROs (Single Room Occupancy Units) offer a small, one-room affordable housing option for low-income residents. The City of San Diego has demonstrated that this type of affordable housing can be built by the private sector without city subsidies, simply by changing local zoning codes.

In the mid 1980s, San Diego officials realized their downtown was gentrifying and low-income people were being forced to leave. Seventy two percent of the city's SRO units had been lost to developers who were rapidly demolishing grungy old hotel buildings in order to erect tourist hotels, condos, and upscale shops. In response, the City adopted an SRO ordinance in 1985 that demanded that every SRO unit a developer converted or demolished must be replaced, one-for-one, elsewhere in San Diego. Developers were offered the option of contributing an in-lieu fee to the city's affordable housing fund or building SRO units.

To encourage developers to keep the money and build the units, the City Council in 1987 adopted a package of 27 changes to the zoning and building codes. The new zoning allowed SRO housing anywhere in the downtown, and by classifying it as commercial use like a hotel, SRO units were relieved from school fees.

Because most SRO residents don't have cars, parking requirements were removed. A garbage disposal and microwave oven replaced a full kitchen. Toilets could be installed without installing a full bathroom – showers or a complete bathroom could be provided down the hall and shared by others.

The response to these zoning changes was an SRO building boom of almost 3,000 new SRO units to the city, few of them publicly subsidized. The best of them became exemplars of walkable, mixed-use urban design.

In the late nineties, with Central San Diego becoming increasingly affluent, the redevelopment agency pushed for regulatory changes to discourage further SRO production.

Today in downtown San Diego, SRO buildings blend into San Diego's historic architecture and don't stand out as different. They sit across from multimillion-dollar condos and many have uses on the ground floor that cater to upscale customers. Reportedly, low and high-income residents coexist without any problems.

500 West — A renovated hotel in downtown San Diego. Units are mixed SROs and market rate.

San Diego's SROs are inhabited by working people, students, disabled people, seniors, and others and provide a valuable housing option for service employees and others who need or want to live downtown. Most rents generally run between $400 and $700 a month.

Get Help from the Developer: Developers John Anderson and Tom DiGiovanni have become very popular leaders in Northern California by demonstrating how to build more affordable housing without creating blocks and blocks of identically-priced, cookie-cutter units. Their neighborhoods feature a mixture of housing types, costs, colors and sizes.

The largest houses in Doe Mill (their initial development, built in Chico, CA) are 1,860 sq. ft., making them smaller and less expensive than the typical U.S. house. Lots are also smaller than usual, 3,500 to 4,000 sq. ft.

Anderson employs a technique he refers to as "mass customization" by creating "Chevy" or "Cadillac" options in the interior of the home. He builds with standard lumber dimensions and lays out floor plans in two-foot increments to standardize as much as possible. Interiors are carefully laid out with open layouts that can

be customized later. This technique makes affordable and expensive units indistinguishable from one another.

Accessory units are optional for buyers. They rent for $600 to $700 a month, creating a supply of inexpensive apartments. That income pays the cost of the extra unit and an additional $200 to $300, which can be applied to the mortgage on the main house.

In Doe Mill there are several clusters of courtyard housing tucked into the neighborhood. These units cost $50,000 less than the least expensive street fronting houses in the project. The courtyard bungalows are small, starting at 960 square feet, and have no garage, just a parking space or carport. This design achieves a density of 17 units/acre and the reduced land costs reduce the sales price of the home.

Implement an Inclusionary Housing Ordinance: Many cities and counties throughout the nation now require builders to make a specified percentage of the homes they build in a new development affordable to lower income families. In California last year there were an estimated 170 such programs in existence.

The California Coalition for Rural Housing (CCRH) recently launched a free, searchable database of more than 130 inclusionary housing programs. The database provides summaries of the characteristics for each policy. Users may search for these summaries by jurisdiction name or by more than 30 other variables. Each summary provides a link to the jurisdiction's full policy. To access the database, visit www.calruralhousing.org.

House the Workforce: One of the most desirable and costly places to live in the country, the City of Santa Barbara, has a particularly difficult challenge housing the many service workers in the area.

The Santa Barbara Housing Authority has been tackling the challenge of keeping workers off the road by providing affordable housing in town. One of their more recently built housing complexes is in downtown Santa Barbara where property values are extraordinarily high. Studio and one-bedroom units are available exclusively to people who work in the downtown area with an income below about $36,000 per year for one person and $62,000 per year for two. Priority is given to those who do not own a car. Below market fixed monthly rents range from $481 to $851.

With 56 units per acre, the project promotes high-density housing, but the design fits beautifully into the historic architecture of downtown Santa Barbara.

Reduce Other Living Expenses to Make Rents More Affordable: The traditional definition of housing affordability is probably too restrictive. Today the average U.S. household spends 19 percent of its budget on transportation. This high figure would indicate that the impact of transportation should be considered when cities look at affordable housing.

The City of Los Angeles connected transportation and affordability when they assisted the development of a ten-acre site adjacent to a new light-rail stop by expediting the permitting process, providing a zoning change, and relaxing parking regulations. The development offers lower cost housing and the possibility of discarding the family car. Residents have a seven-minute ride to jobs in downtown Los Angeles via transit.

When is such a Subsidy Worth the Cost to the Community?: The Brookings Institution has prepared a document that helps communities define affordability as related to transportation costs by considering walkable access to schools, shopping, recreation and public transportation. *The Affordability Index: A New Tool for Measuring the True Affordability of a Housing Choice* is available on the Brookings web page.

Reduced utility bills can contribute significantly to the affordability of a housing unit. John Shirey, Executive Director of the California Redevelopment Association, recently advised LGC members to add funds to housing in redevelopment areas to make them energy-efficient. Taking such action can save up to $50 a month on utility bills, he reports.

For some low-income residents, a community garden included in a housing complex offers a welcome option for reducing food costs by allowing residents to grow some of their own vegetables.

In Washington, the City of Seattle's Department of Neighborhood's Patch Programs, in cooperation with the nonprofit P-Patch Trust, provides organic community garden space for residents of 70 Seattle neighborhoods. These programs serve more than 6,000 urban gardeners on 23 acres of land with an emphasis on low-income and immigrant populations and youth.

Approach the State for Assistance: California's voters have passed bonds to assist with housing affordability, notably Proposition 46 and last November's Proposition 1C and there is still some money remaining. To explore this option, visit the Housing and Community Development Department's web page at www.hcd.ca.gov. Note that guidelines for the expenditure of a portion of the Prop. 1C money are still being pondered by the legislature.

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February 23, 2012

Kurt Seemann, P.E.
Senior Engineer
City of Redmond Public Works Transportation
15670 NE 85th Street
Redmond, WA 98073

Subject: Vision 5 Redmond – Level 1 Traffic Study

Dear Mr. Seemann,

This traffic study is for Vision 5, a residential development located at NE 85th Street and 163rd Avenue NE in Redmond, Washington. This letter-report includes the following: a development description, PM peak hour trip generation and travel assignment forecast and our conclusions.

Development Description

A vicinity map and a site plan are attached for reference. Vision 5 is located on a vacant site to the north of NE 85th Street and west of 163rd Avenue NE. The site is proposed with 96 residential mini-suites. The average suite size is 200 square feet. Each suite includes its own bathroom and is supported by common kitchen and deck facilities.

Vision 5 is a similar concept to Tudor Manor. Both developments are managed by the applicant. Tudor Manor is located at 16552 NE 84th Court and is marketed as a sustainable residential living development. The site includes 61 mini-suites, with an average suite size of 200 square feet. Tudor Manor is currently at full occupancy.

The size and character of Tudor Manor's living spaces attracts a mix of tenants ranging from students, out-of-area business persons (both locally employed and with recurring business in the area), intermediate-term residents, and medical patient families. The mix of tenants of Vision 5 is expected to be similar.

The applicant indicates that the majority Tudor Manor tenants do not own a vehicle and most use public transit, bike and walk to/from their destinations. Tudor Manor's non-vehicle tenants are provided with a transit pass credit of $25 per month to support their transit needs. A similar amenity will be available to future Vision 5 tenants.

Trip Generation

Vision 5 is atypical of other general apartment uses. A PM peak hour trip generation study was conducted for Tudor Manor to develop a trip rate to forecast trip generation for Vision.

Trip Generation Study

Observations of inbound and outbound PM peak hour vehicular movements at Tudor Manor were conducted on Friday, February 17, Tuesday, February 21, and Wednesday, February 22, 2012. The observations are summarized in Table 1. For study purposes the Friday data was excluded from the average results, because Friday is not generally considered as a weekday for trip generation purposes.

Table 1: 2012 Tudor Manor Vehicle Trip Generation Observations

Start	Friday Feb-17			Tuesday Feb-21			Wednesday Feb-22			Weekday Average		
Time	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
4:00 PM	0	1	1	2	0	2	1	0	1	2	0	2
4:15 PM	0	0	0	0	1	1	1	0	1	1	1	1
4:30 PM	0	0	0	0	0	0	1	0	1	1	0	1
4:45 PM	0	0	0	0	1	1	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	1	0	1	1	0	1
5:15 PM	1	0	1	1	0	1	2	1	3	2	1	2
5:30 PM	2	0	2	2	1	3	0	1	1	1	1	2
5:45 PM	0	0	0	0	0	0	1	2	3	1	1	2
Peak Hour	3	0	3	3	2	5	4	4	8	4	3	7

Table 1 shows Tudor Manor generating 7 PM peak hour vehicle trips, which is equivalent to a PM peak hour trip rate of 0.11 trips per mini-suite (7 PM trips / 61 mini-suites), split 57% in and 43% out. Using this information, Vision 5 is forecast to generate 11 PM peak hour trips (0.11 trip rate X 96 mini-suites).

Table 2 summarizes the pedestrian trip observations at Tudor Manor, also collected on February 17, 21, and 22. Friday data was excluded from the average results similar to Table 1.

Table 2: 2012 Tudor Manor Pedestrian Trip Generation Observations

Start Time	Fri. Feb-17	Tue. Feb-21	Wed. Feb-22	Wkday. Avg.
4:00 PM	0	8	6	7
4:15 PM	3	2	2	2
4:30 PM	0	4	0	2
4:45 PM	0	1	0	1
5:00 PM	0	1	3	2
5:15 PM	0	3	8	6
5:30 PM	0	3	0	2
5:45 PM	0	1	0	1
Peak Hour	3	15	11	12

Table 2 shows Tudor Manor generating 12 PM peak hour pedestrian trips, which is equivalent to a PM peak hour pedestrian trip rate of 0.20 pedestrian trips per mini-suite (12 PM trips / 61 mini-suites).

Using this information, Vision 5 is forecast to generate 19 PM peak hour pedestrian trips (0.20 pedestrian trip rate X 96 mini-suites).

The small amount of vehicle and pedestrian trips observed appears to be a result of tenant mix, varying tenant schedules and commuting modes and patterns. A similar tenant mix, tenant schedule and commute modes and patterns is expected at Vision 5.

ITE Trip Generation

The ITE land use that best describes Vision 5 is LU-220, "Apartment". For this description, the ITE 'dwelling unit' variable is replaced by 'mini-suites'. The ITE apartment trip rate is 0.62 trips/dwelling unit. Using this rate, Vision 5 would generate 60 PM peak hour trips (0.62 trip rate X 96 dwelling units).

In comparison, the observed Tudor Manor PM peak hour vehicle trip rate is 82% lower than the ITE PM peak hour trip rate for an apartment land use ({[ITE rate] –[observed rate]} / [ITE rate]). This marked difference is due to the noticeably smaller 200 square foot mini-suites compared to more typical 600-1,000 square foot apartment units. The associated reduced person occupancy per mini-suite and tenant mix does not reflect typical apartment building demographics. Since Vision 5 will operate similar to Tudor Manor, it is our opinion that the vehicle trip rate derived from the trip generation study is a reasonably accurate forecast of traffic generated by the proposed development.

A peak hour project-generated trip assignment is attached. The PM peak hour trips were assigned based on local traffic volume data found on the City's website. Within the study the stop-sign controlled intersection of NE 85th Streets/ 163rd Avenue NE is impacted by 11 vehicle trips and the signalized intersection of NE 85th Streets/ 164th Avenue NE is impacted by 9 vehicle trips.

Conclusion

Vision 5 is forecast to generate 11 vehicle trips and 19 pedestrian trips during the PM peak hour. Accordingly, Vision 5 is not anticipated to create a significant adverse traffic impact within Redmond.

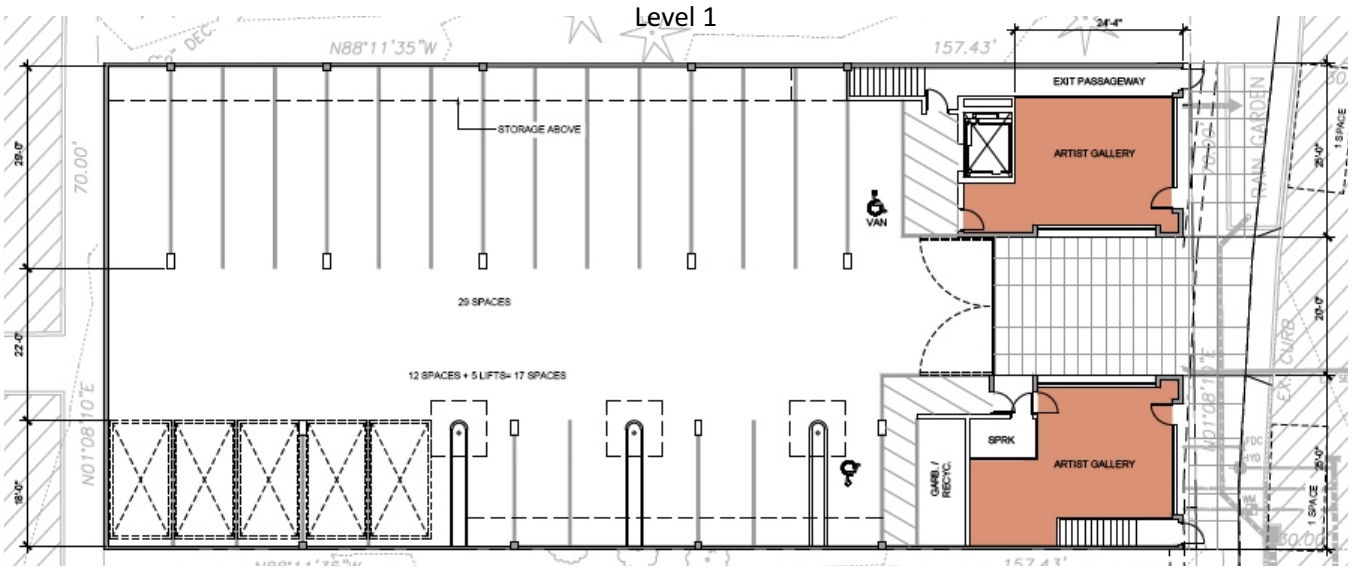
We trust the information presented in this letter-report will satisfy the City of Redmond's Level 1 Traffic Study requirement. If you have any questions or comments please contact TSI at your earliest convenience.

Sincerely,
Transportation Solutions, Inc.

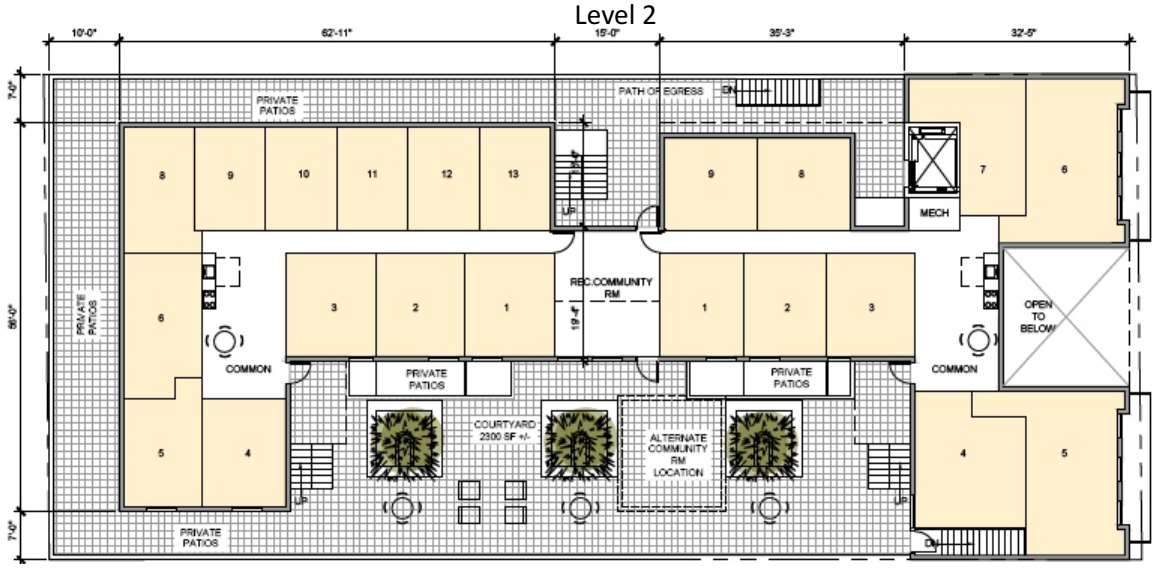
Jeffrey P. K. Hee, P.E.
Project Engineer

166th Ave NE
Tudor Manor
165th Ave NE
NE 85th Street
164th Ave NE
163rd Ave NE
Vision 5
N

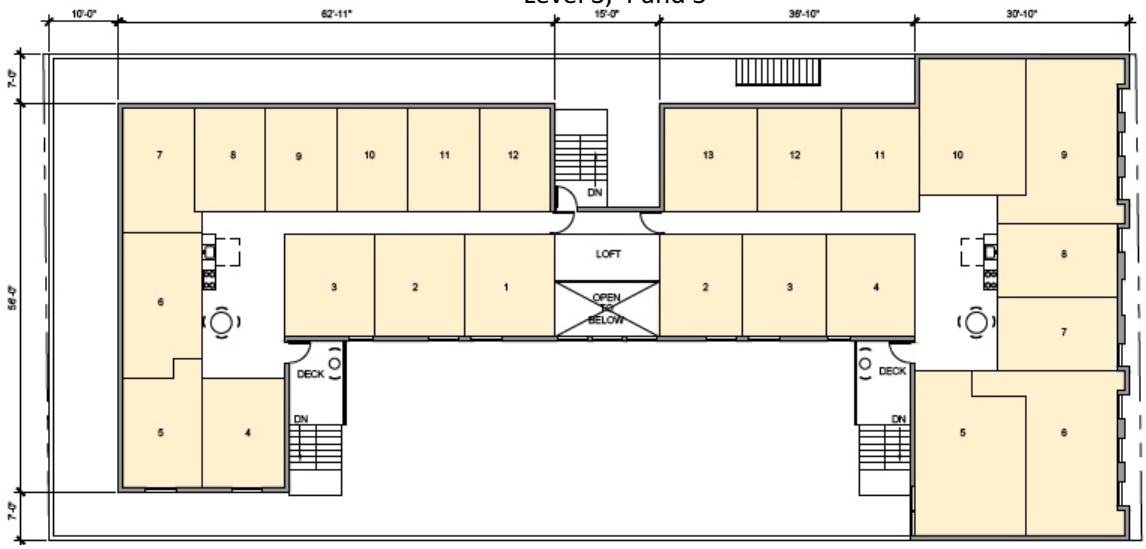
Level 1

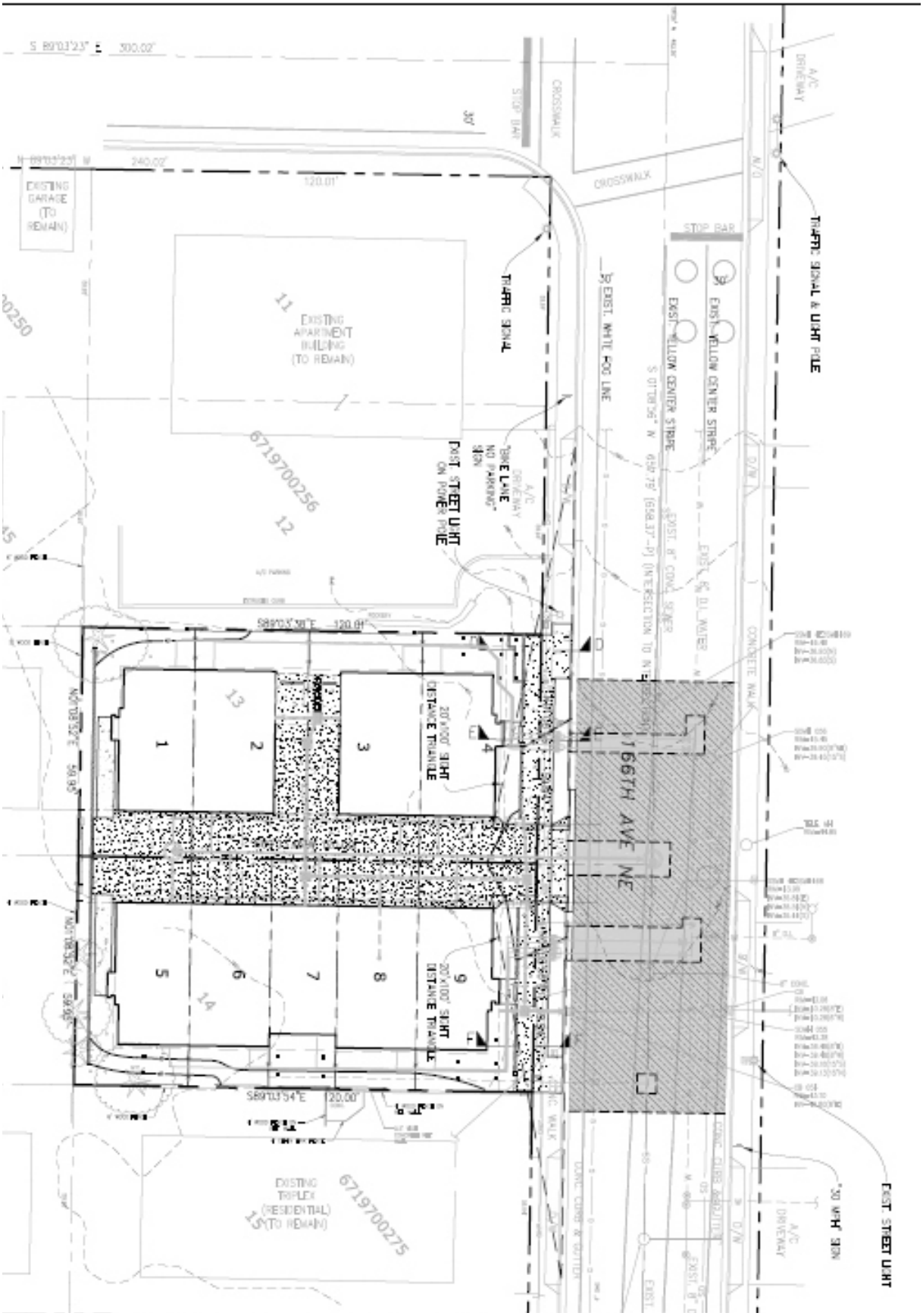


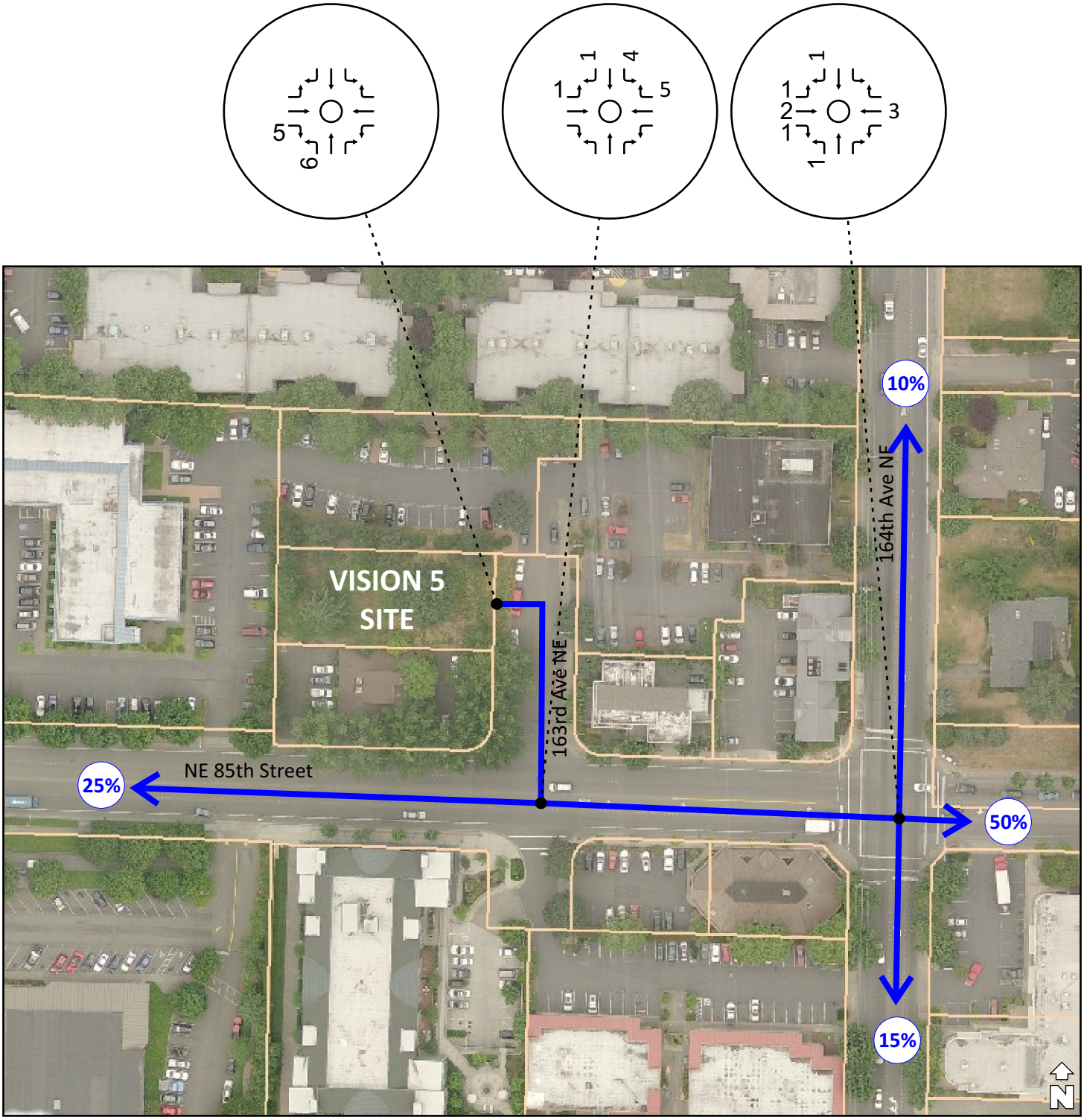
Level 2



Level 3, 4 and 5




TRAFFIC SIGNAL & LIGHT POLE
EXIST. STREET LIGHT
EXIST. YELLOW CENTER STRIPE
EXISTING APARTMENT BUILDING (TO REMAIN)
EXISTING GARAGE (TO REMAIN)
EXISTING TRIPLEX (RESIDENTIAL) (TO REMAIN)
166TH AVE NE
CROSSWALK
STOP BAR
CONCRETE WALK
A/C DRIVEWAY
TRAFFIC SIGNAL
EXIST. STREET LIGHT ON POWER POLE
20' X 100' SIGHT DISTANCE TRIANGLE
671970256
671970275
S 89°03'23" E 300.00'
N 89°03'23" W 240.00'
S 89°03'54" E 20.00'
S 89°03'36" E 120.01'
30'
120.01'


5
6
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VISION 5
SITE
163rd Ave NE
164th Ave NE
NE 85th Street
25%
50%
10%
15%
N

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August 31, 2012

Joan McBride, Mayor, and Kirkland City Council
Mike Miller, Chair, and Kirkland Planning Commission
City of Kirkland
123 5th Avenue, Kirkland, WA 98033

Subject: Residential Suites (SRO) Kirkland Zoning Code Amendments
File No. ZON12-00002
SRO Parking Demand Census Statistical Comparison

Dear Mayor McBride, Kirkland City Council, Mr. Miller and Kirkland Planning Commission,

This letter has been prepared on behalf of Natural and Built Environments. Its purpose is to compare the characteristics of the proposed Kirkland Single Room Occupant (SRO) project to existing SRO (or mini-suite) developments in Redmond, Washington. Two existing SRO projects are located in Redmond, Tudor Manor located at 16552 NE 84th Court (61 units and 34 parking stalls), and Portula'ca located 8055 165th Lane NE (7 units and 3 parking stalls). All three projects are considered to provide affordable housing relative to adjacent traditional rental units. This letter also provides support for a proposed Zoning Code addition of 0.5 parking stalls per SRO. The following summarizes information collected as part of the US Census as it relates to household occupancy and vehicle ownership characteristics for Redmond and Kirkland, and vehicle availability trends associated with affordable housing.

While the 2010 Census provides the most up to date information available, only limited information has been released at this time. The 2000 Census, although older, provides much more detailed information housing, and transportation choices. Table 1 compares the available 2010 data with data from 2000 to show that the changes that have occurred during the past decade have been minimal, and that the more detailed 2000 Census data remains valid.

Table 1 – 2010 Citywide Occupancy Data; Renter Occupied Households

City	2000	2010
% Single Occupant Households		
Redmond	30.1%	29.6%
Kirkland	35.8%	36.0%
Average Household Size – Rental Units		
Redmond	2.08	2.18
Kirkland	1.84	1.94

As shown in Table 1, minimal changes have occurred in the proportion of single occupant households and average household size for rental units between 2000 and 2010. Therefore, it is reasonable to assume that the more detailed information available from the 2000 Census remains valid.

Table 2 compares the proportion of single occupant rental households verses total single occupant households (owner occupied and renter occupied), and average household size for rental occupied households in Redmond and Kirkland.

Table 2 – 2000 Citywide Occupancy Data; Renter Occupied Households

City	% Single Occupant HH	Average HH Size
Redmond	38.0%	2.08
Kirkland	44.0%	1.84

As shown in Table 2, Kirkland currently has a higher proportion of single occupant rental households and smaller average household site than Redmond. Table 3 shows how these characteristics change for the specific location of the proposed SRO project in downtown Kirkland relative to the Citywide data shown in Table 2. This is relevant since the proposed changes to the zoning code would only allow SRO projects to be located within walking distance of the Kirkland Transit Center and the Kingsgate Park and Ride.

Table 3 – 2000 Downtown Occupancy Data; Renter Occupied Households

City	% Single Occupant HH	Average HH Size
Redmond	35.3%	2.09
Kirkland	47.6%	1.63

As shown in Table 3, the proportion of single occupant households in downtown Kirkland is higher than the citywide proportion, while average household size is lower. Relative to downtown Redmond, Kirkland has a higher proportion of single occupant households and lower average household size. This information was then combined with information from the PSRC Journey to Work which is based on 2000 census data related to vehicle ownership, as shown in Table 4.

Table 4 – 2010 Downtown Vehicle Ownership; Renter Occupied Households

City	Average HH Size	Average Vehicle Ownership/Unit
Redmond	2.09	1.5
Kirkland	1.63	1.5

Table 4 shows that vehicle ownership for traditional rental units is the same for downtown Kirkland as it is in downtown Redmond. Therefore, it is reasonable to assume that vehicle ownership associated with the proposed SRO project in downtown Kirkland would be consistent with the existing SRO sites in Redmond, and that the proposed 0.5 parking stalls/suite ratio approved in the City of Redmond is appropriate for the City of Kirkland.

TSI
Transportation Solutions, Inc.

This is further confirmed by similar walk- and transit-scores for the proposed downtown Kirkland project site and the existing Redmond projects. Combined with similar Transportation Management Plan measures to promote transit and non-motorized travel modes, vehicle ownership characteristics of the projects are anticipated to be consistent between the proposed Kirkland and existing Redmond SRO projects.

Table 5 – Walk and Transit Scores

City	Walk Score	Transit-Score
Redmond	94	52
Kirkland	86	52

In addition to the local information presented above, the City of San Diego conducted an extensive survey of parking characteristics associated with affordable housing, including SRO projects. The analysis included 875 surveys from 21 sites. The surveys showed that vehicle availability for SRO projects is less than 0.4 vehicles per units. This supports the provision of 0.5 parking stalls per SRO unit in the Zoning Code. A copy of the survey results is included as an attachment to this letter.

We trust this analysis provides you with an understanding of the similarities between the proposed mini-suites project located in Kirkland with the existing Redmond projects, and the data to support the provision of on-site parking at a rate of 0.5 stalls per SRO.

Sincerely,
Transportation Solutions, Inc.

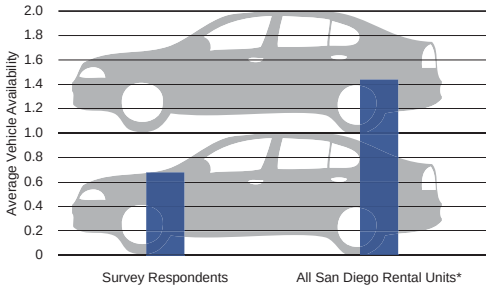
James Webb, PE, PTOE
Attachment

Results From Affordable Housing Resident Survey

Average Household Vehicle Availability

On average, residents of affordable housing do not require as much parking as is typically required for rental housing in San Diego, which may justify the use of different parking requirements.

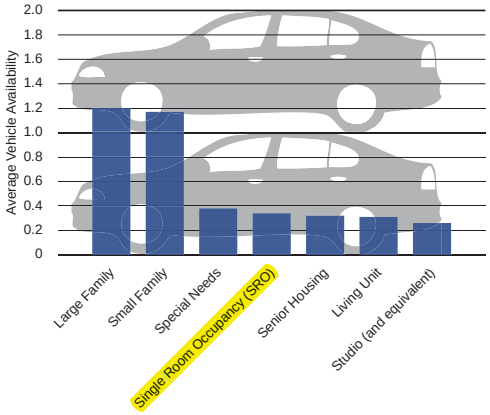
The results of the study show that the average level of household vehicle availability among survey respondents is almost half the average level for all rental housing units in San Diego.*



* Source: *2005-2009 U.S. Census American Community Survey*

Average Vehicle Availability by Housing Type

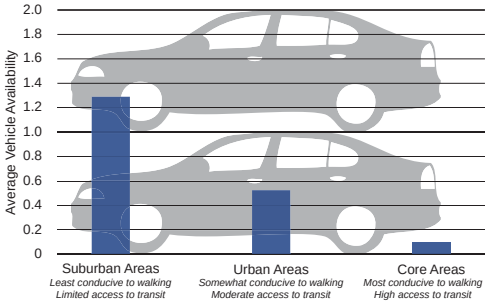
Large family and small family affordable housing have significantly higher average vehicle availability than all other housing types.



Average Vehicle Availability by Land Use and Transportation Context

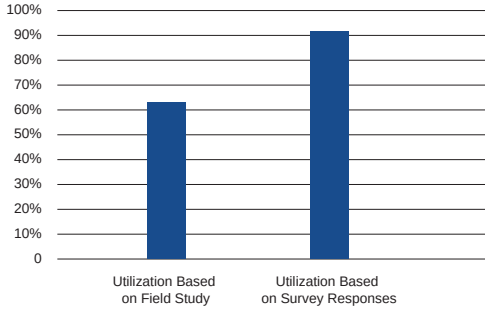
Neighborhood characteristics may influence vehicle ownership levels in affordable housing developments because people may not need cars if they can take transit or walk to destinations. The survey results showed that household vehicle availability is higher in areas that are less conducive to walking and have more limited access to transit.

As defined by a combined measure of the land use and transportation context, suburban areas have the highest mean vehicle availability and core areas have the lowest, with urban areas falling in the middle.



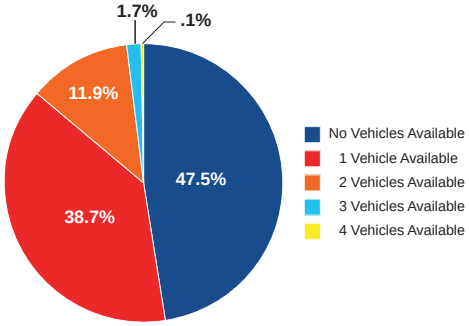
Parking Utilization

Overall, most of the affordable housing developments surveyed have unused parking. On-site parking utilization data indicated parking was less utilized than the household survey responses indicated. This is likely because data were collected at one point in time and the survey was based on the residents' aggregate experience. Overall, this indicates parking is oversupplied.



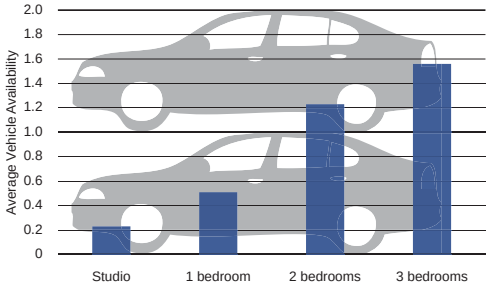
Distribution of Residents' Household Vehicle Availability

Almost half the households surveyed had no vehicle and 38.7% had only one vehicle. Only 13.7% of households had more than one vehicle.



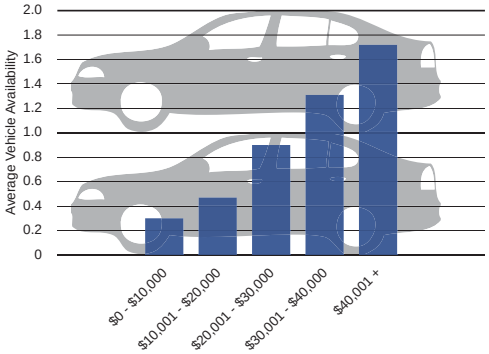
Average Vehicle Availability by Unit Size

Larger housing units, measured by number of bedrooms, are likely to have more residents, more drivers, and higher average vehicle availability.



Average Vehicle Availability by Household Income Range

Vehicle availability is higher in households with greater annual income.



Other Results

- Average vehicle availability decreases in affordable housing developments with a higher percentage of residents over the age of 65. However, this is not considered individually significant because a senior housing development is likely to have a lower number of bedrooms AND more residents over 65 years of age.

Policy Considerations

- The interrelationship of factors affecting parking demand at affordable housing is important when making decisions (e.g., housing type, unit size, location, and walkability).
- Priority should be given to distinct, measurable factors that are typically evaluated in the project development review process (e.g., unit size or location).

Attachment 6

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August 27, 2012

Robert Pantley
Natural & Built Environments
5740 127th Avenue NE
Kirkland, WA 98033

Subject: Vision 5 Redmond –Travel Survey

Dear Mr. Pantley,

Thank you for asking TSI to conduct a travel survey for Vision 5. The survey forms the basis for adjusting traffic impact fees and park impact fees to more accurately reflect the travel characteristics of mini-suite residents in Redmond. This letter-report briefly reviews the proposed Vision 5 mini-suite residential project, reviews the City's Traffic Impact Fee schedule, summarizes the travel survey methodology and survey findings, and documents our conclusions.

Vision 5 Mini-Suite Description

Vision 5 is located in Downtown Redmond, at 8550 163rd Avenue NE. The site is proposed with 96 residential mini-suites. The average suite size is 200 square feet. Each suite includes its own bathroom and is supported by common kitchen and deck facilities.

A Level 1 Traffic Study was prepared for the project on February 23, 2012. The traffic study concluded that Vision 5 would generate 11 vehicle trips (0.11 trips per mini-suite) and 19 pedestrian trips (0.20 trips per mini-suite) during the PM peak hour. Traffic impacts from Vision 5 were forecast using data collected at the Tudor Manor mini-suite development in Redmond. It was concluded that the project created no significant adverse impacts to the local street network.

Redmond Traffic Impact Fee Schedule

Redmond Municipal Code (RMC) Chapter 3.10 Impact Fees includes the current Transportation Impact Fee Schedule. Based on the current fee schedule the "multiple-family" fee is $4,245.58 per dwelling unit and the current "Cost per Person Mile of Travel (PMT)" is $2,488.09 per PMT per unit.

The following definitions are from the RMC:

> (1) "Dwelling unit" means a single unit providing complete, independent living facilities for not more than one family and permitted roomers and boarders, including permanent provisions for living, sleeping, eating, cooking and sanitation. A mobile home, manufactured home, modular home, apartment, condominium, townhouse, single-family attached or detached house, or accessory dwelling unit is considered to be a dwelling unit

(2) "Multi-family dwelling unit" means a dwelling unit within a building which accommodates two or more families in individual, primary dwelling units. The term includes those dwelling units commonly known as flats, apartments, and condominiums

The PMT is a standard used to measure "mobility units", which are the mode-neutral "trip" measure defined by Redmond's Multimodal Plan-Based Transportation Concurrency system. The mobility unit and PMT trip basis is the PM peak hour, between 4 and 6 PM. The City's Concurrency System uses a 2.2 mile average trip length for both Single and Multiple Family land use.

Travel Survey

The description and trip characteristics of residential mini-suites are not consistent with Redmond standard definitions. The findings of the survey data confirm this. An example travel survey form is attached. We understand that you reviewed the survey with Robert Odle, Redmond Planning Director.

The travel survey form included three sections: questions 1-9 represent the "Travel (Mode) Survey" which was used to define the PMT rate applicable to the mini-suite land use; questions 10-13 represent the "Park Use Survey" which was used to forecast park use for mini-suite users and may be applied to Redmond's Park Use Fee Schedule; and question 14 documented how resident travel patterns and travel modes changed since they have moved to a mini-suite relative to their prior living situation.

Travel surveys were distributed to mini-suite residents of Tudor Manor and Portula'ca. Tudor Manor is located at 16552 NE 84th Court and Portula'ca is located off 165th Lane NE downtown Redmond.

Travel Mode Survey

Mini-suite residents of Tudor Manor and Portula'ca completed the survey for a two-week period between July 8 and August 28, 2012. Table 1 summarizes the "Travel Mode Survey". The data summary was restricted to weekday (Tuesday-Thursday) PM peak hour travel.

Table 1: Travel Mode Survey Data Summary

Travel Mode	% of Total	PM Peak Hour Trips Per Day	Average Travel Distance (mi.)
Car	35%	3.3	2.43
Carpool	14%	1.3	1.30
Walk	35%	3.3	0.92
Bus	11%	1.0	4.23 [1]
Bike	5%	0.5	2.00
	Weighted Average:		1.91

1. Based on designated transit routes

Redmond uses a 2.2 mile trip length factor for Multiple Family land uses. Table 1 shows that the trip length factor for mini-suites is 1.91 miles. This is 13% less than the City's trip length factor for Multiple Family land uses.

The City's Transportation Impact fee base rate is $2,488.09 per PMT per unit. Table 2 summarizes the traffic impact fee estimate for Vision 5 based on the mini-suite data.

Table 2: Vision 5 Traffic Impact Fee Estimate

Land Use		New Vehicle Trip Rate	Person Trip Conversion	Person Trips Per Unit	Trip Length (miles)	Mobility Rate	Proposed Units	Fee per PMT per Unit [1]
COR TSI	Multiple-Family	0.56	1.24	0.69	2.2	1.54	96	$ 367,839.23
	Vision 5 (Mini-Suite)	**0.11**	**1.00**	**0.11**	**1.91**	**0.21**	**96**	**$ 50,159.89**

1. $ 2,488.09 Cost per Person Mile of Travel (PMT)

Based on the vehicle travel characteristics of residential mini-suites, the traffic impact fee for Vision 5 is estimated at $50,160. This fee estimate is based on:

1. New Vehicle Trip Rate of **0.11**, refer to February 23, 2012 trip generation study;
2. Person Trip Conversion of **1.00**, based on mini-suite household size of 1.0;
3. Trip Length of **1.91** miles, based on the survey data (Table 1)
4. Vision 5's 96 proposed mini-suite units; and
5. Trip Fee of $2,488.09 per PMT per unit, per the City's impact fee schedule.

Also attached is a summary of the comments (survey question 14) and additional traffic information.

The Journey-to-Work Census 2000 (published by PSRC) data for the area surrounding Tudor Manor, Portula'ca and Vision 5 indicates that 76% of the working population drove alone. Conversely only 35% of the mini-suite tenants drove to work. Single occupant vehicle travel has the most impact on the road network. Motorized vehicles require road maintenance and improvements that may include new traffic signals, new lanes, or new roadways. Carpooling and transit allow more persons to occupy a single vehicle together. Bicycles tend to take up less roadway space due to bike lanes being narrower than vehicle travel lanes. Pedestrians do not typically use the roadway and travel on sidewalks, off-road trails and paths or road shoulder space, in the instances where off road routes are not present. The survey results show that mini-suite residents have a minor impact on the local road network compared to the single-occupant vehicle impacts documented in the 2000 census.

We note that travel distance for bus users, were measured based on designated transit routes. A transit route(s) to a certain area is generally longer than travel via car or carpool. Public transit routes generally follow major City streets while cars and carpools tend to take the shortest route from their origin to destination, and often use the highway system. If we did not adjust the bus travel for designated transit routes, then the travel distance for bus users would be approximately half of what is document in Table 1 and the trip length factor for a mini-suite land use would be less.

Lastly, Vision 5 like Tudor Manor has a Walk Score of 94 and a Transit Score of 52. Portula'ca has a Walk Score of 95 and a Transit Score of 52. These scores are conducive to mini-suite residents not relying on car or carpool travel to/from work to home.

Park Use Survey

In addition to surveying person miles traveled and travel modes, Figure 1 summarizes the park use in terms of trips to/from a City park and the average time spent at a City park.

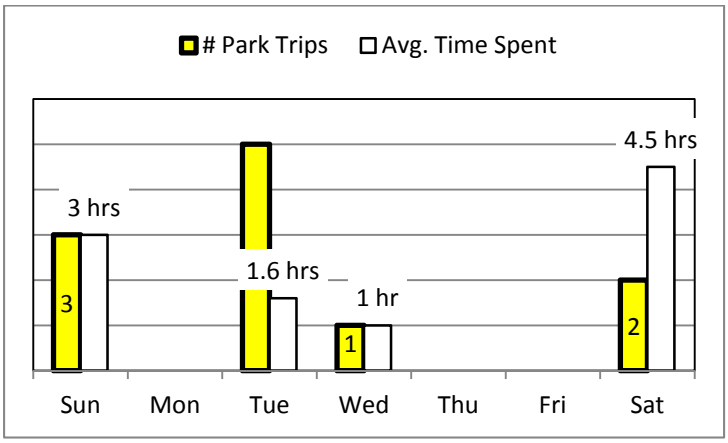


Figure 1: Park Use – Summary of Responses

The park use data concluded that mini-suite residents utilized Redmond parks at a rate of 0.02 park trips mini-suite per day (11 total trips over two weeks per 30 mini-suites). Mini-suite park use is very negligible. The average time spent at a City park is about 2 hours. Residents noted that they frequent Marymoor, Anderson and Nike Parks.

Conclusions

Based on the travel mode survey data from existing mini-suite residents we conclude that the average person miles traveled for a mini-suite resident is 1.91 miles per mini-suite. This is combined with a household size of 1.0 persons per mini-suite results in a traffic impact fee for the proposed 96 mini-suite Vision 5 development is $50,160.

The travel mode survey data concluded that the mini-suite residents use cars at a rate much lower (35%) than single-occupant vehicle use in Redmond (76%). Redmond's Traffic Impact Fee formula is based on a "new vehicle trip rate" that does not include trips generated by carpooling, bicycling or walking. The carpool, bike and walk trips along with single-occupancy vehicle trips are incorporated into the "average trip length factor". The "average trip length factor" is weighted for the various travel modes. A drawback to this method is that we recognize that transit trips are generally longer than car trips and that an increase in transit ridership increases the trip length factor. Under these arguments, it is our opinion that the Traffic Impacts Fee of mini-suites may be less than what was calculated above per the City's Fee schedule.

The park use survey data indicated that mini-suite residents use City parks at a rate of 0.02 park trips per week. Each park visit lasted approximately 2 hours, on average. Mini-suite resident park use is negligible, thus park use fees may also be considered negligible for the proposed development. Vision 5's 96 mini-suite units are forecast to generate 2 total park trips.

Lastly and in addition to the Travel Mode and Park Use survey conclusions, the survey data also shows that mini-suite residents have changed their travel patterns and modes of travel since moving to a mini-suite compared to their previous commute and living situation. The survey found that mini-suite residents were spending more time traveling within the City limits than commuting from outside of Redmond.

I trust that these findings meet your needs and the needs of the City of Redmond. If you have any questions or comments please contact me at your earliest convenience.

Thank you,
Transportation Solutions, Inc.

Jeffrey P. K. Hee, P.E.
Project Engineer

Question 14. Summary

We also note that the survey data found that resident travel patterns and travel modes changed since moving to a mini-suite. Comments from residents indicated that prior to moving to a mini-suite, they used to commute, many via car, to/from outside of Redmond. Now mini-suite residents walk, bike and use transit for their everyday activities and many do not own a car. Other residents utilize carpools to/from work or social activities. The change in travel patterns suggests mini-suite residents are spending more time in Redmond than before. Resident comments in support of this are below:

> "I used to commute from either Edmonds or Anacortes to Redmond. Now I walk to ThinkSpace and occasionally drive to Microsoft".
>
> "I work in Redmond for about a week and a half a month. I commute in from Portland and was staying hotels. Now I can leave things here [Tudor Manor] and travel light. I start work from 6:30-7 PM and use Rapid Ride".
>
> "I used to drive to work, and now it's easy to use the bus system and easy to commute with friends since I'm in the center of Redmond".
>
> "Used to travel from a motel in Kirkland and Seattle every day; now I walk to ThinkSpace".
>
> "Used to commute via car; now I walk and do not own a car".
>
> "Moved from Salt Lake, UT and drove. Now I primarily walk between DigiPen, IOT and QFC".
>
> "Used to commute via ferry and bus from Bremerton to work, now I walk and do not own a car".

Other survey comments noted that residents gravitated toward these mini-suite locations, due to their proximity to transit and other travel mode opportunities (trails, walking routes and bike-ways), and that they offer tenants an affordable and short-term housing. Some of the resident comments are below:

> "Since I've never gotten a drivers license due to my preference for public transportation, I was having a difficult time finding a place close enough to public transportation until I found Tudor Manor. I use the B line every day and love it".
>
> "General contractor who needed convenient short team housing".

Resident Travel and Park Use Survey – General Instructions

This survey will provide the City of Redmond information to reassess future traffic impact and park impact fees to make housing like yours more affordable and available. This survey will be conducted over a two week period (one survey sheet for each week). Please take the time to fill out this survey to the best of your ability.

There are three parts to this survey: Travel Survey; Park Use Survey' and Commuting habit(s) prior to living Tudor Manor.

Questions 1-9 represent the Travel Survey. Responses to Questions 1-9 are based on your weekday travel to and from Tudor Manor.

Question 3, "Did you travel to/from Tudor Manor today?" is specific to whether you made a trip to/from Tudor Manor within the morning (AM) peak and/or afternoon (PM) peak commute periods, which are defined between **7 and 9 AM** and **4 and 6 PM**. If you DID NOT travel within either time period, please mark "No" or "N/A" in the box and continue to Question 14.

Questions 10-13 represent the Park Use Survey that gathers information of your park and recreational facility use during a full 7-day week, including weekends. Please respond to these questions regardless of whether you traveled to/from a park or recreational facility during the peak commute period(s) or not.

Question 14 asks you what has changed in your commute before you lived at Tudor Manor verse your current commute situation.

A Sample Survey is attached.

If you have any questions please call Garrett Randall at

Travel Survey

SAMPLE

		1. Date	2. Were you at Tudor Manor today? (Yes/No) If "No" continue to Question 14.	3. Did you travel to/from Tudor Manor today? (Yes/ No) If "No" continue to Question 14.	4. When did you leave or arrive? (Time)	5. Is this the start or end of your trip?	6. Where was your ultimate start or end of your trip? (address or cross streets)	7. How did you travel? (Walk, Bus, Bike, Drive/motorcycle, Carpool, Other)	8. Did you make a stop between your ultimate destination and Tudor Manor? (Yes/No) If "No" continue to Question 11.	9. Where was your intermediate destination? (address or cross streets)
MON	7-9 AM	7/2	Yes	Yes	7:12 AM	Start	Digi Pen 9931 Willows Rd	Bike	Yes	QFC NE 90th & 160th
	4-6 PM			NA						
TUE	7-9 AM	7/3	Yes	Yes	7:08 AM	Start	Digi Pen	Bike	No	
	4-6 PM			Yes	5:58 PM	End	Digi Pen	Bike	Yes	Redmond Library NE 85th & 160th
WED	7-9 AM	7/4	Yes	Yes	7:10 AM	Start	Digi Pen	Carpool	No	
	4-6 PM			NA						
THU	7-9 AM	7/5	Yes	NA						
	4-6 PM			Yes	4:01 PM 5:16 PM	End Start	Digi Pen Anacortes	Bike Carpool	No Yes	Kirkland Costco
FRI	7-9 AM	7/6	No							
	4-6 PM									

	10. Date	11. Did you go to a Park or Recreation facility today? (Yes/No) If "No" continue to Question 14.	12. Which Park or Recreational Facility?	13. How long did you stay? (hours)
SUNDAY	7-1	Yes	Anderson Park	2
MONDAY	7-2	NO		
TUESDAY	7-3	NO		
WEDNESDAY	7-4	Yes	Marymoor	3
THUSDAY	7-5	NO		
FRIDAY	7-6	NO		
SATURDAY	7-7	NO		

14. What was you commute like before moving to Tudor Manor? (for example: I used to commute by car between Everett and my job Redmond. Now I walk from Tudor Manor to my Job and do not own a car)

I used to drive from Everett to Redmond. Now I do not have a car and bike, walk or carpool to and from work.

#1 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	No							
	4-6 PM									
TUE	7-9 AM	17-Jul	No							
	4-6 PM									
WED	7-9 AM	18-Jul	No							
	4-6 PM									
THU	7-9 AM	19-Jul	No							
	4-6 PM									
FRI	7-9 AM	20-Jul	No							
	4-6 PM									

	10	11	12		13
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

14 Work Remotely

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	No							
	4-6 PM									
TUE	7-9 AM	24-Jul	No							
	4-6 PM									
WED	7-9 AM	25-Jul	No							
	4-6 PM									
THU	7-9 AM	26-Jul	No							
	4-6 PM									
FRI	7-9 AM	27-Jul	No							
	4-6 PM									

	10	11	12		13
SUNDAY	22-Jul	No			
MONDAY	23-Jul	No			
TUESDAY	24-Jul	No			
WEDNESDAY	25-Jul	No			
THUSDAY	26-Jul	No			
FRIDAY	27-Jul	No			
SATURDAY	28-Jul	No			

#2 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	17-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	18-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	20-Jul	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

14 Lived in VT

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	22-Jul	No			
MONDAY	23-Jul	No			
TUESDAY	24-Jul	No			
WEDNESDAY	25-Jul	No			
THUSDAY	26-Jul	No			
FRIDAY	27-Jul	No			
SATURDAY	28-Jul	No			

#3 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	No						
	4-6 PM			Yes	0.729167	End	11411 Willows Rd	Car	No	
TUE	7-9 AM	17-Jul	Yes	No						
	4-6 PM			Yes	0.732639	End	11411 Willows Rd	Car	No	
WED	7-9 AM	18-Jul	Yes	No						
	4-6 PM			Yes	0.75	End	11411 Willows Rd	Car	No	
THU	7-9 AM	19-Jul	Yes	No						
	4-6 PM			Yes	0.739583	End	11411 Willows Rd	Car	No	
FRI	7-9 AM	20-Jul	Yes	Yes	0.295139	Start	11411 Willows Rd	Car	No	
	4-6 PM			No						

	10	11	12	13
SUNDAY	15-Jul	No		
MONDAY	16-Jul	No		
TUESDAY	17-Jul	No		
WEDNESDAY	18-Jul	No		
THUSDAY	19-Jul	No		
FRIDAY	20-Jul	No		
SATURDAY	21-Jul	No		

14 Lived in VT

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	Yes	0.3125	Start	11411 Willows Rd	Car	No	
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			Yes	0.75	End	11411 Willows Rd	Car	No	
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			Yes	0.736111	End	11411 Willows Rd	Car	No	
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			Yes	0.736111	End	11411 Willows Rd	Car	No	
FRI	7-9 AM	27-Jul	Yes	Yes	0.295139	Start	11411 Willows Rd	Car	No	
	4-6 PM			No						

	10	11	12	13
SUNDAY	22-Jul	No		
MONDAY	23-Jul	No		
TUESDAY	24-Jul	No		
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

#4 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	No							
	4-6 PM									
TUE	7-9 AM	17-Jul	Yes	No						
	4-6 PM			Yes	0.708333	Start	Trader Joe's	Walk	No	
WED	7-9 AM	18-Jul	Yes	Yes	0.354167	Start	Bellevue Transit Center	Bus	Yes	ond Transit C
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	No						
	4-6 PM			Yes	0.666667	Start	Defensive Driving School	Walk	No	
FRI	7-9 AM	20-Jul	No							
	4-6 PM									

	10	11	12	13
SUNDAY	15-Jul	No		
MONDAY	16-Jul	No		
TUESDAY	17-Jul	No		
WEDNESDAY	18-Jul	No		
THUSDAY	19-Jul	No		
FRIDAY	20-Jul	No		
SATURDAY	21-Jul	No		

14 Bus

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	No							
	4-6 PM									
TUE	7-9 AM	24-Jul	No							
	4-6 PM									
WED	7-9 AM	25-Jul	No							
	4-6 PM									
THU	7-9 AM	26-Jul	No							
	4-6 PM									
FRI	7-9 AM	27-Jul	No							
	4-6 PM									

	10	11	12	13
SUNDAY	22-Jul	No		
MONDAY	23-Jul	No		
TUESDAY	24-Jul	No		
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

#5 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	No							
	4-6 PM									
TUE	7-9 AM	17-Jul	Yes	Yes						
	4-6 PM			Yes						
WED	7-9 AM	18-Jul	Yes	No	0.6875	End	Thinkspace	Walk	No	
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	Yes	0.354167	Start	Microsoft Campus	Car	No	
	4-6 PM			Yes	0.6875	End	Thinkspace	Walk	No	
FRI	7-9 AM	20-Jul	No							
	4-6 PM									

	10	11	12		13
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

14 Commute from Edmonds or Anacortes. Now walk to Thinkspace and occasionally drive to Microsoft

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	No							
	4-6 PM									
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			Yes	0.694444	Start	Gold's Gym	Car	No	
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			Yes	0.690972	Start	Gold's Gym	Car	No	
FRI	7-9 AM	27-Jul	Yes	Yes	0.347222	Start	Microsoft Campus	Car	No	
	4-6 PM			No						

	10	11	12		13
SUNDAY	22-Jul	No			
MONDAY	23-Jul	No			
TUESDAY	24-Jul	No			
WEDNESDAY	25-Jul	No			
THUSDAY	26-Jul	No			
FRIDAY	27-Jul	No			
SATURDAY	28-Jul	No			

#6 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	17-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
WED	7-9 AM	18-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
FRI	7-9 AM	20-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						

	10	11	12		13
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

14 Lived out of state and commuted by car

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bike	No	
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	Yes	0.364583	Start	Microsoft NE 32nd Pl + 148th Ave	Bus	No	
	4-6 PM			No						

	10	11	12		13
SUNDAY	22-Jul				
MONDAY	23-Jul				
TUESDAY	24-Jul				
WEDNESDAY	25-Jul				
THUSDAY	26-Jul				
FRIDAY	27-Jul				
SATURDAY	28-Jul				

#7 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	9-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	10-Jul	Yes	No						
	4-6 PM			Yes	0.708333	End	DigiPen	Bike	No	
WED	7-9 AM	11-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	12-Jul	Yes	No						
	4-6 PM			Yes	0.708333	End	DigiPen	Bike	No	
FRI	7-9 AM	13-Jul	Yes	No						
	4-6 PM			Yes	0.743056	End	DigiPen	Bike	No	

	10	11	12	13
SUNDAY	8-Jul	No		
MONDAY	9-Jul	No		
TUESDAY	10-Jul	No		
WEDNESDAY	11-Jul	No		
THUSDAY	12-Jul	No		
FRIDAY	13-Jul	No		
SATURDAY	14-Jul	No		

14 Lived out of country

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	17-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	18-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	No						
	4-6 PM			Yes	0.75	End	DigiPen	Bike	Yes	QFC
FRI	7-9 AM	20-Jul	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	15-Jul			
MONDAY	16-Jul			
TUESDAY	17-Jul			
WEDNESDAY	18-Jul			
THUSDAY	19-Jul			
FRIDAY	20-Jul			
SATURDAY	21-Jul			

#8 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	Yes	0.291667	Start	NE 46th Street	Bus	No	
	4-6 PM			Yes	0.666667	End	NE 46th Street	Bus	No	
TUE	7-9 AM	17-Jul	Yes	Yes	0.291667	Start	NE 46th Street	Bus	No	
	4-6 PM			Yes	0.666667	End	NE 46th Street	Bus	No	
WED	7-9 AM	18-Jul	Yes	Yes	0.291667	Start	NE 46th Street	Bus	No	
	4-6 PM			Yes	0.666667	End	NE 46th Street	Bus	No	
THU	7-9 AM	19-Jul	Yes	Yes	0.291667	Start	NE 46th Street	Bus	No	
	4-6 PM			Yes	0.666667	End	NE 46th Street	Bus	No	
FRI	7-9 AM	20-Jul	Yes	Yes	0.291667	Start	NE 46th Street	Bus	No	
	4-6 PM			No						

	10	11	12	13
SUNDAY	15-Jul	Yes	arymoor Park	1
MONDAY	16-Jul	No		
TUESDAY	17-Jul	Yes	nderson Park	0.5
WEDNESDAY	18-Jul	No		
THUSDAY	19-Jul	No		
FRIDAY	20-Jul	No		
SATURDAY	21-Jul	No	nd West Wetlands	2

14 Tudor Manor convenient for transit, no drivers license

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul								
	4-6 PM									
TUE	7-9 AM	24-Jul								
	4-6 PM									
WED	7-9 AM	25-Jul								
	4-6 PM									
THU	7-9 AM	26-Jul								
	4-6 PM									
FRI	7-9 AM	27-Jul								
	4-6 PM									

	10	11	12	13
SUNDAY	22-Jul			
MONDAY	23-Jul			
TUESDAY	24-Jul			
WEDNESDAY	25-Jul			
THUSDAY	26-Jul			
FRIDAY	27-Jul			
SATURDAY	28-Jul			

#9 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	9-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	10-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	11-Jul	Yes	No						
	4-6 PM			Yes	0.729167	Start	QFC	Walk	No	
THU	7-9 AM	12-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	13-Jul	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	8-Jul	No			
MONDAY	9-Jul	No			
TUESDAY	10-Jul	No			
WEDNESDAY	11-Jul	No			
THUSDAY	12-Jul	No			
FRIDAY	13-Jul	No			
SATURDAY	14-Jul				

14 Walk and cycle everywhere

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	17-Jul	Yes	No						
	4-6 PM			Yes	0.729167	Start	QFC	Walk	No	
WED	7-9 AM	18-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	19-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	20-Jul	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

#10 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	7-Aug	Yes	No						
	4-6 PM			No						
WED	7-9 AM	8-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	9-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

14 I own a car and store in garage; take bus to DigiPen

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	14-Aug	Yes	No						
	4-6 PM			No						
WED	7-9 AM	15-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	16-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	17-Aug	Yes	No						
	4-6 PM			No						

	10	11	12	13	13
SUNDAY	12-Aug	No			
MONDAY	13-Aug	No			
TUESDAY	14-Aug	No			
WEDNESDAY	15-Aug	No			
THUSDAY	16-Aug	No			
FRIDAY	17-Aug	No			
SATURDAY	18-Aug	No			

#11 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	No						
	4-6 PM			Yes	0.6875	Start	Trader Joe's	Walk	No	
TUE	7-9 AM	7-Aug	Yes	No						
	4-6 PM			No						
WED	7-9 AM	8-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	9-Aug	Yes	No						
	4-6 PM			Yes	0.708333	Start	Trader Joe's	Walk	No	
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			Yes	0.75	Start	Trader Joe's	Walk	No	

	10	11	12		13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

14 Used to catch bus from Seattle to job in Redmond; now catch bus and do not own a car.

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	No						
	4-6 PM			Yes	0.6875	Start	Trader Joe's	Walk	No	
TUE	7-9 AM	14-Aug	Yes	No						
	4-6 PM			No						
WED	7-9 AM	15-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	16-Aug	Yes	No						
	4-6 PM			Yes	0.708333	Start	Trader Joe's	Walk	No	
FRI	7-9 AM	17-Aug	Yes	No						
	4-6 PM			No						

	10	11	12	13	13
SUNDAY	12-Aug	No			
MONDAY	13-Aug	No			
TUESDAY	14-Aug	No			
WEDNESDAY	15-Aug	No			
THUSDAY	16-Aug	No			
FRIDAY	17-Aug	No			
SATURDAY	18-Aug	No			

#12 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Jul	No							
	4-6 PM									
TUE	7-9 AM	17-Jul	No							
	4-6 PM									
WED	7-9 AM	18-Jul	No							
	4-6 PM									
THU	7-9 AM	19-Jul	No							
	4-6 PM									
FRI	7-9 AM	20-Jul	No							
	4-6 PM									

	10	11	12		13
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

14 I work in Redmond for about a week and a half a month. I commute in from Portland and was staying in hotels. Now I can le

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	22-Jul				
MONDAY	23-Jul				
TUESDAY	24-Jul				
WEDNESDAY	25-Jul				
THUSDAY	26-Jul				
FRIDAY	27-Jul				
SATURDAY	28-Jul				

#13 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	16-Aug	Yes	Yes	0.34375	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
TUE	7-9 AM	17-Aug	Yes	Yes	0.34375	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
WED	7-9 AM	18-Aug	No	No						
	4-6 PM			No						
THU	7-9 AM	19-Aug	No	No						
	4-6 PM			No						
FRI	7-9 AM	20-Aug	No	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	15-Aug	No		
MONDAY	16-Aug	No		
TUESDAY	17-Aug	No		
WEDNESDAY	18-Aug	No		
THUSDAY	19-Aug	No		
FRIDAY	20-Aug	No		
SATURDAY	21-Aug	No		

14 Used to live in Washington DC

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Aug	Yes	Yes	0.333333	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
TUE	7-9 AM	24-Aug	Yes	Yes	0.333333	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
WED	7-9 AM	25-Aug	Yes	Yes	0.333333	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
THU	7-9 AM	26-Aug	Yes	Yes	0.333333	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						
FRI	7-9 AM	27-Aug	Yes	Yes	0.333333	Start	1 Microsoft Way	Car	No	
	4-6 PM			No						

	10	11	12	13
SUNDAY	22-Aug	No		
MONDAY	23-Aug	No		
TUESDAY	24-Aug	No		
WEDNESDAY	25-Aug	No		
THUSDAY	26-Aug	No		
FRIDAY	27-Aug	No		
SATURDAY	28-Aug	No		

#14 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	22-Jul	No		
MONDAY	23-Jul	No		
TUESDAY	24-Jul	No		
WEDNESDAY	25-Jul	Yes	arymoor Park	1
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

14 Work from home

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	31-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	3-Aug	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	29-Jul	No		
MONDAY	30-Jul	No		
TUESDAY	31-Jul	No		
WEDNESDAY	1-Aug	No		
THUSDAY	2-Aug	No		
FRIDAY	3-Aug	No		
SATURDAY	4-Aug	No		

#15 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	22-Jul	No			
MONDAY	23-Jul	No			
TUESDAY	24-Jul	No			
WEDNESDAY	25-Jul	No			
THUSDAY	26-Jul	No			
FRIDAY	27-Jul	No			
SATURDAY	28-Jul	Yes	Marymoor		4

14 Interning at Microsoft; commute outside of peak periods

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	31-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	3-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Microsoft	Car	No	

	10	11	12	13	13
SUNDAY	29-Jul	No			
MONDAY	30-Jul	No			
TUESDAY	31-Jul	No			
WEDNESDAY	1-Aug	No			
THUSDAY	2-Aug	No			
FRIDAY	3-Aug	No			
SATURDAY	4-Aug	No			

#16 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	No						
	4-6 PM			Yes	0.708333	Start	8867 161st (QFC)	Walk	No	
TUE	7-9 AM	31-Jul	Yes	Yes	0.354167	Start	575 Bellevue Square	Bus	Yes	QFC (161st)
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	No						
	4-6 PM			Yes	0.666667	Start	Chinatown	Carpool	No	
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			Yes	0.729167	Start	U of Washington	Bus	No	
FRI	7-9 AM	3-Aug	No							
	4-6 PM									

	10	11	12	13	13
SUNDAY	29-Jul	No			
MONDAY	30-Jul	No			
TUESDAY	31-Jul	Yes	Nike Park	1.5	1.5
WEDNESDAY	1-Aug	No			
THUSDAY	2-Aug	No			
FRIDAY	3-Aug	No			
SATURDAY	4-Aug	No			

14 Used to drive to work, and now it's easy to use the bus system and easy to commute with friends since I'm the center of Redr

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	No							
	4-6 PM									
TUE	7-9 AM	7-Aug	Yes	Yes	0.333333	End	Cle Elum	Carpool	No	
	4-6 PM			No						
WED	7-9 AM	8-Aug	Yes	Yes	0.3125	Start	Seattle	Carpool	No	
	4-6 PM			Yes	0.708333	End	Seattle	Carpool	No	
THU	7-9 AM	9-Aug	Yes	Yes	0.375	Start	Bellevue Place	Bus	Yes	QFC (161st)
	4-6 PM			No						
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			No						

	10	11	12		13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

#17 Portula'ca

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	31-Jul	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
THU	7-9 AM	2-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
FRI	7-9 AM	3-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						

	10	11	12	13	13
SUNDAY	29-Jul	No			
MONDAY	30-Jul	No			
TUESDAY	31-Jul	No			
WEDNESDAY	1-Aug	No			
THUSDAY	2-Aug	No			
FRIDAY	3-Aug	No			
SATURDAY	4-Aug	No			

14 Bus from Willows Road

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	7-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						
WED	7-9 AM	8-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			Yes	0.75	End	Advanta Bellevue (8055 165th)	Bus	No	
THU	7-9 AM	9-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No	0.729167	End	Advanta Bellevue (8055 165th)	Bus	No	
FRI	7-9 AM	10-Aug	Yes	Yes	0.354167	Start	Advanta Bellevue (8055 165th)	Bus	No	
	4-6 PM			No						

	10	11	12	13
SUNDAY	5-Aug	No		
MONDAY	6-Aug	No		
TUESDAY	7-Aug	No		
WEDNESDAY	8-Aug	No		
THUSDAY	9-Aug	No		
FRIDAY	10-Aug	No		
SATURDAY	11-Aug	No		

#18 Portula'ca

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug								
	4-6 PM									
TUE	7-9 AM	7-Aug								
	4-6 PM									
WED	7-9 AM	8-Aug								
	4-6 PM									
THU	7-9 AM	9-Aug								
	4-6 PM									
FRI	7-9 AM	10-Aug								
	4-6 PM									

	10	11	12	13
SUNDAY	5-Aug			
MONDAY	6-Aug			
TUESDAY	7-Aug			
WEDNESDAY	8-Aug			
THUSDAY	9-Aug			
FRIDAY	10-Aug			
SATURDAY	11-Aug			

14

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug								
	4-6 PM									
TUE	7-9 AM	14-Aug								
	4-6 PM									
WED	7-9 AM	15-Aug								
	4-6 PM									
THU	7-9 AM	16-Aug								
	4-6 PM									
FRI	7-9 AM	17-Aug								
	4-6 PM									

	10	11	12	13
SUNDAY	12-Aug			
MONDAY	13-Aug			
TUESDAY	14-Aug			
WEDNESDAY	15-Aug			
THUSDAY	16-Aug			
FRIDAY	17-Aug			
SATURDAY	18-Aug			

Non-Decipherable

#19 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
TUE	7-9 AM	31-Jul	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
WED	7-9 AM	1-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
THU	7-9 AM	2-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
FRI	7-9 AM	3-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	

	10	11	12		13
SUNDAY	29-Jul	No			
MONDAY	30-Jul	No			
TUESDAY	31-Jul	No			
WEDNESDAY	1-Aug	No			
THUSDAY	2-Aug	No			
FRIDAY	3-Aug	No			
SATURDAY	4-Aug	No			

14 Used to travel from a motel in Kirkland and Seattle every day; now I walk to Thinkspace

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
TUE	7-9 AM	7-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
WED	7-9 AM	8-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
THU	7-9 AM	9-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	
FRI	7-9 AM	10-Aug	Yes	Yes	0.333333	Start	Think Space	Walk	No	
	4-6 PM			Yes	0.75	End	Think Space	Walk	No	

	10	11	12		13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

#20 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
TUE	7-9 AM	7-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
WED	7-9 AM	8-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
FRI	7-9 AM	3-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	

	10	11	12		13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	2-Aug	No			
FRIDAY	3-Aug	No			
SATURDAY	4-Aug	Yes	Nike Park		3

14 Used to commute via car; now I walk and do not own a car.

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
TUE	7-9 AM	14-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
WED	7-9 AM	15-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
THU	7-9 AM	9-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			Yes	0.75	End	9931 Willows	Walk	No	

	10	11	12		13
SUNDAY	12-Aug	No			
MONDAY	13-Aug	No			
TUESDAY	14-Aug	No			
WEDNESDAY	15-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

#21 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	22-Jul	Yes	arymoor Park	4
MONDAY	23-Jul	No		
TUESDAY	24-Jul	No		
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

14 All travel is done by bus or bike, do not own car

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	31-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	3-Aug	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	29-Jul	Yes	arymoor Park	4
MONDAY	30-Jul	No		
TUESDAY	31-Jul	No		
WEDNESDAY	1-Aug	No		
THUSDAY	2-Aug	No		
FRIDAY	3-Aug	No		
SATURDAY	4-Aug	No		

14 All travel is done by bus or bike, do not own car

#22 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	22-Jul	No		
MONDAY	23-Jul	No		
TUESDAY	24-Jul	No		
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

14

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul	Yes	No						
	4-6 PM			No						
TUE	7-9 AM	31-Jul	Yes	No						
	4-6 PM			No						
WED	7-9 AM	1-Aug	Yes	No						
	4-6 PM			No						
THU	7-9 AM	2-Aug	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	3-Aug	Yes	No						
	4-6 PM			No						

	10	11	12	13
SUNDAY	29-Jul	No		
MONDAY	30-Jul	No		
TUESDAY	31-Jul	No		
WEDNESDAY	1-Aug	No		
THUSDAY	2-Aug	No		
FRIDAY	3-Aug	No		
SATURDAY	4-Aug	No		

#23 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul								
	4-6 PM									
TUE	7-9 AM	24-Jul								
	4-6 PM									
WED	7-9 AM	25-Jul								
	4-6 PM									
THU	7-9 AM	26-Jul								
	4-6 PM									
FRI	7-9 AM	27-Jul								
	4-6 PM									

	10	11	12	13
SUNDAY	22-Jul			
MONDAY	23-Jul			
TUESDAY	24-Jul			
WEDNESDAY	25-Jul			
THUSDAY	26-Jul			
FRIDAY	27-Jul			
SATURDAY	28-Jul			

14

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul								
	4-6 PM									
TUE	7-9 AM	31-Jul								
	4-6 PM									
WED	7-9 AM	1-Aug								
	4-6 PM									
THU	7-9 AM	2-Aug								
	4-6 PM									
FRI	7-9 AM	3-Aug								
	4-6 PM									

	10	11	12	13
SUNDAY	29-Jul			
MONDAY	30-Jul			
TUESDAY	31-Jul			
WEDNESDAY	1-Aug			
THUSDAY	2-Aug			
FRIDAY	3-Aug			
SATURDAY	4-Aug			

Non-Decipherable

#24 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	QFC
TUE	7-9 AM	7-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
WED	7-9 AM	8-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
THU	7-9 AM	9-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)

	10	11	12	13
SUNDAY	5-Aug	No		
MONDAY	6-Aug	No		
TUESDAY	7-Aug	No		
WEDNESDAY	8-Aug	No		
THUSDAY	9-Aug	No		
FRIDAY	10-Aug	No		
SATURDAY	11-Aug	No		

14 General contractor who needed convenient short term housing

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Tacoma	Car	Yes	7-11 (183rd)
TUE	7-9 AM	14-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
WED	7-9 AM	15-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
THU	7-9 AM	16-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)
FRI	7-9 AM	17-Aug	Yes	No						
	4-6 PM			Yes	0.729167	End	Lynnwood	Car	Yes	7-11 (183rd)

	10	11	12	13
SUNDAY	12-Aug	No		
MONDAY	13-Aug	No		
TUESDAY	14-Aug	No		
WEDNESDAY	15-Aug	No		
THUSDAY	16-Aug	No		
FRIDAY	17-Aug	No		
SATURDAY	18-Aug	No		

#25 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
TUE	7-9 AM	7-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
WED	7-9 AM	8-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
THU	7-9 AM	9-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
FRI	7-9 AM	10-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	

	10	11	12	13	13
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

14 I do not have a drivers license

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
TUE	7-9 AM	14-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
WED	7-9 AM	15-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
THU	7-9 AM	16-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	
FRI	7-9 AM	17-Aug	Yes	No						
	4-6 PM			Yes	0.736111	Start	140th Microsoft Campus	Carpool	No	

	10	11	12	13
SUNDAY	12-Aug	No		
MONDAY	13-Aug	No		
TUESDAY	14-Aug	No		
WEDNESDAY	15-Aug	No		
THUSDAY	16-Aug	No		
FRIDAY	17-Aug	No		
SATURDAY	18-Aug	No		

#26 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	9-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	10-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
WED	7-9 AM	11-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
THU	7-9 AM	12-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
FRI	7-9 AM	13-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						

	10	11	12	13	
SUNDAY	8-Jul	No			
MONDAY	9-Jul	No			
TUESDAY	10-Jul	No			
WEDNESDAY	11-Jul	No			
THUSDAY	12-Jul	No			
FRIDAY	13-Jul	No			
SATURDAY	14-Jul	No			

14 Moved to Redmond from California

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	27-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
TUE	7-9 AM	28-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
WED	7-9 AM	29-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
THU	7-9 AM	30-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						
FRI	7-9 AM	31-Jul	Yes	Yes	0.3125	Start	h Street Bel	Bus	No	
	4-6 PM			No						

	10	11	12	13	
SUNDAY	15-Jul	No			
MONDAY	16-Jul	No			
TUESDAY	17-Jul	No			
WEDNESDAY	18-Jul	No			
THUSDAY	19-Jul	No			
FRIDAY	20-Jul	No			
SATURDAY	21-Jul	No			

#27 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	No							
	4-6 PM									
TUE	7-9 AM	7-Aug	No							
	4-6 PM									
WED	7-9 AM	8-Aug	No							
	4-6 PM									
THU	7-9 AM	9-Aug	No							
	4-6 PM									
FRI	7-9 AM	10-Aug	No							
	4-6 PM									

	10	11	12	13	
SUNDAY	5-Aug	No			
MONDAY	6-Aug	No			
TUESDAY	7-Aug	No			
WEDNESDAY	8-Aug	No			
THUSDAY	9-Aug	No			
FRIDAY	10-Aug	No			
SATURDAY	11-Aug	No			

14 Moved from Salt Lake City, UT and drove. Now I primarily walk between DigiPen, IOT, and QFC

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	No							
	4-6 PM									
TUE	7-9 AM	14-Aug	No							
	4-6 PM									
WED	7-9 AM	15-Aug	No							
	4-6 PM									
THU	7-9 AM	16-Aug	No							
	4-6 PM									
FRI	7-9 AM	17-Aug	No							
	4-6 PM									

	10	11	12	13	
SUNDAY	12-Aug	No			
MONDAY	13-Aug	No			
TUESDAY	14-Aug	No			
WEDNESDAY	15-Aug	No			
THUSDAY	16-Aug	No			
FRIDAY	17-Aug	No			
SATURDAY	18-Aug	No			

#28 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug								
	4-6 PM									
TUE	7-9 AM	14-Aug								
	4-6 PM									
WED	7-9 AM	15-Aug								
	4-6 PM									
THU	7-9 AM	16-Aug								
	4-6 PM									
FRI	7-9 AM	17-Aug								
	4-6 PM									

	10	11	12	13	
SUNDAY	12-Aug				
MONDAY	13-Aug				
TUESDAY	14-Aug				
WEDNESDAY	15-Aug				
THUSDAY	16-Aug				
FRIDAY	17-Aug				
SATURDAY	18-Aug				

14

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	20-Aug								
	4-6 PM									
TUE	7-9 AM	21-Aug								
	4-6 PM									
WED	7-9 AM	22-Aug								
	4-6 PM									
THU	7-9 AM	23-Aug								
	4-6 PM									
FRI	7-9 AM	24-Aug								
	4-6 PM									

	10	11	12	13	
SUNDAY	19-Aug				
MONDAY	20-Aug				
TUESDAY	21-Aug				
WEDNESDAY	22-Aug				
THUSDAY	23-Aug				
FRIDAY	24-Aug				
SATURDAY	25-Aug				

Non-Decipherable

#29 Tudor

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	6-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
TUE	7-9 AM	7-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
WED	7-9 AM	8-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
THU	7-9 AM	9-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
FRI	7-9 AM	10-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	

	10	11	12	13
SUNDAY	5-Aug	No		
MONDAY	6-Aug	No		
TUESDAY	7-Aug	Yes	nderson Park	2
WEDNESDAY	8-Aug	No		
THUSDAY	9-Aug	No		
FRIDAY	10-Aug	No		
SATURDAY	11-Aug	No		

14

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	13-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
TUE	7-9 AM	14-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
WED	7-9 AM	15-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
THU	7-9 AM	16-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	No	
FRI	7-9 AM	17-Aug	Yes	Yes	0.333333	Start	Kirkland Mariot Courtyard	Car	No	
	4-6 PM			Yes	0.6875	End	Kirkland Mariot Courtyard	Car	Yes	Gas

	10	11	12	13
SUNDAY	12-Aug	No		
MONDAY	13-Aug	No		
TUESDAY	14-Aug	Yes	nderson Park	3
WEDNESDAY	15-Aug	No		
THUSDAY	16-Aug	No		
FRIDAY	17-Aug	No		
SATURDAY	18-Aug	No		

#30 Partula'ca

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	23-Jul	Yes	Yes	0.364583	Start	Redmond Way	Walk	No	
	4-6 PM			Yes	0.729167	End	Redmond Way	Walk	No	
TUE	7-9 AM	24-Jul	Yes	No						
	4-6 PM			Yes	0.6875	End	Marymoor Park	Walk	No	
WED	7-9 AM	25-Jul	Yes	No						
	4-6 PM			No						
THU	7-9 AM	26-Jul	Yes	No						
	4-6 PM			No						
FRI	7-9 AM	27-Jul	Yes	Yes	0.364583	Start	Redmond Way	Walk	No	
	4-6 PM			Yes	0.729167	End	Redmond Way	Walk	No	

	10	11	12	13
SUNDAY	22-Jul	No		
MONDAY	23-Jul	No		
TUESDAY	24-Jul	Yes	arymoor Park	1
WEDNESDAY	25-Jul	No		
THUSDAY	26-Jul	No		
FRIDAY	27-Jul	No		
SATURDAY	28-Jul	No		

14 Used to commute via ferry and bus from Bremerton to work, now I walk and do not own a car.

		1	2	3	4	5	6	7	8	9
MON	7-9 AM	30-Jul								
	4-6 PM									
TUE	7-9 AM	31-Jul								
	4-6 PM									
WED	7-9 AM	1-Aug								
	4-6 PM									
THU	7-9 AM	2-Aug								
	4-6 PM									
FRI	7-9 AM	3-Aug								
	4-6 PM									

	10	11	12	13
SUNDAY	29-Jul			
MONDAY	30-Jul			
TUESDAY	31-Jul			
WEDNESDAY	1-Aug			
THUSDAY	2-Aug			
FRIDAY	3-Aug			
SATURDAY	4-Aug			

October 3rd, 2012

Dear Planning Commission members,

The residential suite idea is a good one. I think as a city with a diverse population the concept needs to be explored in more depth. Let us just suppose that one car space per unit has to be provided and no exceptions will be allowed. What would the conversation be about in that case? As a community it is an important to explore what the housing needs are in Kirkland and how we can meet them. From my own personal experience I have a great deal to say on this topic.

There have always been residential suite/boarding houses in large cities. The Panama Hotel in the International District had a long history as such. This was my brother's 'home' on several of his visits to Seattle many years ago when he wasn't in Asia teaching English. It was commonly used by men that worked the fishing boats going to Alaska. They often had long stays in Seattle when it wasn't fishing season. It was also used by immigrants that worked in the International District or other men such as my brother that traveled for a living. Because it was designed as a hotel it did not have any kitchen facilities in the rooms but had shared cooking facilities. These facilities were inadequate for the amount of men living there. This meant that residents used their meager means to eat out or in my brother's case, dumpster dived. The bathrooms were also shared. This was advantageous because it meant that the hotel staff was responsible for cleaning them. The fact that the rooms were cleaned by the staff once a week was also good because they were then alert to misuse of the facilities and could check for vermin. They had to take measures to remove fleas, cockroaches and rats.

Another time my brother was receiving public assistance and was housed in a bachelor apartment in a building near Pioneer Square for people with a variety of disabilities. The apartment was small but had a kitchenette and full bathroom. I didn't see any shared living areas but I suppose there might have been. The entrance hall itself provided no welcoming area. He didn't have proper furniture and left the place a pigsty when he decided to move out and go overseas. Because he left suddenly, he asked me to take care of his belongings and clean up the apartment. I point this out because I do not think shared kitchen facilities in a residential suite situation works unless there is staff on site responsible for keeping it clean and in good repair. People who are temporarily living in a community don't always care about the condition that they leave their apartment in or how they treat joint living areas.

There were some serious negatives with each of these facilities which were exacerbated by the nature of the type of clientele on a modest income that is attracted to residential hotels. Past experiences make me wonder how the city can actually regulate this type of development and produce the desired housing situation. It seems that success hangs on the actual developer and the eventual property management company. The Planning Department can make suggestions about parking, storage, room size, and shared amenities, but do they really have the ability to enforce them? Will the end result be totally different from what is currently being envisioned by the city? Is this type of

project financially feasible…if not, what kind of concessions is the city willing to make to make it so?

Many of my concerns deal with the actual process of deciding who will be lucky enough to rent one of the rooms in the proposed development. Will there be a screening process when admitting residents or can anyone apply ---will you have to prove your income? Will a client be allowed to pay cash? If I can shell out my rent money in greenbacks, is it anyone's business where I got them from? I don't have to declare my income if I rent a hotel room and I feel it would be discriminatory if I had to. Many people don't have a credit/debit card, especially students that are away from home for the first time, so checking their credit rating would show no results. Does that mean that they will be turned away?

The real danger of fire in a hotel/dorm-like setting needs to be carefully considered. If the smoke alarm goes off and sprinklers go on, everyone's belongings are ruined even when the fire is immediately contained. In a hotel or dorm, staff has access to rooms even when residents are not present. This is important for having control over health and safety standards. Is it prudent to only allow a microwave and mini-fridge in the units for meal preparation? I believe it is. What if the resident wants to put in their own hot-plate, rice cooker, heat lamp, toaster over? There are good reasons that many colleges don't allow these appliances in dorm rooms. For one thing, they draw extra energy and for another they may be a fire hazard when left unattended for long periods. If these rooms are rented by business people that are only in town one week out of every month, then the apartment would be left unattended for long periods of time. Will energy-use regulations and fire codes be similar to those that govern hotel businesses? Obviously, there can't be just one model for cities who are interested in developing housing that is a cross-over between an apartment building and a hotel/dorm situation. Before the Planning Commission changes any regulations, I think they should do more research. We have one example of what a developer wants to build in Kirkland when we look at what has been done in Redmond, but perhaps someone else will have a different plan in the future and the regulations won't fit that situation.

Having a large shared kitchen allows residents to have the opportunity to fix meals rather than being forced to eat out at restaurants. If the idea of providing this type of housing in Kirkland is to help people with limited means to find affordable housing in core areas, than the importance of saving money on meals is extremely important. I feel strongly that for heath and safety reasons the food areas should be monitored and cleaned regularly by staff. Everyone that I know who lived in communal living situations during their college years have major complaints about their housemates cooking and cleaning habits. In addition to a kitchen, having a common lounge area is essential since this will be a longer-term residential hotel and there will not be adequate space in the bedrooms for entertaining. Will part of the code include regulations that allow for adequate common area floor space? I find the code difficult to read and wasn't clear what is regulated and what is not.

One of the problems that I have noticed with small apartments and dorms is the lack of storage. If the people that live in these residential suites are carrying around all they own in their car (like I had to as a young woman), then a storage locker in the building should be provided for each resident. (I am assuming that each room is single occupancy.) Both when I was a college student, as well as when I was a young working gal, I had things from my past life, or things I needed for my future life, that I hauled around with me. In the housing situations where I shared a room with someone else or had a small room to myself it was essential that I had a place to store all my belongings. In addition, I needed a decent sized closet in my room to store all my day to day things. If you are living in a hotel sized room but have no maid service than you need space to store your extra sheets, towels, and cleaning supplies. This is one of the major downsides of living in a residential hotel that isn't really a hotel. It seems to me that if you are letting the developer off the hook by providing fewer parking spaces than you should have regulations requiring a certain amount of storage in the building for each residential unit instead.

The other thing I am not clear on is whether or not residential suites will be rented by the month or will the resident need to sign a 6 -12 month lease? I don't think they should have to sign a long term lease. That should be part of the limitation of allowing this type of development. One of the Japanese students that I helped in Seattle lived in an apartment on Capitol Hill where the other residents were noisy and obnoxious and she felt threatened. The situation was so intolerable that she wanted to move out before her lease was up but as a college student she could not afford the fees involved with breaking the lease a month early. The set-up with shared living and kitchen facilities in the mini-suite model is definitely one that might cause enough friction that a resident would want to turn in their notice. I can also see other reasons where month to month rental agreements would be necessary for the type of clientele this residence would be designed for: the family member under treatment at the hospital dies, the job the commuter works at part of the month ends suddenly, or the college student is denied a loan for the next quarter.

The main conversation seems to revolve around parking in the letters that I have read from the previous meetings. One of the best ways to limit parking would be to provide a single twin-sized bed in each of these small furnished apartments. It is a bit hard to have a lover staying over if you don't have a double bed. One of the reasons apartments need extra parking is because residents have visitors and relatives staying with them. The other need for parking stems from the fact that people who need this type of arrangement often have another place of residence far away that they still need to drive to occasionally: those residents commuting every weekend, college students visiting a parent's home, or a person staying near a hospital part time while a relative is under treatment.

I have to say that I object to the whole idea of screening people in order to determine whether or not they drive a car before allowing them to rent an apartment. I am an extremely honest person but I can see how certain situations might cause me to 'fudge' on the truth of my driving habits or car ownership. There are many good reasons a person might sneak around and park their car a couple streets away or take up someone

else's parking space in the garage rather than be booted out of the apartment: A college student could be given grandma's old car so she can drive home to Eastern Washington every couple of weeks, a commuter might have to start driving back and forth to Everett on the weekends in order to catch the ferry, or a person new to the area might decide that she likes the Overlake Church community and wants to get involved there, or a mother's child may be transferred from Evergreen to Children's Hospital and she needs a car to get there at night and on the weekends to visit. How many people on the planning Commission actually take a bus to church on Sundays or give someone else a ride? Service is extremely poor on the weekends and there is no indication that it will improve anytime soon. We do not know how adequate public transportation will be in the future especially since it is so dependent on people's willingness to be taxed. The fact that people can take the bus to work during the weekdays and may be encouraged to do so with the availability of a subsidized bus pass means that their car will be left on the street during the day exacerbating parking problems in the neighborhoods and for local businesses.

Despite all my reservations I fully support the idea of residential hotel apartments. It would solve a housing need for many individuals. I am concerned that this situation has not been evaluated adequately in order to determine what the correct regulations should be.
I have pointed out several problems that I see with this type of plan and hope that the Planning Commission will take them into consideration.

Sincerely,

Margaret Bull
6225 108th Place NE
Kirkland WA 98033

From: Duekerk@aol.com
To: Jeremy McMahan
Subject: Residential Suites
Date: Wednesday, September 12, 2012 5:12:36 PM

Jeremy

Please add the following in the record for the proposed reduction of parking requirements for residential suites.

=====

The amount of spillover parking from the parking require of 0.5 spaces per residential suite should be minimal, if it is well managed by a responsible developer/manager. However, what happens if the development is sold to a poor manager who does not follow the transportation management plan resulting in a greater demand of parking? Resident cars will spillover to the street.

On the other hand, if the manager controls demand for the 0.5 spaces per residential suite by setting a high price for resident parking, it will drive some residents onto the street for free parking and the reduced required spaces will be underutilized.

Both under and over management of parking results in spillover parking. These are unintended consequences of the inexact science of parking requirements and avoidance behavior. This is compounded by the difficulty in detecting and enforcing spillover parking.

Nevertheless, I support the proposed change. But it needs to be monitored.

Ken Dueker
501 Kirkland Ave #302
Kirkland WA 98033
425-889-4427
duekerk@aol.com

From: Roberta Krause
To: Jeremy McMahan
Subject: Residential Suites
Date: Tuesday, October 02, 2012 8:54:48 AM

I can't attend the Oct. 4 meeting because of an important HO meeting here at our condo. As a homeowner in the downtown area, though, I'd like to express my concern about the "cocoon" suites proposed by the developer of the Crab Cracker property. I think the potential impact on Kirkland is severe, and urge proceeding with exceeding caution . . . if at all. Roberta Krause, 703 4th Ave., #101, Kirkland 98033

From:	Karen
To:	Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Subject:	SRO Public Hearing
Date:	Wednesday, October 03, 2012 5:54:14 PM
Attachments:	Res Suites PC 10042012 Web 4.pdf

Hi all:
Although myself and several others are not able to be there in person due to the energies currently directed towards appropriate development of the Potala site, I submit a few comments to you as backed up by some of the pages in your current packet.

I urge you to consider the comments below. Our city cannot afford to circumvent the codified processes and then go through lengthy citizen challenge which is the likely end result if the SRO moves forward during 2012... Please review the reasons for this discord.

1) Kirkland is not able to process a 2012 citizen request for zoning or comp plan amendment in the same year. Citizen amendments that are now "ripe" for this years amendments were due in Dec 2010. Please note that the first communication from Mr. Pantley was:

A. Making a request to have a change made to allow him to build something that he wanted to build (therefore a private amendment request and not a city initiated change).

B. The request was made in the spring of 2012. If it were accompanied by the required amendment request paperwork, these requests would be timely to start their review in 2013 and the 2010 and 2012 deadlines and schedule are actually in both the zoning code and the comp plan. Any other timeline is therefore unlawful under current Kirkland policies and WILL be appealed.

C. You will see that Mr Pantley states that the timing is important because the Crab Cracker property has been announced as being under contract. This is farther evidence that this request is PROJECT SPECIFIC.

D. You will also see that Mr. Pantley goes so far as to attach the plans for his project - It is therefore not a genuine argument to state that this is not a project specific request - especially because it had never been considered before he brought his project forward.

E. Highlighted is one of the emails in opposition that I found rather compelling and represents the neighbors who are concerned with this project.

F. Please also reference the zone use chart for CBD 7 vs. CBD 2 (etc). You will see that CBD 7 where Crab Cracker property exists has a mandatory 1 parking stall per bedroom. It does not allow for a request for reduced parking. By contrast CBD 2 and others identify that the parking may be adjusted by application, study and review.

If you change the parking that action is in direct conflict with the zoning code in the city of Kirkland.

If you change other aspects of zoning or create new zoning during 2012 you are doing so in direct conflict with both the Comp Plan an the Zoning Code which spell out the application dates, progress dates and all matters relating to proper process.

Thank you for reviewing the pages attached and highlighted.

Sincerely,
Karen Levenson
6620 Lake Washington Blvd NE, Kirkland, WA 98033

21-1

21-2

From: Uwkkg@aol.com
To: Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: SRO Letter for Tonights Planning Commission Mtg
Date: Thursday, August 23, 2012 10:01:36 AM
Attachments: 2012330_City_Council_letter_on_SRO_recognition.doc
Parking in CBD Fee in Lieu.pdf

Good Morning Planning Commissioners (and cc: City Council Members & Staff):

I am writing on behalf of numerous citizens regarding the SRO, the concerns are about both circumventing established rules and process and about the project itself including 1) Residential Definition changes, 2) Parking Requirement Changes, and 3) Parking Stall configuration changes.

First some background:
As you likely know, a group of Kirkland Citizens has banded together due to perceived, or real abuses, where city plans, policies and ordinances are not followed. You may have heard of STOP and you may believe that it is just about the Potala project. Actually, the Potala project brought to light many issues with things being sped through and not handled in accordance with established rules and processes. These rules are supposed to govern decision making in order to provide predictability to all and in turn to protect public and private interests. Meaningful notice is but one of the issues of fairness that brought this group together. Another is that all have to play by the same rules. **STOP** stands for **S**upport **T**he **O**rdinances and [Comp] **P**lan.

As far as Mr. Pantley's proposal, I am submitting comments that many of our group and others have posted online. I would type these all separately, but I prefer to submit them as the 41 comments that have come forward since the public heard about Mr. Pantley's proposal. You will see they cover a variety of topics from "cozy" decision making and fast track, to bypassing the parking advisory committee, to changing the rules on the fly.

A major concern is how these 3 zoning amendments just sort of came in at the last minute and were not properly applied for by the cut off time. That is not consistent with Kirkland's rules and policies. There was not time to notice the neighbors, have parking advisory committee comment or have any study session. The rules of how citizen initiated proposals for zoning changes are made is clearly spelled out in our policies and plans. One of the council members asked me if this was just for Comp Plan changes or for zoning change requests. You will see clearly that the form talks about citizen initiated zoning change requests.
http://www.kirklandwa.gov/Assets/Citizen+Initiated+Amendment+Requests+Application+2012.pdf
Our zoning code also discusses this, so the irregular fast track raised a ton of eyebrows from those of us who have been harmed by this type of non-traditional procedure. The fast track raised even more eyebrows when neighbors saw the suggestion to study SROs "morph" into a City Council "direction" on adopting the SROs. Most recently the city council agreed to receive input from the Planning Commission "sometime in October" ... but a week later it arrived to the Planning Commission with a due date of October 2nd "because Mr Pantley is working on a deal and needs to know by then." The Planning commission spent 25 minutes just trying to figure out how to have special meetings to get this done in time. When do we ever put city resources towards the development idea of one person? How come the hundreds of people wait 4 years for their non-conformance restrictions to better reflect the fact that density is the only non-conformance and a correction that will let them rebuild with different footprint if they'd like? You can perhaps see where some of the anger and frustration exists.

I am submitting the comments below on behalf of myself, my family, my HOA and various neighbors including those affiliated with STOP. While some have not signed their own names for fear of retaliation, they are being submitted for them through me and through STOP. I will also include a copy of the Comprehensive Plan and how it was recently changed to allow one parking stall per unit rather than 1.7 in downtown but it requires that developers still contribute to the parking supply if they want to put less than one per unit on their property, they may do so elsewhere through fee-in-lieu or by working with other developers to put downtown parking elsewhere. A reduction beyond this, or smaller and reconfigured spaces would be preferential treatment. If we choose to amend the parking Comp Plan and Zoning Codes that process should be methodical as it was for the parking reduction that just occurred two years ago. We don't "wing" these things, we are thoughtful and methodical and fair.

Dimensions of Parking Stalls & Parking lot layout
http://kirklandcode.ecitygov.net/KirklandZC_html/kzc180.html#180

Sincerely, Karen Levenson, 6620 LWB, Kirkland (Letter to editor & 41 public comments thru 8/23 below)

Dear Editor:

In Kirkland there is a process for NOTICING the public of proposed zoning changes, soliciting (and hopefully considering) their input and then moving to a City Council meeting wherein a decision is made by officials we elect to represent us.

Tomorrow night (with an early start at 6pm), a proposal arrives for a very unique type of Uber-high density residential. There has been no public outreach and no NOTICE of surrounding properties or the city at large. The proposal, if passed, will create brand new very unique residential zoning never allowed in Kirkland. For this reason, it has citywide impact. It is called SRO or Single Residency Occupancy and is the newest form of Ultra-high density residential. The uniqueness is that for the first time your “unit” will not have its own kitchen (etc) spaces. It will allow up to 8 bedroom type units to share kitchen and similar facilities much like many of us may have done during college years. The most I ever remember sharing was between 4 adults and these were folks that we’d carefully consider for being compatible “roommates” vs SRO which would usually assign someone new to unknown “roomies.”

If you go online and research SROs or Single Resident Occupancy you will likely find, as I did, generally they are in big very urban

located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

Parking

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. Four public parking lots exist in the Downtown area: at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street. These lots are shown on the Downtown Master Plan (Figure MB-4).

Public parking to be a permitted use on private properties north and south of the core area.

Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure MB-4. Public parking in these areas would help to serve core-area businesses, while not detracting from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as the Market Street-End lot and the Peter Kirk lot, would adapt well to structured parking due to the topography in the immediate vicinity of these lots. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should be expanded to include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

Another option for off-site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

From:	Uwkkg@aol.com
To:	Uwkkg@aol.com; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc:	neighboringproperties@gmail.com
Subject:	SRO moving forward correctly
Date:	Thursday, August 23, 2012 10:28:34 AM

Hi all:
Moving a proposal forward in a manner that is not according to "Hoyle" will likely gain negative attention to the project, appeals, legal involvement etc which is not helpful for anyone.

It might be best for Mr Pantley to submit the 3 citizen requests for zoning amendments 1) housing, 2) farther parking reduction, and 3) unique parking stalls. The deadline for the submission is not that far away (December) and then at the beginning of 2013 the approved process for review of proposals is laid out.

While I recognize that Mr Pantley is in a hurry due to an opportunity, this would be the same for any of us. Particularly developers often face the risk of development. We cannot make his urgency become the urgency of the city that bipasses all the other concerns that have been waiting in queue to have their items discussed or decided. Mr Pantley is not the only citizen who has an urgent development opportunity in front of him.

The SRO might be a mighty fine idea - we will never know true public sentiment if this becomes a continued battle over favoritism.

Karen Levenson
6620 Lake Washington Blvd NE, Kirkland

33-1

From:	uwkkg@aol.com
To:	Uwkkg@aol.com; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc:	neighboringproperties@gmail.com
Subject:	More SRO from angry neighbors who have been waiting for their rezone
Date:	Thursday, August 23, 2012 5:00:45 PM
Attachments:	Send to Planning Commissioners re SRO.pdf

Hi all:
Sorry for the late delivery of this email, however it was just forwarded over with request for comments.

I have to say that I am taken by Mr Pantley's enthusiasm and his "take it now" or it will be gone approach. While I think he would be wonderful as an evangelical minister, or fabulous in high pressure sales, I am concerned that his enthusiasm could have planning commissioners excited into a frenzy and forgetting that we really do have rules and process.

As numerous angry neighbors have waited, and waited, and waited for their opportunity to rezone they were told there was no option but to wait. Now publically we see someone who is saying... just let me do this. I don't need no stinkin process.

I hope you will be fair to all citizens. If you are going to design a speedier process, then design it first and take those who have been waiting first. NO CUTS!!!

The political connections make pushing Mr Pantley's proposal ahead of others look really bad. He may have a wonderful idea (or maybe not). To be sure, he needs to follow the same rules as the rest of us.

His attachment (which was in the packet but didn't have his name on it)... well it is quite concerning. We have annotated with our comments.

Thanks for considering that each citizen of Kirkland is equally important. those of us who have wanted additions with additional affordable units should not have been waiting our turn just to have someone "more powerful" take cuts.

Karen Levenson

March 30, 2012

Kirkland City Council
City of Kirkland
123 5th Ave N.E.
Kirkland, WA. 98033

Re: Planning Commission work plan and Art Community Parking

Dear City Council,

May of you are aware that we would like to bring an affordable live, work, display and sell Art Community to our downtown.

After working with Jeremy McMahan, who was very helpful, it has become clear that the parking code does not anticipate our mini-suites and Single Resident Occupants "SRO's". In our Redmond community, half of our residents do not own a car, by example.

We request that you consider putting SRO mini-suite recognition into your parking code so that we can move forward with our Art Community application process. Time is of the essence.

Separately, you may also want to consider a review by the Planning Commission of some of your downtown parking standards because we believe you did not intend the results from a sustainable perspective. At this time, a four bedroom condominium or apartment is required to have five parking spaces, three more than a four bedroom single family home.

Plans of our Redmond Art Community are available for those who have not seen the concept. If we can be of assistance in answering any questions, please feel free to call or email. Thank you for your consideration.

Warm Regards,

Robert Pantley
Natural & Built Environments
Its Manager and CEO
Certified LEED Platinum
2011 Hammer Award, Built Green Builder of the Year
robert@pantley.com
naturalandbuilt.com
USAsustain.com
mobile: 206-795-3545

150-1

150-2

From: Jeremy McMahan
To: Planning Commissioners
Subject: FW: Mini suite FAQ"s and parking examples under current and proposed codes
Date: Thursday, July 12, 2012 11:21:29 AM
Attachments: 201207.012_art community, mini-suite FAQ.docx
KIRKLAND__2012_0712_email.pdf

Planning Commissioner's – forwarding on request. This information came in after the July 5th deadline set by the Commission after the hearing.

Jeremy McMahan
Planning Supervisor
City of Kirkland
jmcmahan@kirklandwa.gov
425.587.3229

From: Robert Pantley [mailto:robert@pantley.com]
Sent: Thursday, July 12, 2012 8:38 AM
To: Eric Shields; Jeremy McMahan
Subject: Mini suite FAQ's and parking examples under current and proposed codes

Hi Jeremy and Eric,

Here are some thoughts to consider for this evening. Under the current code, we have done an analysis of what would have to be parked to meet the standards on our example site (which is a real location). This shows a bit of retail and then parking behind just like the new apartments being built in Juanita currently-photo to follow in case your emails don't like the size. The other choice of our proposed parking including tandems provides for all underground parking and a 100% people place at street level.

Your thoughts? The Crab Cracker site has been officially announced as under contract.

Warm Regards,

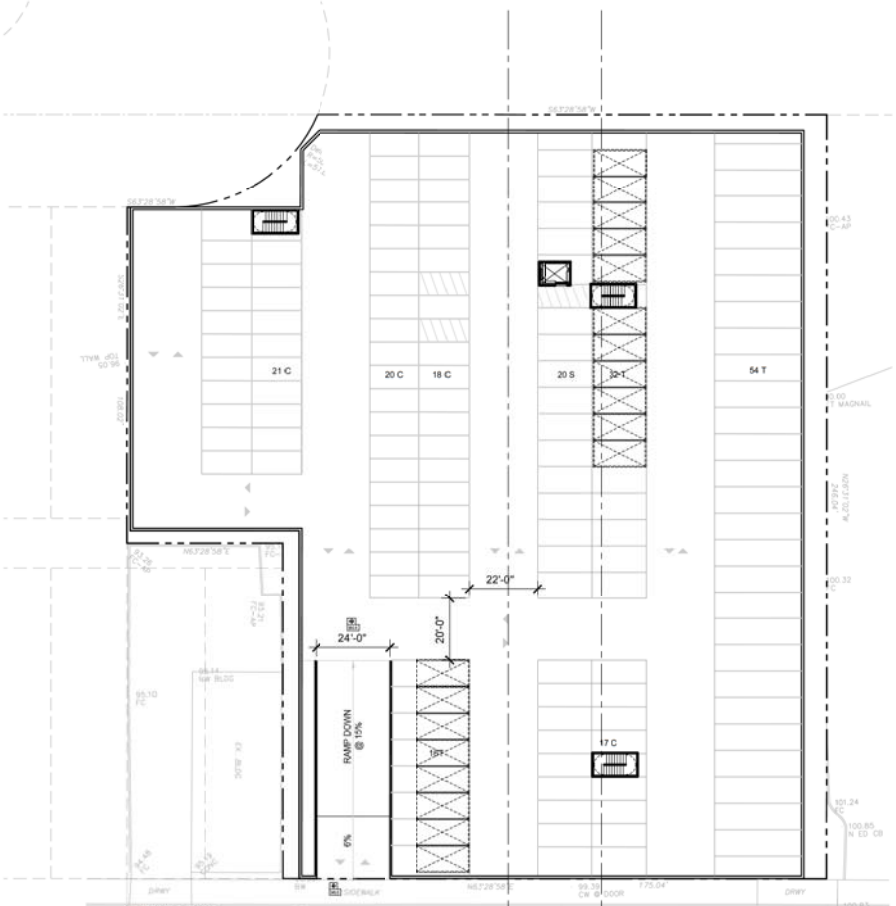
Warm Regards,

Robert Pantley
Natural & Built Environments

Its Manager and CEO
Certified LEED Platinum
2011 Hammer Award, Built Green Builder of the Year
robert@pantley.com
naturalandbuilt.com
USAsustain.com
mobile: 206-795-3545

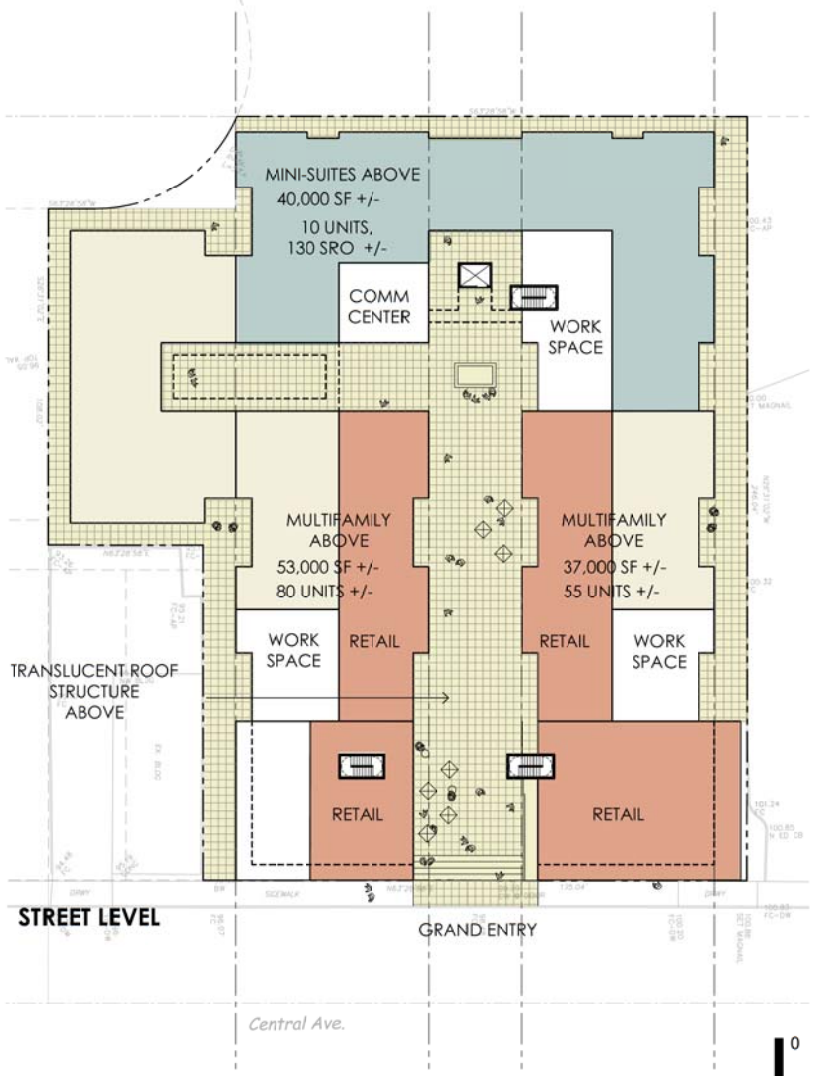
Attachment 10

Janette
architecture
planning
design
5215 Ballard Ave NW
Suite 4
Seattle, WA
janettearpd.com
206 .919. 2624



LEVEL P1

44,700 GSF +/-
20 STANDARD SPACES
76 COMPACT SPACES
19 VERTICAL TANDEMS
=38 SPACES
27 TANDEMS = 54 SPACES
188 SPACES TOTAL +/-
234 SF / STALL



STREET LEVEL

OPTION 1

0
40

450 CENTRAL WAY

SITE ANALYSIS
KIRKLAND, WA
JULY 11, 2012

DRAFT

1

Attachment 10

Janette
architecture
planning
design

5215 Ballard Ave NW
Suite 4
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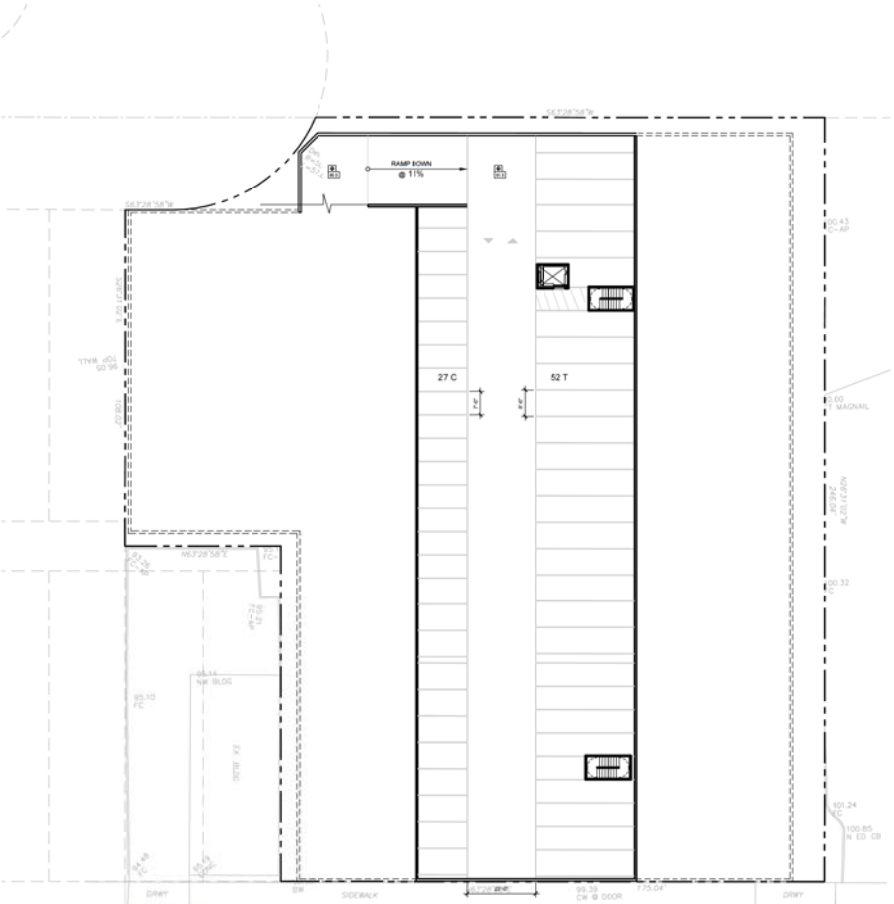
janettearpd.com
206 .919. 2624



LEVEL P2

16,700 GSF +/-
27 COMPACT SPACES
26 TANDEMS = 52 SPACES
79 SPACES TOTAL +/-
211 SF / STALL

LEVEL P1

44,700 GSF +/-
33 STANDARD SPACES
56 COMPACT SPACES
20 TANDEMS = 40 SPACES
109 SPACES LEVEL ONE
79 SPACES LEVEL TWO
188 SPACES TOTAL
326 SF / STALL

OPTION 2

450 CENTRAL WAY

SITE ANALYSIS
KIRKLAND, WA
JULY 11, 2012

DRAFT

Attachment 10

Janette
architecture
planning
design

5215 Ballard Ave NW
Suite 4
Seattle, WA
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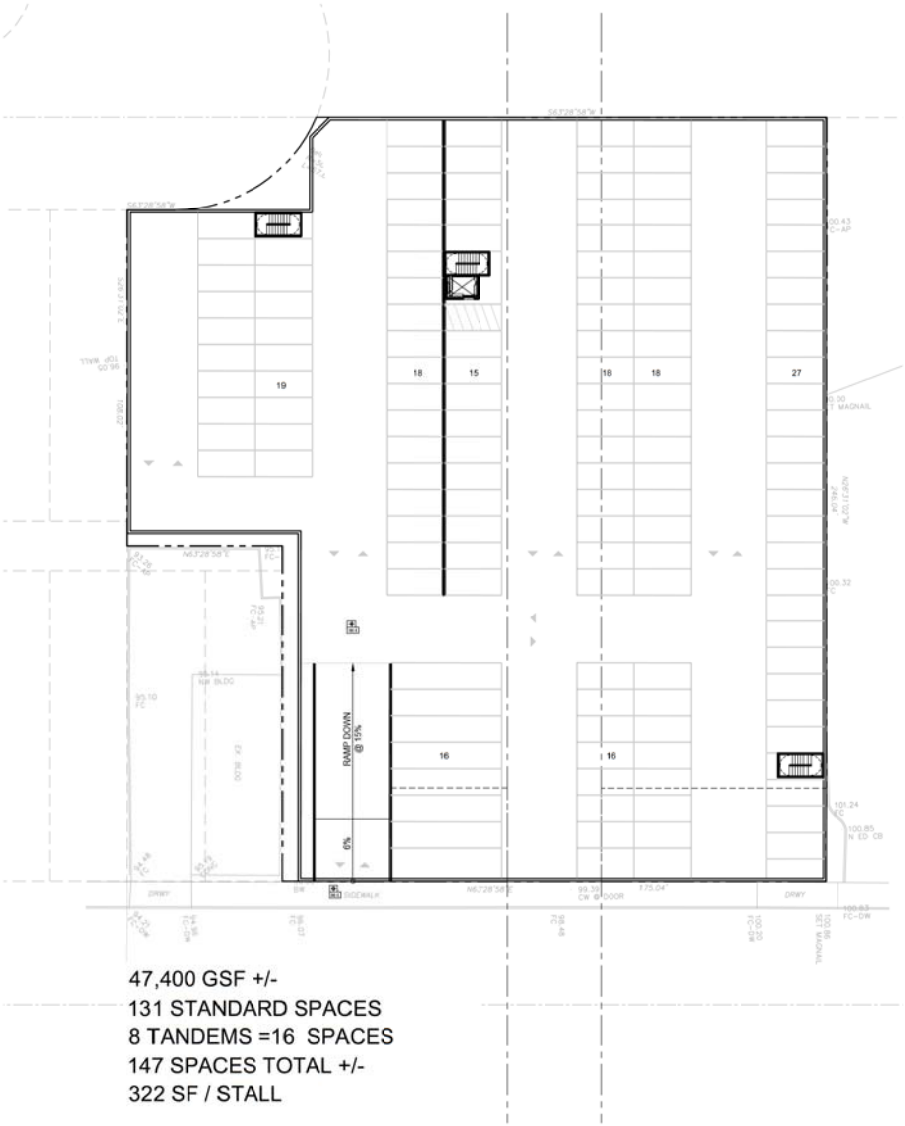
206 .919. 2624



47,400 GSF +/-
131 STANDARD SPACES
8 TANDEMS =16 SPACES
147 SPACES TOTAL +/-
322 SF / STALL

OPTION 3
CURRENT CODE

450 CENTRAL WAY

SITE ANALYSIS
KIRKLAND, WA
JULY 11, 2012

DRAFT

3

From: jack wherry
To: Jeremy McMahan
Cc: jackwherry@frontier.com
Subject: Residentian Suites KZC Amendments
Date: Thursday, September 06, 2012 3:32:02 PM

Jeremy,

I am sorry that I did not get a chance to hear the presentation today, I am sure that many of my questions were answered. Here are my thoughts.

1 What is causing a demand for this type of housing? Who are the people who will be using this housing?
2. Totem Lake seems to be far from being developed into a neighborhood that could sustain this type of housing and it seems to me that the density and subsequent facilities are far into the future. There are some new apartments going up in this area will there be a need for this, in addition it does not appear to be a very walkable area in its current form.
3. The DBD my be possible, but does the city really want to move in this direction at this time on top of the Potala controversy.
4. What I like about this type of development is that it would seem to help the downtown retail, restaurants etc. with year around business, which I feel is the ultimate goal if we are to have a vibrant downtown. BUT will this type of development feed the type of business we are seeking in the downtown. If not then we just create a another problem. I don't see the downtown developing into a low end eating and entertainment center.
5. I am sure there is a case for affordable housing in Kirkland for employees, students and longer term temporary stays, but I am not convinced that the ground work has been prepared for this type of development to go forward now.

So here is my conclusion:
Totem Lake is not ready for this development and it doesn't help develop the downtown in a manner that the citizens of Kirkland envision.
So there is no need to hurry to develop amendments to allow Residential suites at this particular time. I think we need to take a breather from Potala and make sure this is the right thing for Kirkland.

Thanks for giving me the opportunity to comment on this subject.

Notes

21-1 2012330_City_Council_letter_on_SRO_recognition.doc (File Attachment)

21-2 Parking in CBD Fee in Lieu.pdf (File Attachment)

33-1 Send to Planning Commissioners re SRO.pdf (File Attachment)

150-1 201207,012_art community, mini-suite FAQ.docx (File Attachment)

150-2 KIRKLAND_ 2012_0712_email.pdf (File Attachment)

From: Eric Shields
To: Jeremy McMahan
Subject: FW: # 2 For Tonight HCC&KPC - SRO - Please forward this email
Date: Thursday, June 14, 2012 4:33:57 PM

FYI

Eric Shields

From: Uwkkg@aol.com [mailto:Uwkkg@aol.com]
Sent: Thursday, June 14, 2012 2:51 PM
To: C Ray Allshouse; Jay Arnold; Andrew Held; Byron Katsuyama; Glenn Peterson; Mike Miller; Jon Pascal; Houghton Council; Janet Jonson; Kurt Triplett
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: # 2 For Tonight HCC&KPC - SRO - Please forward this email

Hello again Commissioners and Community Council Members:

My next comments are with respect to the SRO "Single Resident Occupancy" as proposed by Mr Pantley. This, by the way, is a HCC issue. While it is currently not proposed for HCC areas, we all know that sooner or later someone steps forward and says that Houghton shouldn't have special privileges . The code allows SROs within 1/4 mile of Transit Center and Houghton is about to get a Transit Center. HCC, therefore, must have a voice in this discussion.

I would like to comment on the following items

1) Zoning Codes that spontaneously appear due to "developer need" rather than as Comprehensive Planning. This is flat out irresponsible. It is not "planning" it is knee-jerk capitulating to developers.

2) **Huge changes** in how Kirkland defines residential unit (not having self contained kitchen and other amenities and a huge increase in number of unrelated persons) **should not be processed through as a Moderate Amendment**. This is Huge change in definition of residential unit and likely to be controversial. Minor or moderate code amendments are generally done for things that are non-controversial or will have minor controversy.

SPECIFIC ISSUES:
A) The City Council seemed to ask to have the extra .5 FTE assigned this SRO for further study, yet it seems to be moving forward without that farther study. The concept of 8 residents sharing a kitchen and a building that provides severely reduced parking needs ample time for research - That has not happened. There has been a lack of public outreach on this item (usually this is a sign of something covert or likely not well received).

B) Mr Pantley's experience seems limited to just one or two of these SROs and not over a long period of time. We also have not seen what happens when the owner/management team sells their property. The new owners often do not have the same philosophy as the initial builder/manager.

C) I do not believe that fewer parking spaces and "strict parking management strategies" are effective at reducing America's love affair with cars. In my condo we've had numerous unit owners/renters who start out with one car and the bus. Then they get into a personal-love relationship with someone and that person moves in...with car.... We've had ason come home from serving in the military and move in with Mom.... with car.... And, we have had a grandson loose his job and move in with Grandma... with car. All use their cars to get to jobs that are not on the bus line. All were unexpected additions to our parking lot. In addition to these cars we do allow our unit owners and renters to have guests come by... Not unusual behavior, I'm sure you'll agree.....All these extra cars are parked along the closest nearby neighborhood street.

While the car parking issue is likely relevant in many areas, it will be particularly problematic in Downtown Kirkland CBD. The guests or extra residents will be competing with parking spaces that shoppers and restaurant goers would like.

D) The city council seemed to be asking for a "Pilot" project yet the code as written does not provide for just one "Pilot." It seems to allow as many of these as folks want to build as long as they are within 1/4 mile of transit center. ... So that would allow dozens of these.... and how do we define transit center? Will someone argue for one of these if they are within 1/4 mile of a street served by several bus lines? Wow... we could be the epicenter of SROs!!!

I'll attach the text of my letter to the Editor below. It will hopefully cover some points that I may have missed.

Thanks for taking the time to consider my thoughts as above and those in the Letter to Editor.

Best, Karen Levenson **IS PANTLEY THE NEXT POTALA?**

Why does planning staff, in Kirkland, have conversations with developers and then accommodate them by disregarding the Comprehensive Plan and/or modifying city policies? Why does Kirkland ignore the rules on our books in order to allow developers to move forward? Why doesn't the city reach out to citizens and bring them into the conversation when modifications are requested? Instead citizens only find out about city capitulation after it has happened. No wonder we have continuous public uproar, and with Potala, the legal action.

Why, if we supposedly want to provide for a range of housing in Kirkland, are all the current projects for tiny micro spaces and extreme reduction in city required parking… (e.g. Potala, TOD and now Pantley)???

Doesn't the Growth Management Act require a Comprehensive Planning process wherein citizen participation is actively solicited and the result is something that ensures "coordinated" and "planned" growth across the city? So why does Kirkland act on spontaneous eruptions of "developer need" and allow piecemeal modifications that are incompatible?

The Pantley development proposal is a far cry from anything that is currently allowed by code in the City of Kirkland. Eric Shields, at a recent Planning Commission meeting, stated that there are fundamentally two issues with current code. One being that the city's definition of dwelling unit does not allow for communal like development wherein up to 8 individual bedrooms share a kitchen facility and the definition of "family" as allowed in a dwelling unit greatly surpasses the city's current restriction allowing no more than 5 unrelated occupants.

The other modification that seems determined to move forward is the blessing for greatly reduced parking requirement – only requiring one space per every two units. Where??? At the recent Planning Commission meeting the request was for downtown Kirkland!!! Hello??? With reduced parking??? Mr Pantley claims that they screen tenants and somehow end up with folks that don't have cars. So if that is true, what happens if the resident changes jobs and can no longer get there by bus? Perhaps fall in love and marry someone who has a car? Or even have guests come by? Where are those cars parked?? What if Mr Pantley sells the apartment/condo project to someone else who doesn't screen residents meticulously? We all have seen how overflow parking ends up in our neighborhoods, in front of our house. We don't need more of this. The downtown merchants will also suffer when residents/guests use precious downtown parking stalls.

Those of us who actually live in multifamily have experienced that one car per bedroom is never enough parking. Somehow, those on our commissions and council who live in single family homes think they know better. They've stated that half a space per unit is more than adequate. They've obviously not been HOA president wherein parking issues are a monthly event and annually the attorney gets brought in to arbitrate differences. And this is where one parking space per bedroom is provided and where transit is only a block away!!!

My biggest concern is around PROCESS. This is especially true when established process is circumvented. Things are done in conflict with the city Comprehensive Plan and policies, and in a way that covertly speeds things through. Where is the transparency? This is causing us so much city time and money when we have to sort through our legal defense of such actions.

When the City Council heard Mr Pantley's proposal, they heard that there were code inconsistencies with parking but did not hear about the fact that we have no zone use charts to allow this communal type of housing!!! The second set of code problems was not brought to their attention.

The Council members made comments that they were intrigued by the idea, would like to study this type of housing as part of the work plan, were in favor of looking at the Redmond example and would consider a carefully placed "pilot project." On tape, at 00:49:26 during the 4/3/12 Council Study session, Eric Shields suggested that he might be able to bring this forward in the current set of code amendments. Then on 4/26/12 @ 3:41:00 Mr Shields tells Planning Commission that "The INSTRUCTION from the [City] Council was 'to put it in these code amendments.'" The emphasis on immediately moving this forward, without farther study, and without being limited to a carefully chosen pilot site was not my understanding of Council direction. Perhaps a review of the meeting tape would be helpful.

Why do changes like those proposed by Mr Pantley get considered without going through the process of Private Amendment Request? All other developments asking for modifications seem to wait for this PAR review. Why are Pantley or Potala something different? Is this fair to other developers?

Why is the public as a whole not brought in to consider making a major change in the definition of residential units (to include small, communal units)?

Why are residents not included in the deliberation of dramatic reduction in required parking (size and number of stalls)?

Why does the Notice of the Planning Commission meeting not list this as an item? It is not until you sift through dozens of pages that you come across a discussion of SRO (Single Resident Occupancy)? ? … And likely you've never heard a thing about this before.

VERY IMPORTANT TO NOTE: The code amendment, if it goes through is not for a "pilot" or "test" project as the City Council indicated. It adds a new zoning category and would allow for this in numerous areas. It would not be "a test case."

Come on City of Kirkland… Be fair to us as citizens. Respect the Comprehensive Plan that we worked hard on for years. If changes are needed they should be considered only after broad outreach to the citizens and good dialog and thorough study. Sadly, as I began participating more in city planning, I've felt that the Kirkland way is "catch me if you can." Even if you do catch me, you may not have caught me within the 60 day timeframe required for an appeal, or you may not have been involved earlier and aren't therefore a recognized "party of record." This is really a disrespectful and inappropriate way to treat the citizens who pay their taxes and employ you. Something needs to change.

Karen Levenson (Other public replies are below)

Showing 5 comments

Larry Kilbride:

Very well put.. It sems to be more and more (all about the money) If it can be presented by the builders ,who by the way know ALL the Council Members,know when ALL the meetings are and simply put it on their schedules-- then changes can be made WITHOUT public input..
Makes you wonder WHO pays the Council ??

MKelly:
This is, and has long been, a pattern in Kirkland as far back as I started taking notice as a new realtor some 23 years ago. A respected Kirkland realtor colleague of mine recently told me that he stopped going to Council meetings because "everything is predetermined in private meetings" before public hearings and Council vote. That appearing before Council is a waste of time and energy, essentially a dog and pony show for the benefit of legal documentation. This is a very frustrating and helpless feeling that the "process" inflicts upon it's own citizens. It kills the spirit.

I was surprised (not shocked) of hearing that former Councilman Pantley's proposal already had support. The "process" has long been very muddy, heavily weighted in developers favor with little regard for the concerns of citizens, neigbhorhoods or the permanent impact some of these decisions will have on the future of Kirkland. There is a right way and a wrong way to achieve the goal of high density in appropriate areas. It starts with a transparent process.

Very well written letter Karen. Your quote sums it up. "Sadly, as I began participating more in city planning, I've felt that the Kirkland way is "catch me if you can." Even if you do catch me, you may not have caught me within the 60 day timeframe required for an appeal, or you may not have been involved earlier and aren't therefore a recognized "party of record."

Recall.4.from.KCC:
The comment I like most is that something has to change. Either at the upcoming election or before. There are 4 changes needed.

Recall.4.from.KCC:
Who has already expressed interest in running?... And when??

Chuck Pilcher:
I wonder if Mr. Pantley saw how well the end-run around the Comp Plan seems to be working for the Potala developer and simply saw an opportunity. I don't even like saying this, but It sure appears that our City's plans and processes have lost the respect of Kirkland's leaders

From: uwkkg@aol.com
To: uwkkg@aol.com; Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: TYPE-Os Corrected: Recollection of SRO @ Work Plan meeting
Date: Friday, August 10, 2012 7:26:34 AM

I am resending yesterday's email with corrections to type-os. I apologize for typing quickly and not checking for auto-corrects or other issues before I pressed send and ran out the door with my son. I don't intend to be disrespectful of your time or have improper and unintended words. Here's a proofed version.

I have added a bit more context to yesterday's email and I would also like to remind you that many of the council members said that perhaps there should be a "pilot" or "test" case. I believe Mr. Asher suggested that we would need to figure out what "bounds" would be placed on this."

======= Rewritten letter of 8/9/12====

Yep. good recollection, Eric.

I reviewed the meeting and see where the misunderstandings may lie.

Keep in mind, this meeting was a bit unusual as it was supposed to be the meeting where the planning commission updated you on the BN zones. I flew into town because of that being scheduled....Then due to legal twist or turn that got changed. There were probably 15-20 red shirts at your study session.

Here's ...I think... Where the difference of opinion has its roots.

It appears that a letter had been received from Mr Pantley in March regarding a request for new parking zoning for SROs. At this early stage, it appeared that a parking issue was the only thing about SRO that was not provided in current zoning. That was all that was presented to the City Council.

As you listen to the tapes you hear council members saying things like "I hope we can take a look at the Redmond experience, I am intrigued by this idea," and some suggesting that perhaps if folks want to propose projects with less parking they will provide public parking for downtown in exchange. All of this was about there just being a parking difference with code and no one had yet realized there was a residential use zoning snag. Even the parking discussion was minimal. There was no discussion or study of "how much" parking reduction could be tolerated. More importantly, the comments left the "red shirts" believing this was being forwarded to planning commission with time for study sessions and thorough review.

At the end of that meeting the tape reflects things becoming rushed.

Andy Held was trying to deliver some thoughts, Joan McBride was trying to get the Council to adjourn for Executive Session and Eric stated that perhaps he could get this into the current zoning code amendments. He quickly commented on head nods.

As stated previously, it seemed clear to the audience that study was needed and felt that was what the council members were asking for. Especially because this discussion was also about where to assign a .5 FTE for the end of 2012 and early 2013.

Fast forward a few weeks and the SRO arrives at the Planning commission. Eric and Jeremy comment that as they reviewed this farther it will take a zoning change as to the residential use. This additional code change has not yet been before the city council and it is believed that council was not yet in the loop on the additional inconsistency. The red shirts did not believe that the Council had given instruction "to implement" the SRO. But that seemed to be the force with which this was delivered to the planning commission.

At that PC meeting there is a presentation but...
as some planning commissioners mentioned at the recent meeting...they still have not had a single opportunity to ask questions of the experts.

The bottom line, here, is that the letter came in and folks tried to act on it quickly. In the haste there were more discrepencies with current code than originally
expected. Some may see Eric's commitment to put this into the current code amendment process as a belief that there was still time to study this. Tape of planning commission meeting seems to indicate that they feel it arrived so late that there was no time to study or ask questions.

The City Council never knew until the last few days that there was a residential use change in code that would be required so that was certainly never forwarded to the planning commission from them.

With wreckless speed this SRO has moved forward. The red shirts wonder why. KZC spells out clearly how code amendments are handled when citizens ask for changes that will allow for their projects. We have a specific form that outlines the deadlines and the timeframe that is established in KZC. Using the established process would have likely kept things methodical in their review. Ask anyone who has requested a zoning code change. It usually takes awhile no matter how laudable their plans may be. There are Lakeview neighbors who have waited 4 years to remove a restriction on their ability to rebuild their units to current density which is non-conforming. Their intended development goals are as laudable as Mr. Pantleys. Why does he get a process that moves forward in 5 months when the Lakeview neighbors have been working through the process - through proper channels - for over 4 years. Doesn't this seem inequitable?

We may be eager to encourage development but it is very important that we do so in a way that is respectful to the processes that are in place to protect every land owner. Established land owners need to know that they will be informed if a property in their neighborhood is being considered for brand new residential zoning or a unique "pilot" program for less required parking.

Citizens that go through the difficult process of asking for zoning changes need to know that the process is the same for everyone.

I am not opposed to growth and I confess that I do not know the nuances of the Crab Cracker area of town. Perhaps that community will be perfectly fine with these proposed changes. Perhaps we will get some

really good examples of successful projects that are several years old and can be used to calm the discomforts of many (residential use & parking examples). Perhaps, as one council member stated, this is a good opportunity to allow something different where in developments might provide less on-site parking but in exchange would provide the additional parking in public parking spaces.

Karen Levenson

-----Original Message-----
From: uwkkg <uwkkg@aol.com>
To: EShields <EShields@kirklandwa.gov>
Cc: JMcBride <JMcBride@kirklandwa.gov>; DMarchione <DMarchione@kirklandwa.gov>; PSweet <PSweet@kirklandwa.gov>; AWalen <AWalen@kirklandwa.gov>; TNixon <TNixon@kirklandwa.gov>; BSternoff <BSternoff@kirklandwa.gov>; DAsher <DAsher@kirklandwa.gov>; KTriplett <KTriplett@kirklandwa.gov>; MBeard <MBeard@kirklandwa.gov>; RJenkinson <RJenkinson@kirklandwa.gov>; JMcMahan <JMcMahan@kirklandwa.gov>; MMiller <MMiller@kirklandwa.gov>; JPascal <JPascal@kirklandwa.gov>; JArnold <JArnold@kirklandwa.gov>; AHeld <AHeld@kirklandwa.gov>; CAllshouse <CAllshouse@kirklandwa.gov>; GPeterson <GPeterson@kirklandwa.gov>; BKatsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>; uwkkg <uwkkg@aol.com>
Sent: Thu, Aug 9, 2012 7:21 pm
Subject: RE: Recollection of SRO @ Work Plan meeting

Yep. good recollection, Eric. I reviewed the meeting and see where I believe the misunderstanding lie. kee
In mind that this meeting was a bit unusual as it was supposed to be the meeting where the planning commission updated you on the BN zones and I flew into town because of that being scheduled. then due to legal twist or run that got changed. there were probably 15-20 red shirts at you study session.

Here's ...I think.. Where the difference of opinion has its roots. it appears that a letter had been received from Mr Pantleynregarding what he would like to do and at this early stage it appeared that there was only a parking issue. as you listen to the tapes you hear council members saying things like "I hope we can take a look at the Redmond experience, I am intrigued by this idea," and some suggesting that perhaps if folks want to propose projects with less parking they will provide public parking for downtown in exchange.m To the audience all of this was about there just being a parking difference with code and not a residential use difference. More importantly the comments left the "red shorts believing this was being forwarded along with time for study sessions etc.

At the end of that meeting the tape reflects things becoming rushed. Andy Held was trying to deliver some thoughts, Joan McBride was trying to assist the CPU cil in adjournment to study session and Eric stated that perhaps he could get this into the current zoning code amendments.
He quickly commented on head nods and the red shirts anticipated this meant getting to the code amendment process in time for some study of the matter as that is what they though council members were asking for.

Fast forward a few weeks and the SRo articles at Planning commission with Eric and Jeremy stating that as they reviewed this farther it will take a zoning change as to the residential use. this additional concept

has not yet been before the city council. there is a presentation but as some planning commissioners mentioned at the recent meeting...they still have not had a single opportunity to ask questions of the experts.

Bottom line is that the letter came in and folks tried to act on it quickly. In the haste ere was more that was not covered by code than expected. some may. Jew Eric's commitment to put this into the current code amendment process as a belief that there was still time to study this. reports from the planning commission seem to indicate that they feel it arrived so late that there was no to e to study or ask questions. the red shirts wonder why code amendments that are supposed to,follow a process get accepted in this manner and rushed through where it is confusing to all of us.

Karen Levenson
-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 10:00 am
Subject: RE: Recollection of SRO @ Work Plan meeting

Karen,

My recollection is that this happened at a meeting in which the Council was reviewing the Planning Work Program in April.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:47 AM
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: Re: Recollection of SRO @ Work Plan meeting

There are also different impressions of the work plan meeting wherein SRO was listed as one of the optional items that the .5 FTE person could be assigned to study and prepare for review during the time between now and the next CP update. I was in town and I seem to recall hearing council members saying they were intrigued by the idea. Some I think said they wanted to study it, etc. I'll have to review the tape to be sure but I was shocked when I heard staff tell the planning

commission that the city council had directed that the SRO be added to the current zoning code amendments. This would seem highly irregular, I think, for our electeds to ask that something be added to a packet of amendments that has already had its study sessions and is at the public hearing stage.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:41 am
Subject: RE: City council Decisions @ Mtg Last Night

Karen,

There are apparently different perspectives on the significance of this amendment. But the review process is as follows: The Council directed that the amendment be added to the 2012 group of code amendments, most of which were adopted last Tuesday. The Planning Commission held a hearing and reviewed the SRO amendment and expressed unanimous support, but was concerned that the public did not have enough time to be informed and comment, so they recommended that the Council hold off on adoption pending a couple of months for additional process. The Council agreed and held back consideration of the SRO amendments until October. I will be discussing the additional review process with the Commission this evening. To meet the schedule, the additional public hearing will have to occur at one of the Commission's September meetings. I'll know more after this evening. I'll let you know tomorrow.

Regards,
Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:15 AM
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and

appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention

of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning

Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a

change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just

out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to

highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to

people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than

they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if

passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From:	Uwkkg@aol.com
To:	Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc:	uwkkg@aol.com; neighboringproperties@gmail.com
Subject:	SRO Letter for Tonights Planning Commission Mtg
Date:	Thursday, August 23, 2012 10:01:36 AM
Attachments:	2012330_City_Council_letter_on_SRO_recognition.doc Parking in CBD Fee in Lieu.pdf

Good Morning Planning Commissioners (and cc: City Council Members & Staff):

I am writing on behalf of numerous citizens regarding the SRO, the concerns are about both circumventing established rules and process and about the project itself including 1) Residential Definition changes, 2) Parking Requirement Changes, and 3) Parking Stall configuration changes.

First some background:
As you likely know, a group of Kirkland Citizens has banded together due to perceived, or real abuses, where city plans, policies and ordinances are not followed. You may have heard of STOP and you may believe that it is just about the Potala project. Actually, the Potala project brought to light many issues with things being sped through and not handled in accordance with established rules and processes. These rules are supposed to govern decision making in order to provide predictability to all and in turn to protect public and private interests. Meaningful notice is but one of the issues of fairness that brought this group together. Another is that all have to play by the same rules. **STOP** stands for **S**upport **T**he **O**rdinances and [Comp] **P**lan.

As far as Mr. Pantley's proposal, I am submitting comments that many of our group and others have posted online. I would type these all separately, but I prefer to submit them as the 41 comments that have come forward since the public heard about Mr. Pantley's proposal. You will see they cover a variety of topics from "cozy" decision making and fast track, to bypassing the parking advisory committee, to changing the rules on the fly.

A major concern is how these 3 zoning amendments just sort of came in at the last minute and were not properly applied for by the cut off time. That is not consistent with Kirkland's rules and policies. There was not time to notice the neighbors, have parking advisory committee comment or have any study session. The rules of how citizen initiated proposals for zoning changes are made is clearly spelled out in our policies and plans. One of the council members asked me if this was just for Comp Plan changes or for zoning change requests. You will see clearly that the form talks about citizen initiated zoning change requests.
http://www.kirklandwa.gov/Assets/Citizen+Initiated+Amendment+Requests+Application+2012.pdf
Our zoning code also discusses this, so the irregular fast track raised a ton of eyebrows from those of us who have been harmed by this type of non-traditional procedure. The fast track raised even more eyebrows when neighbors saw the suggestion to study SROs "morph" into a City Council "direction" on adopting the SROs. Most recently the city council agreed to receive input from the Planning Commission "sometime in October" ... but a week later it arrived to the Planning Commission with a due date of October 2nd "because Mr Pantley is working on a deal and needs to know by then." The Planning commission spent 25 minutes just trying to figure out how to have special meetings to get this done in time. When do we ever put city resources towards the development idea of one person? How come the hundreds of people wait 4 years for their non-conformance restrictions to better reflect the fact that density is the only non-conformance and a correction that will let them rebuild with different footprint if they'd like? You can perhaps see where some of the anger and frustration exists.

I am submitting the comments below on behalf of myself, my family, my HOA and various neighbors including those affiliated with STOP. While some have not signed their own names for fear of retaliation, they are being submitted for them through me and through STOP. I will also include a copy of the Comprehensive Plan and how it was recently changed to allow one parking stall per unit rather than 1.7 in downtown but it requires that developers still contribute to the parking supply if they want to put less than one per unit on their property, they may do so elsewhere through fee-in-lieu or by working with other developers to put downtown parking elsewhere. A reduction beyond this, or smaller and reconfigured spaces would be preferential treatment. If we choose to amend the parking Comp Plan and Zoning Codes that process should be methodical as it was for the parking reduction that just occurred two years ago. We don't "wing" these things, we are thoughtful and methodical and fair.

Dimensions of Parking Stalls & Parking lot layout
http://kirklandcode.ecitygov.net/KirklandZC_html/kzc180.html#180

Sincerely, Karen Levenson, 6620 LWB, Kirkland (Letter to editor & 41 public comments thru 8/23 below)

Dear Editor:

In Kirkland there is a process for NOTICING the public of proposed zoning changes, soliciting (and hopefully considering) their input and then moving to a City Council meeting wherein a decision is made by officials we elect to represent us.

Tomorrow night (with an early start at 6pm), a proposal arrives for a very unique type of Uber-high density residential. There has been no public outreach and no NOTICE of surrounding properties or the city at large. The proposal, if passed, will create brand new very unique residential zoning never allowed in Kirkland. For this reason, it has citywide impact. It is called SRO or Single Residency Occupancy and is the newest form of Ultra-high density residential. The uniqueness is that for the first time your “unit” will not have its own kitchen (etc) spaces. It will allow up to 8 bedroom type units to share kitchen and similar facilities much like many of us may have done during college years. The most I ever remember sharing was between 4 adults and these were folks that we’d carefully consider for being compatible “roommates” vs SRO which would usually assign someone new to unknown “roomies.”

If you go online and research SROs or Single Resident Occupancy you will likely find, as I did, generally they are in big very urban

cities and often are quite problematic with many undesirable characteristics. Some Kirkland Council Members have suggested trying one of these as an experiment. I'd suggest for several reasons that downtown is not a good area for such "experiments" and that even experiments have substantial homework done in advance.

Mr Pantley excitedly touts that he has experience. His new Redmond SRO seems to be the extent. It seems pretty small scale and that "experience" may be tucking just about one year under the belt. As one planning commissioner noted, the Redmond development is also in a less hilly, more bicycle friendly area than the CBD properties proposed for Kirkland.

The additional part of the zoning amendment change is a vastly reduced parking requirement. Did you notice this is proposed for DOWNTOWN Kirkland? Did anyone listen to a stitch of the very sharp debate on parking and parking problems that already are occurring in our CBD? Has anyone been listening to the complaints of those from nearby Moss Bay and the difficulties with spillover parking there? Are we willing to trust a "new fangled" unproven, parking management system placed right in the middle of where we already have a parking problem? Traffic/Parking experts have cited that this parking management idea may not be successful.

I heard the Council Members, at an earlier meeting, say that they were interested in "STUDYING" the concept of SROs both in parking and in new definition of residential units. I look forward to actually seeing them study this. Let's hash out the pros and the cons. Let's look at the experience of other cities. Let's provide broad public NOTICE and get public input – as is appropriate and required.

Moreover, let's follow our processes and the requirements that do not allow for a fast-track, unstudied change to move forward. Kirkland Zoning Code establishes that where zoning changes are likely to be studied within two years, a citizen requested amendment is not appropriate to be handled separately. We are about to embark on Citywide Comprehensive Plan study in 2013. It would seem appropriate to have citizen outreach and input gathered at that time rather than having this very unique SRO sneak in at the end of the 2012 Zoning Amendment cycle. Even the Planning Commissioners all commented on the abrupt and sudden addition. Are we as a city providing preferential treatment to some developers while others go through the process and wait?

Karen Levenson
====

41 COMMENTS

====

Karen Levenson • 17 days ago
BY CONTRAST A 4 YEAR PROCESS ...through the correct channels!!

By contrast to the spontaneous introduction of two zoning changes to allow the development by one citizen, the "Non-conforming Density Amendments have spent 4 years in a process originating with citizens and then through the Lakeview Neighborhood Planning Process, then through Houghton Community Council and then on to the Planning Commission for the full term of ZON11-0002.

Let's hope that the council can adopt all the suggestions of the Lakeview neighbors including one that seems to have slipped back and is very unhelpful if not also adopted as a change.

The issue is regarding repair and remodeling of properties that became non-conforming IN DENSITY as of the 1977 downzone. The downzone was only due to traffic ingress and egress problems and had nothing to do with the size of buildings or where they were placed on their lots.

Removal of restrictions on how much can be spent to repair or replace structures as long as the density is not increased is helpful since many folks were unable to properly update or repair their buildings otherwise.

The other request of the neighbors is to remove size constraints. The issue was number of units not what their size was or where the property was placed on a lot. These properties by zoning code may be built to 60% lot coverage but almost all are only built at 20-30% lot coverage. If the restriction stays where exterior walls must be in the same location then we are therefore requiring that a building never get any larger or be moved to another location on the property. We therefore create an artificial lot coverage restriction of 20%. The only other area where we limit walls staying at the same place is when they might encroach upon the shorelines or streams etc. Why in the world would these size restrictions be maintained for properties identified as non-conforming only as to density.

I ask the council members to look at their own properties. Does someone tell you that you cannot push out a wall and increase your kitchen or bedroom by 10%? 20%? Whatever code will otherwise allow?
Please provide fair treatment to residents where only the density became non-conforming.

===

Residents For Equal Treatment • 17 days ago

http://www.kirklandwa.gov/Assets/Citizen+Initiated+Amendment+Requests+Application+2012.pdf
Above is a link to the form that Mr. Pantley would be required to fill out to request these changes. It lays out the schedule through which things are processed in a methodical way with appropriate public input. It has deadlines and fees due for the request.

Hopefully someone can check and see when (or if) he completed the forms for his request and the date funds were received.

From there the process will be reviewed for its consistency with the Process laid out by the zoning code in Kirkland.

=====

Karen Levenson • 17 days ago

Good suggestion, so I took the steps required to get access to public record that will show the date he applied and paid the fees. The form states that applications come in on even years for consideration during the next year.

This would mean that Mr Pantley would either be applying this year 2012 for a full, methodical review in 2013 or he already applied in 2010.

That's the way I read our policies.

Hopefully as this is being discussed at tomorrow nights meeting - well the records should be readily available for anyone who needs to inspect them to provide public input during the 3 minute public comment time. I'll provide information through this blog as soon as I receive it.

Again, thanks for the suggestion re: Checking status of his application.

Stay tuned...

=====

Intowines • 17 days ago

High density housing sounds like an Agenda 21 inspired activity that needs to be stopped!

=====

Kirkland's Princess • 16 days ago

"Let them eat cake" is the traditional translation to English of the French phrase "Qu'ils mangent de la brioche", supposedly spoken by "a great princess" upon learning that the peasants had no bread. Since brioche was enriched with butter and eggs, as opposed to ordinary bread, the quote supposedly would reflect the princess's obliviousness to the condition of the people.

Yes it appears we have council members who "love density" and consider that providing tiny little spaces for people is the solution to affordable housing. "I love density" is uttered by those who likely do not live in density or know how difficult it can be to live in tight spaces with others.

If you want to provide affordable housing, do so where you can provide spaces that are an appropriate size for reasonable living. Don't sit on the sidelines oblivious to the conditions that you are creating with overcrowding. If you truly love density then show that by actually living in these tiny spaces you seem to adore.

=====

BorninthePAA • 16 days ago

Let's name the SRO's accurately. They are "shared kitchen" apartments, or "communal" apartments.

They had these in the town where I went to college. The thing is, they are only a small amount less expensive to rent than normal studio apartments. I remember visiting two of them, and one shared living arrangement above a store. They were the worst!

A much higher quality of living can be achieved by renting a cheaper, more feature-rich, 2 bedroom apartment, and having a roommate.

=====

Jeanne Large • 16 days ago

Let's work together to be sure our city continues to allow a wide variety of housing alternatives. Some of us may need a large place to live; some of us may need a small place. Some may want to be independent; some may want to share. Let's be open to all.

=====

Residents For Equal Treatment • 16 days ago

Good idea re: working together but that means notifying folks that things are being considered and not sneaking them through without following the process and the timeline.

Additionally I would ask how many tiny units we've approved vs how many mid range homes. I seem to have heard of 500+ "affordable" units and rarely do I hear anything about mid-range or larger homes.

A wide variety of housing alternatives has only ever been used in the same sentence with affordable units in any materials I've read.

Let's be fair to all, provide proper process for all, and supply a FULL range of housing - Large and Small, Independent and Shared. Let's do this through a process where we do as you say. Let's work together and not leave the public out of the discussions by

avoiding the Amendment Change Request form, due dates and schedule of hearings

=====

Residents For Equal Treatment • 16 days ago

Here's a link to the 6/14 public hearing. Standard practice is that by the time there is a public hearing an issue has been worked on by the Planning Commission for a very long time. Listen starting at 2:27 and you'll see that at the public hearing the commission is just delivered information on SRO for the very first time. This is baby steps, from the beginning where they even have to be given the definition.

http://kirkland.granicus.com/MediaPlayer.php?view_id=12&clip_id=2451

Listen on and you will hear the reaction of the Planning Commissioners to this item being dumped upon them so late in the process and how they all agree that it should be DECOUPLED from the Zoning Code Amendments and it should not move forward at this time.

Eric Shields seems to state that the City Council asked that SRO moves forward at this time. If you listen to the tape, however, the City Council states they are interested in studying SRO and interested in assigning the left over .5 FTE to do that study over the next period of time prior to the 2013 Comprehensive Plan. That is far from asking for it to immediately move forward!!!

Come on. Be fair to the citizens. Transfer the information from City Council to Planning Commission and back with more accuracy than this!!

=====

Patty Tucker • 16 days ago

Has a spot for this been decided on and where is it proposed to happen?

=====

SRO Downtown Parking Disaster • 16 days ago

The word is that the developer is already in some sort of talks with someone at or near the Crab Cracker property. Three concerns here are whether we will again have a developer who believes he is going to be allowed to do something which is not currently allowed in our plans and codes. Second issue, isn't this exactly where we have our biggest parking problems already. Lastly, and probably the biggest issue, is whether folks that are known to city council members, staff and others get the opportunity to have their projects proceed without going through the established process that everyone else has to go through. This would deny those that are less known to have the protection that is built into the process. Process should be "blind" to who is proposing new zoning. The Planning Commission first heard about SRO at the public hearing - had never heard about the request before that. They are all recommending that this be slowed down and that the appearance of having something shoved down our throats, particularly a pet project from the "in crowd" could poison this even if it turns out to be a good idea.

More examples of SROs that don't end up being waste dumps after a number of years would be helpful as I have had a hard time finding even one or two.

More examples of Parking Management that works after the first year would also be helpful. Planning commission noted signs at the Redmond project that state there is a $1000 fine for parking infractions but state law only allows $100 per month for apartment/condo parking fines - and that is if you catch them. Usually it is hard to catch parking violators especially if it is visiting relatives and friends.

This all spells disaster to me. The issues are both the living arrangement and the parking. Furthermore these are being snuck through as minor/moderate policy changes and they are actually very significant.

=====

More Beer Less Employment • 16 days ago

Cool location! Close in to all my favorite watering holes and hopefully I can stumble home without risking a dui.

=====

kirkland resident • 15 days ago

word is that pantley has purchased the crab cracker property for his SRO development

=====

Karen Levenson • 16 days ago

No answer provided on date of Mr. Pantley's requests that the city consider the zoning change for definition of housing or reduced parking with a management plan.

- Actually, in spite of being sent to planning staff and city clerk there has not been any information back. Not even an estimate of when it was received.

Hopefully one of tonight's City Council Members will ask about process and when the application for these zoning changes to allow his development was received.

===== The premise of this article seems to be 'build it, but Not In My Backyard'. I agree that this is a bad idea. There is actually a large group of people opposing these type of 'apodments' in Seattle where they already exist because they encourage unchecked density and squalor not unlike the low-income urban housing projects of the 1980's. So it would seem that the 'experiment' has been completed, and the council should only vote no. As for the whingeing about putting it downtown... well too bad. The COK Council has already dumped it's new jail, it's low income housing, the food bank, the tent city, the plans for big box stores, and all the other crime-attracting stuff on the North end. It's time that you downtowners finally enjoy some of the fruits of your liberal social justice In Your OWN Back Yards for a change.

=====

SRO Downtown Parking Disaster • 16 days ago

So here's just a few of the questions that need answering.
1. If we eventually approve this "experiment" shouldn't we limit the size of the first one? This way if we make a mistake it is not a mammoth size mistake.

2. How does the developer intend to ensure that those who move in don't own cars? Even DMV ownership records can be unreliable if renter is using the car of a family member or friend. There would certainly be ways to game the system.

3. What if the renter of the SRO moves in as a single person but ends up in a relationship with someone who owns a car and needs to park it on-site?

4. What if the bus route used by a renter gets changed and now the renter must get to work by car? Or a change of jobs happens and new location is not served by transit?

5. What if the management company for the SRO falls on hard times and can no longer afford costly 24/7 oversight and parking management? Or what if the developer sells to another and that person is not as vigilant about parking management?

6. What about a hoarder who moves in and begins to store his/her non-kitchen items in the shared kitchen areas? Who is responsible for oversight and enforcement of the rules of the shared spaces?

7. If restricted to just one occupant per "unit" who monitors that? And isn't that a bit too much like big brother?

8. Most of these things can be subject to those who would figure out a way to park as many cars as they need somewhere nearby (likely find a downtown parking space or park on a neighborhood street a couple blocks away). Folks are also going to figure out a way to have guests come by (and park) or have someone move in with them.

9. If the SRO is going to ask for reduced parking requirement on-site why not require them to provide a downtown parking structure for public parking in order to approve their SRO. That way if there is overflow parking (which there will be) the city has provided a solution to its current overcrowded parking. The failure of a parking management system (which is bound to happen) will then be buffered a bit.

=====

RosesWA • 15 days ago

9 thoughtful considerations clearly spelled out... and maybe some folks think these SRO apodments will be filled with local kids getting out of their parent's basements... but that is way too optimistic that humans released from parental oversight will be perfect neighbors. Imagine if a college fraternity wanted to move in next door... at least a frat house has a "parent" and college admin oversight.

=====

Neighborhood Advocate • 14 days ago

I feel more sadness than anger about this path. Fighting to save Kirkland from itself is exhausting and feels incredibly futile.

=====

NORKIRK BEWARE • 12 days ago

Norkirk Neighborhood Impacted? Do they know? The SRO which is being proposed as very high density and has asked to have the usual parking requirement changed so that they are required to provide only minimal parking does not seem to then provide other parking nearby which is typically required. The other option as stated is fee-in-lieu. Instead this project seems to be fast tracked and will likely take up CBD street parking and will likely park their cars in Norkirk.

Have these neighbors been told about the proposal?

=====

Residents For Equal Treatment • 12 days ago

Parking Advisory Commission - thoughts on SRO?

Karen, while you are at it, will you check and see when, or if, the planning department had the parking advisory committee review the SRO that seems to have backdoor approval already and will provide for much less parking than is currently allowed with development.

Don't we have policies that state that you can pay parking-in-lieu or provide parking elsewhere in the downtown if your building doesn't need it?

Why does this developer get off with not providing his share?

=====

Stop Preferential Treatment • 12 days ago• parent

- –
-
  - Flag as inappropriate

Listen to the Planning Commission tape. They are going to have their study session and a public hearing on the same day. Some comment they they have already heard from the public. Many comments are made about whether these changes will be in time for Mr Pantley's purchase or contract for the Crab Cracker property.

It seems clear that this is once again a planning department promise to a developer that they can build what they want even if it is not allowed in currentt zoning.

The SRO proposal for new residential definition and greatly reduced parking was not submitted during the prior amendment cycle so it now has a due date of December 2012 for review process that starts in 2013. Any earlier than that is unequal treatment.

=====

Another Potala? • 12 days ago

Yep. Promise it. Change zoning out of the public eye and it moves forward. That may have worked in the past and was certainly involved with Potala. I had hoped that we learned something. Neighbors are no longer going to accept these backroom arrangements that don't follow the rules

=====

LOOKIE HERE • 12 days ago

With these contributions, remember it only takes 4 council members to vote and change zoning. Could this have anything to do with the fact that others are still waiting 4 years for their requested zoning change and SRO flys through in 3 months without traditional process?

ASHER DAVID Campaign Fund $250
PANTLEY ROBERT, PANTERRA CORP

ASHER DAVID S Campaign Fund $200
PANTLEY ELIZABETH, AUTHOR

SWEET PENNY C Campaign Fund $250
PANTLEY ROBERT DEVELOPER

SPRINGER LAWRENCE S Campaign Fund $200
(Penny Sweet's Husband), PANTLEY ROBERT

NIXON TOBY L Campaign Fund $200
PANTLEY ROBERT, SUSTAINABLE COMMUNITIES

MARCHIONE JOHN F Campaign Fund $500 (Doreen's son)
PANTLEY ROBERT
SELF SUSTAINABILITY DEVELOPMENT

=====

Recall 4 KCC • 12 days ago

We will be voting for new council members within a year. This is awful if council members don't require their contributor to go through the same process as others who request change in zoning so they can build "their vision." Doreen and Penny are up for re-election. It will be important to consider whether this is what is happening. I know several folks who have gone through the lengthy amendment process, so why shouldn't this developer?

=====

Residents For Equal Treatment • 12 days ago

What about Amy Walen and Joan McBride? Aren't they also up for re-election?

=====

Recall 4 KCC • 12 days ago There's not a lot of support tto re-elect that II know of. Leading the Potala ... anything for developers even if it is bad development.

Good point.

=====

Neighborhood Advocate • 10 days ago

Kirkland has long had a reputation for "backroom arrangements"

=====

Residents For Equal Treatment • 6 days ago

Any answer on Public Records request for Mr Pantley's two zoning change applications that neeeded to be filed? Were they supplied?

=====

Karen Levenson • 6 days ago

Thanks for the reminder. It had slipped my radar. Requests are supposed to be answered within 5 days... at least an approximate on how long it will take to locate the document (which in this case shouldn't take but a few minutes).

I just sent a reminder to the City Clerk and hope to have an answer soon since it has already been 11 days.

I also submitted a new request so that we can answer your other question about the Parking Advisory Committee.

=====

Residents For Equal Treatment • 6 days ago

Also, when did the Parking Advisory Board review this?

Neighbor research found other cities require much more parking than Mr. Pantley is proposing. Some, like San Diego, on major transit routes, seem to have had trouble with reduced parking. SD example seems that they are changing course and requiring more. Even the failed parking percentage doesn't seem as low as what is being proposed in Kirkland. Let's see what kind of examples Kirkland has studied.

=====

Moss Babe • 6 days ago

Does Parking Advisory ever review proposed developments and parking requirements?

=====

Residents For Equal Treatment • 5 days ago

Yes they have been the body that has studied and decided on parking reductions in downtown. In the link provided you will see that they spent years investigating and came to the conclusion that mixed use, near transit residential in downtown could have a reduction down to 1 parking space per bedroom instead of 1.7 and .15 guest stalls.

http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pay+Park/Archive/PAB+Parking+Requirements+Under+Zoning.pdf

http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pay+Park/Archive/PAB+Parking+Requirements+Version+2.pdf

http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pay+Park/Archive/Parking+Requirements+Version+3.pdf

http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Transportation/July+8+Agenda.pdf

Bank of America request and study recommends one stall per bedroom and .15 guest stalls per BDRM

http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pay+Park/Archive/Parking+Requirements+Version+3.pdf
You'll also see an example of how developer's request a review of lowered parking requirement.

Also, don't forget that often fee-in-lieu is charged so that a developer who doesn't want to provide as much on-site parking will contribute financially to the ability of the city to provide public parking else-where downtown (which is needed).

=====

Thomas Jefferson • 5 days ago

The Importance of Adhering to Rules for protection against abuse of power.

A MANUAL OF PARLIAMENTARY PRACTICE for use in legislative governmental decisions.

The ablest among the Speakers of the House of Commons, used to say that nothing tended more to throw power into the hands of administration and those who acted with the majority of the House of Commons,than a neglect of, or departure from, the rules of proceeding. These forms, as instituted by our ancestors, operated as a check and control on the actions of the majority; and that they were in many instances, a shelter and protection to the minority, against the attempts of power.'

=====

Thomas Jefferson • 5 days ago

Court Case: City Council Member "censured" for voting in favor of a development for a long time personal friend.

Does this Nevada case apply here in Kirkland? The court looked to the history of recusal in the US and to Thomas Jefferson "Where the private interests of a member are concerned in a bill or question, he is to withdraw... His voice is disallowed."

The importance of avoiding conflicts of interest, or even PERCEIVED conflicts of interest cannot be overstated. If a council member has any interest in the decision, any friends involved, they need to disclose it and recuse themselves.

=====

Does not seem fair • 5 days ago

Do those who throw their support behind City Council members during campaign season stand to gain financially when Council makes decisions? You decide.

Let's look at the Pantley unique new housing and reduced parking scenario. If he is allowed to build at reduced requirement for spaces without paying fee in lieu, what is his savings?

Each parking stall costs approximately $20,000 either in construction and maintenance, or if paid as fee-in lieu by a developer who prefers not to provide as much on site parking.

The rumored site for this proposal is the Crab Cracker property. It is in the zone known as CBD 7.

KZC 50.47 is the Zone Use Chart for CBD 7 and it describes the parking that is REQUIRED for each use in this area of the city.

Stacked or attached dwelling units:
An average of 1.3 stalls per unit in the development, with at least 1 per bedroom or studio unit. (Mr. Pantley proposes that his project should be allowed a 62% reduction in parking stalls as well as smaller, less expensive parking stalls)

Hotel or Motel, or Assisted Living:
One for each hotel room or motel room (one per bed in Assisted Living)
(Mr. Pantley proposes that he be allowed 50% fewer parking stalls than would currently be allowed for this use... Plus smaller, less expensive stalls)

Fee-in-lieu parking $20,000 per parking stall (in 2006 dollars). This is an option available to Mr Pantley. If he does not want to provide the required number of parking stalls that are of standard size, then his option is paying this fee in lieu for each stall not supplied on site.

If the City Council members allow less parking without collecting fee-in-lieu, they are essentially padding the pockets of a political supporter of theirs and shifting the financial burden onto all the other Kirkland taxpayers.

This is not fair, equitable treatment. It is an extreme example of favoritism.

=====

LOOKIE HERE • 2 days ago

http://sweetforkirkland.org/supporters.html Robert Pantley active campaign supporter of Penny Sweet

http://www.kirklandreporter.com/news/65879457.html Robert Pantley active campaign supporter of Doreen Marchione

=====

Karen Levenson • today

Heard back from the city.

No - The Parking Advisory Board has not reviewed this proposal.

No - The application for citizen initiated zoning change has not been submitted. I was given a copy of a letter presented to the city council but it didn't seem to have specifics of the parking reduction amount requested and it also did not request the modification to what is allowed in residential housing.

Also, I could be wrong, but I believe I heard Mr Pantley request a new type of smaller or unique parking stalls so this actually would be a third request (one neighbor shared with me that this is governed under KZC 180 Plates.

March 30, 2012

Kirkland City Council
City of Kirkland
123 5th Ave N.E.
Kirkland, WA. 98033

Re: Planning Commission work plan and Art Community Parking

Dear City Council,

May of you are aware that we would like to bring an affordable live, work, display and sell Art Community to our downtown.

After working with Jeremy McMahan, who was very helpful, it has become clear that the parking code does not anticipate our mini-suites and Single Resident Occupants "SRO's". In our Redmond community, half of our residents do not own a car, by example.

We request that you consider putting SRO mini-suite recognition into your parking code so that we can move forward with our Art Community application process. Time is of the essence.

Separately, you may also want to consider a review by the Planning Commission of some of your downtown parking standards because we believe you did not intend the results from a sustainable perspective. At this time, a four bedroom condominium or apartment is required to have five parking spaces, three more than a four bedroom single family home.

Plans of our Redmond Art Community are available for those who have not seen the concept. If we can be of assistance in answering any questions, please feel free to call or email. Thank you for your consideration.

Warm Regards,

Robert Pantley
Natural & Built Environments
Its Manager and CEO
Certified LEED Platinum
2011 Hammer Award, Built Green Builder of the Year
robert@pantley.com
naturalandbuilt.com
USAsustain.com
mobile: 206-795-3545

located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

Parking

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. Four public parking lots exist in the Downtown area: at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street. These lots are shown on the Downtown Master Plan (Figure MB-4).

Public parking to be a permitted use on private properties north and south of the core area.

Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure MB-4. Public parking in these areas would help to serve core-area businesses, while not detracting from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as the Market Street-End lot and the Peter Kirk lot, would adapt well to structured parking due to the topography in the immediate vicinity of these lots. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should be expanded to include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

Another option for off-site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

From: Uwkkg@aol.com
To: Uwkkg@aol.com; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc: neighboringproperties@gmail.com
Subject: SRO moving forward correctly
Date: Thursday, August 23, 2012 10:28:34 AM

Hi all:
Moving a proposal forward in a manner that is not according to "Hoyle" will likely gain negative attention to the project, appeals, legal involvement etc which is not helpful for anyone.

It might be best for Mr Pantley to submit the 3 citizen requests for zoning amendments 1) housing, 2) farther parking reduction, and 3) unique parking stalls. The deadline for the submission is not that far away (December) and then at the beginning of 2013 the approved process for review of proposals is laid out.

While I recognize that Mr Pantley is in a hurry due to an opportunity, this would be the same for any of us. Particularly developers often face the risk of development. We cannot make his urgency become the urgency of the city that bipasses all the other concerns that have been waiting in queue to have their items discussed or decided. Mr Pantley is not the only citizen who has an urgent development opportunity in front of him.

The SRO might be a mighty fine idea - we will never know true public sentiment if this becomes a continued battle over favoritism.

Karen Levenson
6620 Lake Washington Blvd NE, Kirkland

From:	uwkkg@aol.com
To:	Uwkkg@aol.com; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson; Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson
Cc:	neighboringproperties@gmail.com
Subject:	More SRO from angry neighbors who have been waiting for their rezone
Date:	Thursday, August 23, 2012 5:00:45 PM
Attachments:	Send to Planning Commissioners re SRO.pdf

Hi all:
Sorry for the late delivery of this email, however it was just forwarded over with request for comments.

I have to say that I am taken by Mr Pantley's enthusiasm and his "take it now" or it will be gone approach. While I think he would be wonderful as an evangelical minister, or fabulous in high pressure sales, I am concerned that his enthusiasm could have planning commissioners excited into a frenzy and forgetting that we really do have rules and process.

As numerous angry neighbors have waited, and waited, and waited for their opportunity to rezone they were told there was no option but to wait. Now publically we see someone who is saying... just let me do this. I don't need no stinkin process.

I hope you will be fair to all citizens. If you are going to design a speedier process, then design it first and take those who have been waiting first. NO CUTS!!!

The political connections make pushing Mr Pantley's proposal ahead of others look really bad. He may have a wonderful idea (or maybe not). To be sure, he needs to follow the same rules as the rest of us.

His attachment (which was in the packet but didn't have his name on it)... well it is quite concerning. We have annotated with our comments.

Thanks for considering that each citizen of Kirkland is equally important. those of us who have wanted additions with additional affordable units should not have been waiting our turn just to have someone "more powerful" take cuts.

Karen Levenson

Question #1 Mr Pantley's Tudor Manor is 61 units which might be much differently received in Kirkland that an unlimited density that might go as high as 143. Can we limit the overall size of these if they go forward. The citizens have an 800 signature petition stating that they do not want mega buildings with horrific density.

SRO – FAQ's:

- Sure, this might work in the downtown. What about Totem Lake?
  - Walkscore downtown Kirkland = 86
  - Totem Lake = 74 (Denny's Pet World address). Retail,etc w/i ½ mi walking distance (10 minute walk):
    - **Grocery:** Trader Joe's
    - **Restaurants:** Sakura Teriyaki, Pizza Hut, Café Veloce, Taco Del Mar, Thumra Thai, Hunan Wok, Izumi, Ken Zaburo, Libby's Lattes, Denise's Café, Yuppie Tavern, Pho Mignon, Denny's
    - **Retail:** Trading Post, Hallmark, Guitar Center, Famous Footwear, Ross, Vortex Music & Movies, Rite Aid, GNC, Big 5 Sporting Goods, Yours…xo me, Family Christian Book Store, Warren Jewelers, Lakewood Jewelers, ClinicWear, US Post Office, Yuppie Pawn Shop, Sleep Country USA, Totem Lake Chevron, Totem Lake Cinemas, Office Max, Of Cedar and Salmon, O'Reilly Auto Parts, CarToys, Discount Tire, Radio Shack, AutoZone, Stone and Stream Hardscape Design
    - **Medical/Dental:** Evergreen Hospital, Colonial Optical, Evergreen Optical, Kirkland Family Eyecare, Evergreen Cardiovascular Health, Virginia Mason, Evergreen Orthopedic Physical, Gary Dry, MD Plastic Surgeon, Cascade Cancer Center, Knee Foot Ankle Center, Remington Plastic Surgery, Evergreen Senior Health Specialists, Evergreen Sleep Disorders Center, Evergreen Radia Imaging Center, Washington Institute of Sports Medicine, Kirkland Dental, Northwest Chiropractic Center, Evergreen Urology, Primavita Family Medicine, Lakeshore Clinic,
    - **Banks, Insurance, Hotels:** Wells Fargo, Key Bank, Chase Bank, Bank of America, Union Bank, US Bank, Vern Fonk Insurance, Carlton Inn, Comfort Inn,
    - **Gym:** LA Fitness (coming soon)
    - **Less than 1 mile away (20 minute walk):** many, many more walkable destinations
  - Key to mini-suites is transit access (1/4 mile is 4 City Blocks)
    - 0.15 mi – 235
    - 0.15 mi – 236
    - 0.15 mi – 238
    - 0.15 mi – 277
    - 0.17 mi – 935
    - 0.23 mi - 255
  - Totem Lake cannot redevelop without residential first. Then commercial follows.
  - Lake Washington Institute of Technology begging for housing. Examples:
    - Commutes to her 4 hour, M-F baking class from Lake Stevens versus a short walk or bus ride if mini-suite options existed in Totem Lake. She would stay and spend her money locally as well plus one less person on the freeways. More examples of mini-suite benefits for Kirkland, LWIT and its students:

- Commutes from Skagit County for the Welding Program
- Commutes from south of Puyallup for the Machining Program
- Commutes from Ballard for the Welding Program

The developer may claim that it is a minor change but citizens have been very vocal that they feel it is major change and should go through regular review process that ALL OTHER wonderful ideas also have to go through

- Is this a minor or major change?
  - The SRO change to the code is a minor one. It has already been proven in Redmond and Seattle to have a softer footprint, and transit studies have been done to show the lessened impact to parking and fewer miles driven when long distance commuters live locally where they work and go to school-everyone wins.

Are we getting hyped? Or being allowed time to think rationally. Sounds like this is high pressure car

  - Every month you delay is every month that affordability is zoned out of Kirkland.
    - Our initial effort consists of only a few hundred mini-suites for our city of approximately 84,000 people. A few communities consisting of as many as 300 to 400 mini-suites is equivalent to housing people of less than ½ of 1% of the residents in Kirkland.

"A few hundred" ... Yikes just as the community is fearing...

    - At the time these are complete, the City can review the results to see "how we doing?"
    - When Redmond went through this process, the only change was to reduce the proposed parking at a new site to make room for more bicycle parking by 5%. Parking that will be provided at that project will be only 44% to the number of mini-suites, which still may be over parked - 42 stalls for 96 mini-suites, plus 1,000 sf of retail. The City of Redmond made this change because they have seen the hard results of the success in their city.

A POTALA COPYCAT

    - Soon the City of Redmond will be successfully provide more affordable housing choices for its citizens. Where shall Kirkland be in this consideration?

Kirkland should begin to review and consider this and get public input. Previous deadline for citizen suggested proposals was CLOSED months ago, but the next due date is December. Review process begins in Jan 2013 per the Kirkland Zoning Code

- Will there be enough parking?
  - The Transit Management Plan (TMP) enacted for the project will have limitations to the number of vehicles on site. If the parking fills up, we will not lease to car users, and we verify whether residents own vehicles including having each resident clearly sign lease documents stating if they have a car or not.
  - We are motivated to be sure the residents have no car because we are contributing to their bus pass and we want to be sure they are complying. We have had not one known incidence in the past year at Tudor Manor or Portula'ca of a resident misstating their ownership and use of a car in the downtown. We even have had neighbors who we have become friends with helping us to be sure.
  - At Portula'ca, our first community of seven mini-suites, no users have a vehicle. At Tudor Manor, we were able to convert extra parking to bicycle storage space. Today our current use is under 46% and could easily rent to more non car users and drop it under 40%.
  - A majority of our users fall into the 80% or less of the median income for the city, while working or going to school full time, so a car is less appealing for its high costs.

Previously the Parking Advisory Committee took two years and determined our new parking requirements for CBD. They acknowledged that some developments might not need all the parking but they should be required to contribute to a pool of funds to supply downtown parking. To allow any developer to build without this obligation is favoritism and won't help the city achieve the level of public parking that is needed. Developers always want "out" of parking because of its expense. We've already reduced downtown parking requirement from 1.7 to 1 space per unit. Even skilled nursing homes (often non-drivers) require 1 stall per bed as do hotels (1 per room)

Don't think you can legally require no car ownership.

- How is it possible to need only 1 parking stall for 2 mini suites?
  - This is because over half of our users of the mini-suites do not own a car. Many do not want the restrictions of the cost of a car, and others prefer to walk or bike as their main mode of transportation.
  - In Seattle, only 1 in 6 mini-suite residents have a car.
  - One recent article tells us that only 1 in 4 Gen Y'ers even have a driver's license. Without a license, they do not own or drive a car.
  - Why would you want to create a waste of concrete and asphalt to build parking stalls for users that don't own cars AND
  - Take away people space in our Downtown and Totem Lake which is the resulting action.

Also people's lives change and tomorrow may need a car

Also SRO ownership can change for the

Wow... more hype (or koolaid) no one wants to build a waste of concrete. The fact is that there are areas in Downtown that need more parking and the required "in-lieu" that is charged to developers will help us get more parking where it is needed

- What will you do with the extra parking stalls?
  - The macro change over time as our economy struggles and the cost of gas stays high and goes higher, we have seen a reduction of car ownership especially with this resident type in our downtowns.
  - We do not want extra parking stalls to sit vacant and unused, so when we demonstrate that 50% parking is too much we want to provide for easy administrative approval to change the uses including but not limited to:
    - More bike parking
    - Allowing parking to the general public-we believe parking should be more of a community resource and dispersing parking throughout our Downtown, Totem Lake and other commercial areas helps significantly provide for resource to our retail and service businesses.
    - Installation of a sound or music room
    - Add additional retail and common people art work spaces.

- Who are the users?
  - Many of the users go to school full time (at Digipen), while in Kirkland the majority are likely to go to LWIT, UW Bothell, and Cascadia – all three schools have direct buses. Our residents also work in retail, at coffee shops, in schools. We have some who live in the mini-suites on an occasional basis only to be local for business, to include a Boeing Executive whose main home is in the Midwest and comes to the Eastside for one week a month. We have another resident who drives in from Anacortes for a 2-4 day work week, then returns home for the weekends. Grandparents stayed while their grandchild was in a year-long program at one of the local hospitals and a Kirkland retired firefighter. Others including teachers, non-profit personnel and service industry employees have relocated permanently close to their work and cut out their commutes from places like Bainbridge Island and Mukilteo, once they found affordable housing in the City.

So these are the "success stories" be forthright enough to share the less cheery stories

Even high end condos with onsite management have some "horror" stories - if you don't have stories to share it begs the question whether we are hearing the whole story.

- The typical length of residency is one year and longer. Currently the stays are longer than a typical apartment, which we believe, in part is because of the severe lack of choice on the Eastside.

- How can rush hour peak pm vehicle trips be so low?
  - Over half our users do not own a car.
  - The other half that does have a car, many do not use their car for their commute, but rather for weekend trips or other irregular reasons.
  - Rush hour pedestrians are almost double vehicles, which shows the activity is there, but there simply is a lower car use. Why drive your car 3 blocks to go to the grocery store when you can get superior exercise and enjoy the downtown as well?

One planning director pointed out that bicycle use in Redmond would likely be greater due to Kirkland being more hilly than the Redmond

- How do we know these are well-built units?
  - The minimum requirement should be Built Green V or LEED Gold.
  - We build LEED Platinum Plus, which we means we seek to built 20% above the LEED Platinum threshold. Many people who have built LEED Silver and Gold are truly impressed with this standard.
  - Mini-suites simply will be the best most sustainable buildings built in Kirkland.
  - When a mini-suite community is incorporated into a retail and apartment community then the entire community will be built to these highest standards.

This is hogwash!! Every condo managment company requires background checks so this is not a reflection of bias - it is the way business is done for rentals.

- How are residents accepted?
  - We require credit and criminal background checks as part of the application process. If the City attorney believes it is a good policy, we would support this as a requirement for the mini-suites. However, we find this would be a reflection of a bias that needs to be overcome because mini-suite residents are top notch people, hard working and great citizens.
  - Please note that mini-suites are simply small apartments.

- What about guest parking?
  - Additional parking for guests is not necessary for mini-suites, as people don't tend to visit since the apartments are so small. Instead, they meet for coffee, dinner, or at single family homes, where there are yards, and space to socialize.
  - For larger communities, it is part of the TMP to work to provide one or more Zip Cars on site for residents as well as the public. Once alternate options are available to the single car user, more residents are willing to give up their cars when they know there is one to use when desired.

My daughter lives in a mini suite. Half of her "suite mates" have boyfriends or girlfriends stay over. They come over and park their cars.

- What is the result of not taking action?
  - Kirkland loses the opportunity for an affordable live/work artist community.

This is MEGA hype. Taking time to investigate this rationally does not mean that Kirkland loses this opportunity. Again are we making planning decisions or being sold something that is "on sale, just for today, and someone was just here who plans to come back and buy it!!!"

- More people drive and bus into work into the city. Streets and parking continue to become more congested.

- What are the benefits of bringing mini-suites/ art community to Kirkland?

So earlier you said these are for students, now they are for artists...

How do we regulate what folks do with their time?

How about (as one poster suggested) perhaps they are for those who want a shortcut to the local watering holes?

  - If you bring artists to your downtown to live, then the art community thrives.
  - With mini-suites, car commuters have their own parking space on site instead of in the general downtown area. This reduces the current existing parking pressure and the congestion of neighborhood streets.
  - We do manage our parking and control the user profile to car users being less than 50%.
  - These have to be rentals because condo's cannot financed so the idea that one owner would sell to someone else go from non car user to a car user simply is not valid for mini-suites.
  - Moving your employees to live locally has a net reduction of traffic. This is the same for your students.
  - Once employees become residents, they spend their money locally. One recent article showed that those who live downtown tend to spend twice the retail dollars than those living in the single family in the same City-no surprise.
  - There is a dynamic benefit of bringing affordability to our downtown. It is immeasurable. The same applies to an artist community. Are we ready to take this step to make our City more affordable and sustainable with all of the benefits?

We support the planning department code as written, with these additional clarifications:

The majority of the City Council seemed to only favor one small "pilot" project to begin...

Just changing zoning in a bunch of zones seems pretty drastic

1. Two years after the first building permit is issued for mini-suites or completion of 3-400 mini-suites whichever comes first, we propose that there is a provision that the code will be reviewed by the Planning Commission and City Council to confirm the goals and objectives are being met.
2. A TMP is required of each project:
   a. Mini-suites will be limited to only non-car users if the available mini-suite parking is fully occupied-which has never occurred at Tudor Manor but the provision stands and is a recorded document against the property.
   b. A signed part of each resident's lease identifies non-car users and provides for a bus pass credit.
   c. There will be an incentive to not have a car - $25 bus pass credit per month.
   d. If a non car user gets a car, they will be required by lease to either have a parking stall on site or move to a location that has parking provided for. At Tudor Manor we have not found a single resident purchase a car while living at Tudor Manor but many, many bicycles have been purchased. We have more bicycles on site at Tudor Manor than vehicles. Kirkland has many biking events and users and Mini-suites will help replace car users in the downtown-Kirkland Seven Hills Bike Ride event is an example of Kirkland bicyclists being active and able to ride our topography.
   e. The rent will be "unbundled" for car users. An additional fee will be added for parking.

Unbundled parking has been shown to lead to parking on the street so that renter does not have to pay to park

So this is confusing... at an earlier meeting you stated that there are not lenders for SROs at all. You stated that you had financed the Redmond project. So do they finance these (as you say here) or do they not (as you said

f. This TMP limitation of parking stalls has been understood by multiple local lenders or they would not finance these properties. Specifically, the lenders in this most difficult financing climate, will not lend if they did not have the statistics AND experience supporting the parking ratios of one parking stall per two mini-suites.
g. Sufficient bike parking will be provided, and to the extent the car stalls are not required, after 90 days with at least 95% occupancy: city may allow stalls to be converted to bike and/or public parking. After 1 year: stalls may be converted to retail, music/sound room, dance area, public meeting spaces, or other similar activities.
h. Mini-suites will not be condominiums.
i. Each mini-suite community is under a single ownership.

Has there been enough process in this code change?

This is the third meeting. It is not how long it takes to make changes, but how thoughtful and reflective the process is conducted and to what extend does this create a positive result. Timely action helps people's lives in a positive and timely manner. There is no justice in delay. A great community is nimble to new thoughts and new ideas. With the two year and unit number review provision, it assures that the results will be measured quickly. We expect Kirkland to find the same results as Redmond and that is to encourage more of these high quality, affordable sustainable communities that fill an immediate and pressing need. Thank you for your consideration.

A very large group of citizens is stating that there has not been enough process ... and the process that has happened is an insult to the policies and procedures set by Kirkland. All citizens must follow these same procedures to make change. This is no matter how laudable their change may be.

If we need a more nimble system that allows for speedier review then creating this new system happens first, then all can be reviewed with the new, more nimble process.

We don't change the process for just one person. We don't rush things through. There have been many eyebrows raised and many folks feeling that this is pure favoritism and not due process which is the same for all.

From: Uwkkg@aol.com
To: uwkkg@aol.com; eshields@kirlandwa.gov; Jeremy McMahan; Kurt Triplett; Robin Jenkinson; Ray Steiger; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson
Cc: neighboringproperties@gmail.com; robert@pantley.com
Subject: Additional SRO Feedback: Concerns & Thank Yous from last night
Date: Friday, August 24, 2012 11:02:27 AM

I'm sending again since I incorrectly typed Eric's email and I felt Mr. Pantley should have a copy too since he can help make sure and get the word out.

Also... as a "heads up" ... The neighbor team spent much of yesterday, much of last night and is currently spending much of today trying to get as much responsive review of the Potala EIS to you by end of business today. There are so many flaws that it has been a real time drain in order to make today's 5pm deadline.

You will get a very large amount of material over a series of many emails. If you would please read the first one and then the others are there for your use as you see fit. Basically we want everyone to be able to be on the same "page" if they choose to be. We also find that transparency is better if we at least provide the information and allow you to "pick and choose."

Best,
Karen Levenson
6620 Lake Washington Blvd NE, Kirkland

In a message dated 8/24/2012 10:34:12 A.M. Pacific Daylight Time, uwkkg@aol.com writes:

> Good Morning Eric and Commissioners:
>
> I have some questions about ideas from last night and then some general comments and some Thank Yous!!
>
> First for Eric - True ability to enforce parking issues will be important to the public acceptance of the SRO reduced parking. You seemed to have a solution but then I got lost trying to follow it when you began to talk about how it would be collected through a lien if people didn't pay and eventually when they are going to lose their house they pay. How does this work with rentals? Or did you mean to state that the developer/owner of the property gets assessed if their are parking violators and then if unpaid the lien would go against the developer/owners property. Some kind of clarification on what you were trying to say would be helpful.
>
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public service as council members, planning commissioners, etc ... well help me get passed the issue that because of his service, or his connections, his proposal gets pushed ahead of Moss Bay / Lakeview neighbors applying for zoning changes over the years (since 1977). Many have been restricted from many of the activities they would like to do (which have included the desire to increase density on individual parcels or add affordable units). Our neighbors have had laudable ideas and hoped the city would be "nimble." More recently we started the process to try and get the punitive "non-conforming" density provisions to allow folks to rebuild to the same density without restrictions on whether they go bigger or go smaller and where on their property they place the same density. The constraints on having to keep your walls in the same area is something that we believe was a mistake from when non-conforming properties near shorelines or critical environmental areas just got "cut and pasted" as the non-conformance for our properties. If anything should be a minor or uncontroversial change, it would appear that allowing folks to keep the density that they have (instead of losing density with a remodel) would be a no brainer. I guess that I just want some kind of explanation that I can share with others to help them "stand down" on this. Please explain why Mr. Pantley's "great idea" and contribution to density downtown is a higher priority than allowing Moss Bay / Lakeview neighbors to rebuild density in our area. I have to say it feels really convoluted and creates some anger towards electeds who have received support from Mr. Pantley.

Finally a THANK YOU.
Thank you to each of you for really diving in and trying to explore the parking issue. The doubling up of rooms doesn't seem to make sense as you still end up with as many inhabitants and potential cars, but it is appreciated that you would do some exploring of the topic in greater detail.

Yes, thank you to those who asked for more data. Although some projects have (supposedly) been approved for reduced parking with just one parking study, this is 50% or greater reduction of the parking requirement for CBD that was just reduced already from 1.7 to 1.0. The TMP is also a very unique concept so needs to have more than one study provided by the proponent. If possible the data should also span more than one year and hopefully more like 5-10 years since many developers are "out" by year 6 and it could be instructive to see how well (or poorly) these things transition between owners.

Another THANK YOU.
Eric et al, your commitment to public outreach cannot be over emphasized. My experience has been that when people are notified ..... well they usually don't even show up but then have no one to blame but themselves. When folks aren't notified... well they buy red shirts and attend meetings for years ;-)

In your notifications please let the Norkirk neighborhood association know and all the likely streets where folks might park their cars.
This is likely greater than the 100-300 foot radius. My experience in other communities is that when there are specific groups that might be impacted that radius is enlarged to be fair to all. CBD residents and business owners should be notified so that they have the opportunity to consider whether this positive or negative in their view. They may

feel very positively about this many new residents nearby or they may have concerns regarding either the type of units or the parking spillover since not everyone gets up and moves their car from city streets at 8am. Also, in addition to the Kirkland Reporter, this should probably be noticed in the Seattle Times since it is still the official newspaper of our city. Connecting with Kirkland Patch and Kirkland Views and the Kirkland Weblog as Mr Peterson suggested are also essential.

And one more THANK YOU for taking this to the Parking Advisory Board and not only soliciting their input but leaving it open for their recommendation as suggested.

While I continue to be perturbed, and know many of the red shirts are flat out furious that the Pantley proposals were not handled through the correct channels (and were handled in advance of our zoning changes), good public outreach - even if the public does not show up - will at least "fix" some of the problem that has galvanized so many Kirkland citizens.

Thank you,
(PS... Eric... again if you could provide better explanation of para 1 & 2 so we can understand what you intended to say)
Karen Levenson
6620 Lake Washington Blvd NE, Kirkland WA

From:	Uwkkg@aol.com
To:	Eric Shields; Jeremy McMahan; Kurt Triplett; Robin Jenkinson; Ray Steiger; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; Byron Katsuyama; C Ray Allshouse; Glenn Peterson
Cc:	neighboringproperties@gmail.com; uwkkg@aol.com; robert@pantley.com
Subject:	Additional SRO Feedback: Concerns & Thank Yous from last night
Date:	Friday, August 24, 2012 11:27:31 AM

Hi all:
Resending as I incorrectly typed Eric's email address and also thought I should include Mr Pantley.

As you may have seen by now, the "Red Shirts" have been really pressed for time coming up against this afternoon's 5pm deadline to respond to the Potala EIS which has hundreds of wildly incorrect statements, incorrect calculations and leaves off several important plans, policies, codes and legal restrictions. You will have gotten (or will soon get) the first of an onslaught of emails as the citizens race to get all their concerns documented by this afternoon. I ask that you read at least the first email or Prelude. Then the others can be reviewed if you choose... or not. We just want everyone to have the ability to know the issues to the extent they have time, energy and desire to know all the knitty gritty.

Best,
Karen Levenson

In a message dated 8/24/2012 10:34:12 A.M. Pacific Daylight Time, uwkkg@aol.com writes:

> Good Morning Eric and Commissioners:
>
> I have some questions about ideas from last night and then some general comments and some Thank Yous!!
>
> First for Eric - True ability to enforce parking issues will be important to the public acceptance of the SRO reduced parking. You seemed to have a solution but then I got lost trying to follow it when you began to talk about how it would be collected through a lien if people didn't pay and eventually when they are going to lose their house they pay. How does this work with rentals? Or did you mean to state that the developer/owner of the property gets assessed if their are parking violators and then if unpaid the lien would go against the developer/owners property. Some kind of clarification on what you were trying to say would be helpful.
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Karen Levenson
6620 Lake Washington Blvd NE, Kirkland WA

From: uwkkg@aol.com
To: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; bsternoff@kirkandwa.gov; Toby Nixon; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Byron Katsuyama; Glenn Peterson
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: ZON12-0002 Last minute add of SRO without study/notice/outreach
Date: Monday, August 06, 2012 3:46:22 PM

Good afternoon Madame Mayor, Deputy Mayor, Council Members:

LAST MINUTE SRO ADDITION TO ZON12-0002, No study/outreach

Mr. Pantley has requested consideration of two zoning changes associated with SROs. He is a very evangelical speaker and very engaging so it would be easy to move forward without discriminating thought. For this reason I am bringing the following to you as "balance" so that enthusiasm doesn't cloud careful deliberations. His enthusiasm should also not take the place of appropriate timing or NOTICE with public outreach. Finally, I have also attached at the bottom a link to the recent letter to editor.

Mr Pantley is making a request for two zoning changes to allow his SROs:
1) A brand new use zone that would allow for certain shared facilities (kitchen etc) between a number of small enhanced bedroom/bathrooms with each bed/bath being considered a unit.
2) A vastly reduced parking requirement

While City Council is eager to review this, and approved it for study during the current study session, it was surprising to numerous citizens and to the planning commission that it arrived suddenly, at the end of this years zoning code cycle without any time for public outreach or real study. I believe that every planning commissioner commented on it feeling inappropriately delivered at the last minute and there was strong, and I believe unanimous agreement that it would be recommended to not proceed with this amendment at this time.

A large group of citizens has tremendous concern over the preferred treatment that seems to have been given while other developers have waited for years to have their proposed zoning amendments considered.

Additionally there needs to be substantial time for outreach and study of this item. Citizen research has discovered that Mr Pantley's other project is fairly small in quantity of units and only 1 year old. That is hardly a track record. Researching other SROs (by a variety of different names) in most communities, they seem to end up as low end housing for those about to be forced out on the street or by those who are just making their way back from the street. The problems that arise are numerous with shared spaces.

Finally, at the Planning Commission Meeting, Jon Pascal (who works for Transpo and has some experience with traffic and parking) expressed concern that the proposed type of parking management strategy was perhaps unlikely to be truly successful. Others chimed in on this. Furthermore, changes happen that could create less success in subsequent years. Some unit owners may change jobs and require a car where they didn't have one previously. They might have friends or a life parter who come over to visit or move in (with car). The developer could sell and the new owner may not be as vigilant in this "parking managment strategy.

Let me address parking and shared spaces as I've experienced them as HOA President.

Parking is the #1 biggest problem in our condo and talking with other condo presidents with <2 spaces per unit, it is their biggest issue as well. When folks move in we always have them sign their understanding of the parking rules. Within a few months to year there has consistently been a problem. This is the most costly thing and most lacking in compliance of all rules of the associations. My condo has needed attorney assistance on parking issues nearly twice a year with only 9 units. Usually it has been new renters who swear by the fact that they only are one person with one car.

Shared spaces are the second biggest problem in our condo as each adult has a different impression of cleanliness and responsibility towards others. This is the second most costly (often requiring attorneys) of our condo and of those where I've checked with other Presidents. Furthermore, my daughter lived in a beautiful new SRO in Davis, California where she attends Univ of California. The stories that have come from those new buildings after just one year are staggering. Controversy is rampant and she is looking forward to moving out in September even though it will be to a very old and tired apartment.

PROCESS ISSUES:
I would like to ask you to make sure that the public as a whole is notified about these zoning changes. Because one of them creates a whole new type of dwelling, the impact is citywide and should receive input from the whole city. This will require extensive outreach and multiple public comment/hearing sessions.

The parking issue has also been of citywide significance particularly in the CBD zones. Any reduced parking should be scrutinized with all citizens being notified, especially those in CBD and the neighboring neighborhoods (Market Street & Moss Bay) since spill over parking will impact them.

The other process issue is a determination of when the amendment is "ripe" for consideration. It arrived too late on the scene to be included in time for any study before this year's zoning amendments. So this would mean it would be "ripe" for consideration with the 2013 amendments, or are these only done every two years? Also, consideration should be given to KZC 140.20c as it states that zoning amendments will only be considered if the neighborhood is not anticipated for review within the next two years. Since we will be embarking on a new citywide Comprehensive Plan within that time, I'd perhaps argue that this is something that is best suited for that process since 1) It has citywide implications and 2) The public as a whole will be reviewing growth targets and where densities ought to be placed with respect to the natural and as built environment.
KZC 140.20c. All of the following:

From me and from many citizens, thank you for carefully considering the
timing of the SRO zoning amendment. Thank you, in advance, for requiring time for extensive study of both this very unique and very dramatic change in definition of residential units and very unique and unproven parking management strategy.

Karen Levenson

6620 Lake Washington Blvd NE
Kirkland, WA 98033

From: uwkkg@aol.com
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night
Date: Wednesday, August 08, 2012 6:56:51 PM

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management

system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or

staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses.

They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ
Sincerely,
Karen Levenson
========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night
Date: Wednesday, August 08, 2012 10:20:11 AM

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The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From:	uwkkg@aol.com
To:	Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc:	uwkkg@aol.com; neighboringproperties@gmail.com
Subject:	City council Decisions @ Mtg Last Night
Date:	Wednesday, August 08, 2012 10:00:13 AM

Hi all:
Thank you for two things from last night
1) Taking time to consider not restricting the size of building or where it is placed for those properties that became non-conforming as to density.

2) Taking time to outreach to the community about the SRO as it relates to both the uniquely new living arrangement as well as the reduction in required parking.

Below is what I posted online today so that folks are kept abreast. Please insist that the staff provide broad outreach as suggested. Please realize that these annual amendments have often been used to change things that really require NOTICE. For example, two of the properties involved in Potala were changed as legislative "minor uncontroversial changes" so their next door neighbors were never informed. We need to change our focus on what qualifies as "minor uncontroversial" ... as you have seen, the public did not consider the SRO to be minor or uncontroversial or something that should avoid public participation... Who decides that something is minor/uncontroversial?

Thanks again,
Karen Levenson (Blog Post is below)

From: uwkkg@aol.com
To: uwkkg@aol.com; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night
Date: Wednesday, August 08, 2012 8:07:40 PM

One clarification...
I do not for one minute intend to imply that I have any more "say" over what happens in Kirkland than any other citizen. I do know that my thoughts are shared by dozens, if not hundreds of others. For this reason I have shared my thoughts with you.

It is my belief that policies and process are in place for two reasons. The first is to make sure that sufficient time is always allowed to provide time for appropriate study and appropriate opportunities for all opinions to be heard if people choose to participate.

The second reason that I believe process is important is to make sure that decisions that impact all citizens are not subject to approval or disapproval by any one person. Even staff is given the criteria that have been agreed to by broad citizen input and the guidance of years of electeds. Even if one person is evaluating a proposal it is to be done without respect for their individual opinion but based on careful application of the process.

My two cents. Insight into my strongly held beliefs.

Karen Levenson

-----Original Message-----
From: uwkkg <uwkkg@aol.com>
To: TNixon <TNixon@kirklandwa.gov>
Cc: JMcBride <JMcBride@kirklandwa.gov>; DMarchione <DMarchione@kirklandwa.gov>; PSweet <PSweet@kirklandwa.gov>; AWalen <AWalen@kirklandwa.gov>; BSternoff <BSternoff@kirklandwa.gov>; DAsher <DAsher@kirklandwa.gov>; KTriplett <KTriplett@kirklandwa.gov>; RJenkinson <RJenkinson@kirklandwa.gov>; EShields <EShields@kirklandwa.gov>; JMcMahan <JMcMahan@kirklandwa.gov>; MMiller <MMiller@kirklandwa.gov>; JPascal <JPascal@kirklandwa.gov>; JArnold <JArnold@kirklandwa.gov>; AHeld <AHeld@kirklandwa.gov>; CAllshouse <CAllshouse@kirklandwa.gov>; GPeterson <GPeterson@kirklandwa.gov>; BKatsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>; uwkkg <uwkkg@aol.com>
Sent: Wed, Aug 8, 2012 6:56 pm
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been

seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects

their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ
Sincerely,
Karen Levenson
========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: Recollection of SRO @ Work Plan meeting
Date: Thursday, August 09, 2012 7:22:12 PM

Yep. good recollection, Eric. I reviewed the meeting and see where I believe the misunderstanding lie. kee
In mind that this meeting was a bit unusual as it was supposed to be the meeting where the planning commission updated you on the BN zones and I flew into town because of that being scheduled. then due to legal twist or run that got changed. there were probably 15-20 red shirts at you study session.

Here's ...I think.. Where the difference of opinion has its roots. it appears that a letter had been received from Mr Pantleynregarding what he would like to do and at this early stage it appeared that there was only a parking issue. as you listen to the tapes you hear council members saying things like "I hope we can take a look at the Redmond experience, I am intrigued by this idea," and some suggesting that perhaps if folks want to propose projects with less parking they will provide public parking for downtown in exchange.m To the audience all of this was about there just being a parking difference with code and not a residential use difference. More importantly the comments left the "red shorts believing this was being forwarded along with time for study sessions etc.

At the end of that meeting the tape reflects things becoming rushed. Andy Held was trying to deliver some thoughts, Joan McBride was trying to assist the CPU cil in adjournment to study session and Eric stated that perhaps he could get this into the current zoning code amendments.
He quickly commented on head nods and the red shirts anticipated this meant getting to the code amendment process in time for some study of the matter as that is what they though council members were asking for.

Fast forward a few weeks and the SRo articles at Planning commission with Eric and Jeremy stating that as they reviewed this farther it will take a zoning change as to the residential use. this additional concept has not yet been before the city council. there is a presentation but as some planning commissioners mentioned at the recent meeting...they still have not had a single opportunity to ask questions of the experts.

Bottom line is that the letter came in and folks tried to act on it quickly. In the haste ere was more that was not covered by code than expected. some may. Jew Eric's commitment to put this into the current code amendment process as a belief that there was still time to study this. reports from the planning commission seem to indicate that they feel it arrived so late that there was no to e to study or ask questions. the red shirts wonder why code amendments that are supposed to,follow a process get accepted in this manner and rushed through where it is confusing to all of us.

Karen Levenson
-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>

Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 10:00 am
Subject: RE: Recollection of SRO @ Work Plan meeting

Karen,

My recollection is that this happened at a meeting in which the Council was reviewing the Planning Work Program in April.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:47 AM
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: Re: Recollection of SRO @ Work Plan meeting

There are also different impressions of the work plan meeting wherein SRO was listed as one of the optional items that the .5 FTE person could be assigned to study and prepare for review during the time between now and the next CP update. I was in town and I seem to recall hearing council members saying they were intrigued by the idea. Some I think said they wanted to study it, etc. I'll have to review the tape to be sure but I was shocked when I heard staff tell the planning commission that the city council had directed that the SRO be added to the current zoning code amendments. This would seem highly irregular, I think, for our electeds to ask that something be added to a packet of amendments that has already had its study sessions and is at the public hearing stage.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>;

Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:41 am
Subject: RE: City council Decisions @ Mtg Last Night

Karen,

There are apparently different perspectives on the significance of this amendment. But the review process is as follows: The Council directed that the amendment be added to the 2012 group of code amendments, most of which were adopted last Tuesday. The Planning Commission held a hearing and reviewed the SRO amendment and expressed unanimous support, but was concerned that the public did not have enough time to be informed and comment, so they recommended that the Council hold off on adoption pending a couple of months for additional process. The Council agreed and held back consideration of the SRO amendments until October. I will be discussing the additional review process with the Commission this evening. To meet the schedule, the additional public hearing will have to occur at one of the Commission's September meetings. I'll know more after this evening. I'll let you know tomorrow.

Regards,
Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:15 AM
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private

amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in

our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of

parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate

all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I

heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within

comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples

of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From:	uwkkg@aol.com
To:	Eric Shields
Cc:	Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject:	RE: Recollection of SRO @ Work Plan meeting
Date:	Thursday, August 09, 2012 10:28:41 AM

I've downloaded the meeting and will get everyone the location from the tape ASAP

Karen

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 10:00 am
Subject: RE: Recollection of SRO @ Work Plan meeting

Karen,

My recollection is that this happened at a meeting in which the Council was reviewing the Planning Work Program in April.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:47 AM
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: Re: Recollection of SRO @ Work Plan meeting

There are also different impressions of the work plan meeting wherein SRO was listed as one of the optional items that the .5 FTE person could be assigned to study and prepare for review during the time between now and the next CP update. I was in town and I seem to recall hearing council members saying they were intrigued by the idea. Some I think said they wanted to study it, etc. I'll have to review the tape to be sure but I was shocked when I heard staff tell the planning

commission that the city council had directed that the SRO be added to the current zoning code amendments. This would seem highly irregular, I think, for our electeds to ask that something be added to a packet of amendments that has already had its study sessions and is at the public hearing stage.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:41 am
Subject: RE: City council Decisions @ Mtg Last Night

Karen,

There are apparently different perspectives on the significance of this amendment. But the review process is as follows: The Council directed that the amendment be added to the 2012 group of code amendments, most of which were adopted last Tuesday. The Planning Commission held a hearing and reviewed the SRO amendment and expressed unanimous support, but was concerned that the public did not have enough time to be informed and comment, so they recommended that the Council hold off on adoption pending a couple of months for additional process. The Council agreed and held back consideration of the SRO amendments until October. I will be discussing the additional review process with the Commission this evening. To meet the schedule, the additional public hearing will have to occur at one of the Commission's September meetings. I'll know more after this evening. I'll let you know tomorrow.

Regards,
Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:15 AM
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and

appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention

of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning

Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a

change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just

out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to

highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to

people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than

they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if

passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: Re: Recollection of SRO @ Work Plan meeting
Date: Thursday, August 09, 2012 9:47:33 AM

There are also different impressions of the work plan meeting wherein SRO was listed as one of the optional items that the .5 FTE person could be assigned to study and prepare for review during the time between now and the next CP update. I was in town and I seem to recall hearing council members saying they were intrigued by the idea. Some I think said they wanted to study it, etc. I'll have to review the tape to be sure but I was shocked when I heard staff tell the planning commission that the city council had directed that the SRO be added to the current zoning code amendments. This would seem highly irregular, I think, for our electeds to ask that something be added to a packet of amendments that has already had its study sessions and is at the public hearing stage.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:41 am
Subject: RE: City council Decisions @ Mtg Last Night

Karen,

There are apparently different perspectives on the significance of this amendment. But the review process is as follows: The Council directed that the amendment be added to the 2012 group of code amendments, most of which were adopted last Tuesday. The Planning Commission held a hearing and reviewed the SRO amendment and expressed unanimous support, but was concerned that the public did not have enough time to be informed and comment, so they recommended that the Council hold off on adoption pending a couple of months for additional process. The Council agreed and held back consideration of the SRO amendments until October. I will be discussing the additional review process with the Commission this evening. To meet the schedule, the additional public hearing will have to occur at one of the Commission's September meetings. I'll know more after this evening. I'll let you know tomorrow.

Regards,
Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:15 AM
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>

Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without

going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>;

Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I

just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM

To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the

project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please

pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night
Date: Thursday, August 09, 2012 9:30:52 AM

Oh, I meant to point out that minor or moderate changes to zoning are also supposed to be non-controversial in order to bypass the process wherein someone who wants new zoning for their project submits the amendment request form where the timeline is then established.

I think the Kirkland Views Blog and other comments submitted to the city have shown that there is some controversy around these issues.

Hopefully someday we will get beyond the Potala shock and outrage because i think it has created a very difficult climate for other developers and has tended to make developers look like bad guys about to take advantage of a city that is helpless or unwilling to protect its neighborhoods.

Karen Levenson

-----Original Message-----
From: uwkkg <uwkkg@aol.com>
To: EShields <EShields@kirklandwa.gov>; TNixon <TNixon@kirklandwa.gov>
Cc: JMcBride <JMcBride@kirklandwa.gov>; DMarchione <DMarchione@kirklandwa.gov>; PSweet <PSweet@kirklandwa.gov>; AWalen <AWalen@kirklandwa.gov>; BSternoff <BSternoff@kirklandwa.gov>; DAsher <DAsher@kirklandwa.gov>; KTriplett <KTriplett@kirklandwa.gov>; MBeard <MBeard@kirklandwa.gov>; RJenkinson <RJenkinson@kirklandwa.gov>; JMcMahan <JMcMahan@kirklandwa.gov>; MMiller <MMiller@kirklandwa.gov>; JPascal <JPascal@kirklandwa.gov>; JArnold <JArnold@kirklandwa.gov>; AHeld <AHeld@kirklandwa.gov>; CAllshouse <CAllshouse@kirklandwa.gov>; GPeterson <GPeterson@kirklandwa.gov>; BKatsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:15 am
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating
that these were not considered minor or moderate by residents. I also

know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:

Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be

reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be

attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when

visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections

might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail,

restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night
Date: Thursday, August 09, 2012 9:15:49 AM

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
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Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

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Eric Shields

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Subject: RE: City council Decisions @ Mtg Last Night

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1) Parking
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Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal

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Sent: Thu, Aug 9, 2012 12:17 am
Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

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The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

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Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama;

neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street.

Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

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Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the

discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than

bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
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Subject: RE: City council Decisions @ Mtg Last Night
Date: Thursday, August 09, 2012 6:54:41 AM

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

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rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been

seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who

originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to

occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ
Sincerely,
Karen Levenson
========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: uwkkg@aol.com
To: uwkkg@aol.com; Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: Recollection of SRO @ Work Plan meeting
Date: Thursday, August 09, 2012 7:30:21 PM

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lso a number of comments were made by council members about doing one as a test... Or how to put some sort of boundaries on the first one until we have experience.

Karen Levenson

-----Original Message-----
From: uwkkg <uwkkg@aol.com>
To: EShields <EShields@kirklandwa.gov>
Cc: JMcBride <JMcBride@kirklandwa.gov>; DMarchione <DMarchione@kirklandwa.gov>; PSweet <PSweet@kirklandwa.gov>; AWalen <AWalen@kirklandwa.gov>; TNixon <TNixon@kirklandwa.gov>; BSternoff <BSternoff@kirklandwa.gov>; DAsher <DAsher@kirklandwa.gov>; KTriplett <KTriplett@kirklandwa.gov>; MBeard <MBeard@kirklandwa.gov>; RJenkinson <RJenkinson@kirklandwa.gov>; JMcMahan <JMcMahan@kirklandwa.gov>; MMiller <MMiller@kirklandwa.gov>; JPascal <JPascal@kirklandwa.gov>; JArnold <JArnold@kirklandwa.gov>; AHeld <AHeld@kirklandwa.gov>; CAllshouse <CAllshouse@kirklandwa.gov>; GPeterson <GPeterson@kirklandwa.gov>; BKatsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>; uwkkg <uwkkg@aol.com>
Sent: Thu, Aug 9, 2012 7:21 pm
Subject: RE: Recollection of SRO @ Work Plan meeting

Yep. good recollection, Eric. I reviewed the meeting and see where I believe the misunderstanding lie. kee
In mind that this meeting was a bit unusual as it was supposed to be the meeting where the planning commission updated you on the BN zones and I flew into town because of that being scheduled. then due to legal twist or run that got changed. there were probably 15-20 red shirts at you study session.

Here's ...I think.. Where the difference of opinion has its roots. it appears that a letter had been received from Mr Pantleynregarding what he would like to do and at this early stage it appeared that there was only a parking issue. as you listen to the tapes you hear council members saying things like "I hope we can take a look at the Redmond experience, I am intrigued by this idea," and some suggesting that perhaps if folks want to propose projects with less parking they will provide public parking for downtown in exchange.m To the audience all of this was about there just being a parking difference with code and not a residential use difference. More importantly the comments left the "red shorts believing this was being forwarded along with time for study sessions etc.

At the end of that meeting the tape reflects things becoming rushed. Andy Held was trying to deliver some thoughts, Joan McBride was trying to assist the CPU cil in adjournment to study session and Eric stated that perhaps he could get this into the current zoning code amendments.
He quickly commented on head nods and the red shirts anticipated this

meant getting to the code amendment process in time for some study of the matter as that is what they though council members were asking for.

Fast forward a few weeks and the SRo articles at Planning commission with Eric and Jeremy stating that as they reviewed this farther it will take a zoning change as to the residential use. this additional concept has not yet been before the city council. there is a presentation but as some planning commissioners mentioned at the recent meeting...they still have not had a single opportunity to ask questions of the experts.

Bottom line is that the letter came in and folks tried to act on it quickly. In the haste ere was more that was not covered by code than expected. some may. Jew Eric's commitment to put this into the current code amendment process as a belief that there was still time to study this. reports from the planning commission seem to indicate that they feel it arrived so late that there was no to e to study or ask questions. the red shirts wonder why code amendments that are supposed to,follow a process get accepted in this manner and rushed through where it is confusing to all of us.

Karen Levenson
-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 10:00 am
Subject: RE: Recollection of SRO @ Work Plan meeting

Karen,

My recollection is that this happened at a meeting in which the Council was reviewing the Planning Work Program in April.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:47 AM
To: Eric Shields
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Toby Nixon; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: Re: Recollection of SRO @ Work Plan meeting

There are also different impressions of the work plan meeting wherein

SRO was listed as one of the optional items that the .5 FTE person could be assigned to study and prepare for review during the time between now and the next CP update. I was in town and I seem to recall hearing council members saying they were intrigued by the idea. Some I think said they wanted to study it, etc. I'll have to review the tape to be sure but I was shocked when I heard staff tell the planning commission that the city council had directed that the SRO be added to the current zoning code amendments. This would seem highly irregular, I think, for our electeds to ask that something be added to a packet of amendments that has already had its study sessions and is at the public hearing stage.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 9:41 am
Subject: RE: City council Decisions @ Mtg Last Night

Karen,

There are apparently different perspectives on the significance of this amendment. But the review process is as follows: The Council directed that the amendment be added to the 2012 group of code amendments, most of which were adopted last Tuesday. The Planning Commission held a hearing and reviewed the SRO amendment and expressed unanimous support, but was concerned that the public did not have enough time to be informed and comment, so they recommended that the Council hold off on adoption pending a couple of months for additional process. The Council agreed and held back consideration of the SRO amendments until October. I will be discussing the additional review process with the Commission this evening. To meet the schedule, the additional public hearing will have to occur at one of the Commission's September meetings. I'll know more after this evening. I'll let you know tomorrow.

Regards,
Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 9:15 AM
To: Eric Shields; Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama;

neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Eric:
Thank you for the clarification. Very helpful.
The question then becomes is this a minor or moderate change and appropriate for the annual amendment process or whether it is more significant than that. I recall the planning commissioners all seemed to state both their frustration that this came in on the night of the 6/14 hearing as a new addition with Jeremy even having to go through the definition for the first time. Most or all also seemed to state that they didn't feel these changes were minor or moderate. I'll have to listen back to the tape and see if it was the parking change or the new zoning definition for residential. They may not have separated them out in their comments. I'll likely not get to checking until this weekend but if someone else has the time the comments begin on the 6/14 tape at 2:27.

From a public perspective, I know there were comments submitted stating that these were not considered minor or moderate by residents. I also know that residents are currently very very angry with how many changes have been made through this annual process that doesn't notify them. I believe that citizens en mass are going to be very reluctant to see things go through a legislative approval rather than the private amendment application process. I'm sure that if other things get corrected to some relative level of community satisfaction then the hundreds of involved citizens will go back to their usual hibernation but that is not at all where we are now. The list of unhappy folks has now grown to about 800 if Chuck, our numbers person has the count correct. At the public hearing there were new people that we've never heard of who came to speak.

Karen Levenson

-----Original Message-----
From: Eric Shields <EShields@kirklandwa.gov>
To: 'uwkkg@aol.com' <uwkkg@aol.com>; Toby Nixon <TNixon@kirklandwa.gov>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 8:41 am
Subject: RE: City council Decisions @ Mtg Last Night

All,

I'd like to clarify. Although multifamily residential is allowed in the Central Business District and Totem Lake, the Zoning Code limits the number of unrelated people in a single dwelling unit to five. A dwelling unit is defined as having complete facilities for sleeping, bathing and cooking. Residential Suites often involve more than five rooms sharing a kitchen (although many have partial kitchen facilities

in each room). Consequently, we are proposing to add a new "Residential Suites" use to certain zones. However, they are really a variation on multi-family uses. Each of the zones in which Residential Suites are proposed also allow hotels and Residential Suites are kind of a cross between traditional multifamily and hotels.

Eric Shields

-----Original Message-----
From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, August 09, 2012 6:52 AM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Again:
Yes I will submit my comments through the public process and am sending them to all of you on your Kirklandwa.gov website so that they are public record.

Yes, I did miss the part of the meeting with the approval of new parking enforcement. For some reason I couldn't get the first part to come up on my wireless ipad. When I got to a fixed location I was able to pull up the meeting by wifi. I hope the new attempt at parking enforcement works. I know that shopowners will really appreciate it.

There is part of the discussion of the SRO that you may have missed. It is from the June 14th planning commission meeting. I realize that SRO suggestion arrived so suddenly that none of us has had much time to get up to speed. If you'll check the KPC tape for the June 14th meeting you'll see that both Eric Shields and Jeremy McMahan comment on the fact that at first blush they thought there was just an issue with parking which would need a zoning change. They then comment that when they looked at this farther they realized that we don't have any zoning that would allow this type of residential use. The two of them go through the explanation of why the SRO doesn't fit with anything that we have currently and will need new zoning to allow it.

So the issues are two:
1) Parking
2) New type of residential use zone

These were placed as either a minor or moderate change and as soon as the public heard about them they quickly responded that they did not consider them to be the "uncontroversial" items that get passed without going through the proper process. If you listen farther to the tape of 6/14/12 (starting at 2:27) you'll hear that all of the planning commissioners comment on the inappropriate suddenness of the SRO being added to the zoning changes at the last minute. You will also hear that most, if not all of them felt that these were not "minor uncontroversial changes."

As to my activities, my biggest issue is process. I've always felt that rules are to be followed for a really good reason and keep things fair for everyone. There are many others in Kirkland who have become hyper-sensitive about making sure rules are followed. Mostly that is

because things were done without proper notice and with legislative changes that did things as egregious as changing residential property into commercial property without notice as a "minor and uncontroversial change." A Shoreline designation was similarly changed and when the neighbors asked to see the NOTICE they received something that talked about changes to bulkheads, piers, docks and salmonoids but no mention of UR-1 residential properties changing to Urban Mixed. We have hundreds of really ticked off citizens who have decided they must watch everything and that legislative change process has been abused.

You mentioned "assuming the SRO fits with the neighborhood." This is another area where we have 800 signatures where folks are calling foul that the city can.... and has within its power.... to make sure that a project fits within its neighborhood. Rather than making sure to protect the neighborhoods with something that fits, the city is showing that it is afraid to enforce its codes and policies. We even have zoning that states that if later ordinances or policies are voted in then the most restrictive applies. Instead the city keeps kicking the can down the road and the citizens have to keep fighting to stop incompatible development. I think this is the wrong time to be reassuring the citizens that the city will make sure development is done only in areas where it was planned and where it fits. It is my belief that the cities lack of a backbone regarding a costco sized building in a single family neighborhood has hurt the citizen trust in our staff and in our electeds immeasurably. Even the EIS is extremely flawed and you'll soon see that a chart showing 38 residential densities has 15 errors. I believe this work was given to the consultants by staff. It claims a density of one building at 177/acre whereas properly calculated the density is only 40/acre and it was built over water in 1968 which would no longer be allowed. I provide this example because the incorrect number of 177 is being used to state that a building at 118/acre is within the "range" of what is built in the area. So this is the sloppiness with which our citizens feel our properties are being subjected. 118 may be within the range of 10-177 as stated incorrectly. All the correct calculations show a range of 2-40 with only 3 old buildings being greater than 24. Hopefully you can see why the citizens do not currently have the faith or trust in our city planners (who we believe provided the incorrect calculations) or our electeds who need to insist on accurate and careful examination.

Best,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Marilynne Beard <MBeard@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Thu, Aug 9, 2012 12:17 am

Subject: RE: City council Decisions @ Mtg Last Night

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and not the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities. These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

59.18.140
Reasonable obligations or restrictions — Tenant's duty to conform.
The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in

violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents inall of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland,
Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)... Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of

$50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ Sincerely, Karen Levenson ========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business

District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

From: Bea L. Nahon
To: Jeremy McMahan
Subject: SRO proposal - Planning Commission 10/4/12
Date: Wednesday, October 03, 2012 9:37:34 PM

It seems to me that we are being presented with a most unusual opportunity. A new and unique type of housing is proposed for certain zones in our city – a type of housing that may have limited applicability (e.g. adjacent to transit) but which will provide an affordable component for residents of parts of our City that otherwise might never exist.

I have a schedule conflict on 10/4/12, however this message is to indicate my support of this proposal. I encourage the Planning Commission to review the draft codes and determine what, if any, changes need to be made before sending this on to the City Council, and ideally that approval can occur at your 10/4/12 meeting.

We must take note of the fact that this proposed zoning change is coming to us because of a specific proposal and the developer is proposing many positive features that may or may not be required under the proposed code. I encourage the Planning Commission to take each one of the proposed features and include them as part of the zoning requirements, so that they are required not only of this ready-and-willing developer, but also of a future owner or of another developer on some other site in the future. This should include the environmental aspects, the parking management requirements, the required inclusion of retail at the ground level, just to name a few.

As another example, I understand that this development will have various common areas and gathering spaces that will add positive aspects to the development – should there be requirements for common area features or space, patterned after this proposal, so that these positive aspects are repeated in future developments as well?

SROs are a new and potentially controversial concept for Kirkland. I encourage the Planning Commission to consider the aspects that might cause fear or alarm for citizens and deliberate what additional requirements, if any, need to be incorporated into the zoning code so as to either prevent the possible negative aspect and/or mitigate the apprehension. Those aspects include:

1. Traffic
2. Noise
3. Public safety
4. Parking

Some of this can be controlled through a stringent set of requirements for parking management. If we are to allow .5 spaces per unit and somehow assure ourselves that spillover parking is not going to occur, the penalties for on-street parking by residents, co-habitants or extended stays by guests have to be severe, and they must apply to the owner as well as the resident.

As for public safety and noise, the concerns that I would expect to hear about are the risks of having people living in close quarters as well as fears of vagrancy and/or loitering. I'd like to see a minimum lease requirement of 3 months (i.e. so that residents have some stability) possibly with

exceptions for those undergoing medical treatment at a hospital within a specific radius. There may be other suggestions that the Commission could offer to mitigate this concern.

A question for the Commission to consider - Conceivably, someone could rent a space and use it as an office. Would “home office” use be allowed within these units? That would complicate the parking issues with potential clients and deliveries, even as limited by our current rules, and so my gut response is that “home office” would not be allowed for these units. I will be interested in your discussion of this nuance.

Thank you for your consideration of these comments and I wish you a good and productive meeting.

Best regards,

Bea Nahon
129 Third Ave
Kirkland, WA 98033

From: Bea L. Nahon
To: Jeremy McMahan
Subject: RE: SRO proposal - Planning Commission 10/4/12
Date: Thursday, October 04, 2012 10:31:45 AM

Thank you Jeremy! BTW, if there's a way to accomplish a form of live-work units in SRO's, I am supportive of that, as long as we also consider possible parking implications. For example, I think that home-office use by an artist is going to have de minimis impact on parking. Other home-office uses, possibly not so much.

I don't want to dwell on the home-office question, though – in general, I am supportive of this proposal as a creative and beneficial opportunity for affordable housing for citizens who can walk or bus to work, and trust that the PC will spend the majority of its time addressing the overall concepts and proposed amendments.

You are welcome to share this message as well.

Best to all,

Bea

From: Jeremy McMahan [mailto:JMcMahan@kirklandwa.gov]
Sent: Thursday, October 04, 2012 10:25 AM
To: Bea L. Nahon
Subject: RE: SRO proposal - Planning Commission 10/4/12

Thanks Bea, I have forwarded

Jeremy McMahan
Planning Supervisor
City of Kirkland
jmcmahan@kirklandwa.gov
425.587.3229

From: Bea L. Nahon [mailto:Bea.Nahon@nahoncpa.com]
Sent: Wednesday, October 03, 2012 9:34 PM
To: Jeremy McMahan
Subject: SRO proposal - Planning Commission 10/4/12

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Best regards,

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129 Third Ave
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From: Toby Nixon
To: uwkkg@aol.com
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Marilynne Beard; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com
Subject: RE: City council Decisions @ Mtg Last Night
Date: Thursday, August 09, 2012 12:17:38 AM

Thanks, Karen.

Just to be clear, this conversation should be conducted through the formal open public process, on the record, through the Planning Commission. I hope you'll submit all of your thoughts to them as comments. I shouldn't be considered the "broker" for this conversation; I'm just sharing my thoughts with you, and it is the Commission that is the "broker", although I think it would be great for you to have the opportunity to meet with Mr. Pantley directly and tour his development in Redmond if you haven't already done so.

My understanding is that no change in zoning has been requested for the current SRO proposal. CBD zoning already permits mixed-use multi-family housing; no zoning change is needed to accommodate the unit size (there's no minimum unit size or maximum density) with compact kitchenettes in the units and access to shared larger kitchens. The only issue that really needs to be decided, as I understand it, is how many parking spaces are required per unit and what conditions will be attached to the proposed reduction. We do need to have the discussion about whether the reduction proposal is realistic, and that's where the discussion of how much parking demand there really is in SROs comes in, but ultimately the question to be decided is limited to the amount of parking required and *not* the broader question of whether residential suites should be permitted in the CBD and TL zones -- they already are.

It would be great if you could send along links to whatever information you've found about negative experiences with SROs elsewhere. I hope you're not comparing what is proposed in Kirkland with dumpy, old, dilapidated buildings in Chinatown in San Francisco, or SROs in New York City that have become ghettos for people with AIDS, or SROs in Chicago where most of the residents are mentally ill or disabled, or other buildings located in run-down and crime-ridden sections of central cities.
These places are not Kirkland, not in a high-tech suburb of any kind. Most of these places have rent control that discourages owners from properly maintaining their buildings, amongst many other problems. And we're not talking about building bedroom-only units, with people sharing bathrooms and no cooking permitted; the SRO units proposed here would each have a private bathroom, a refrigerator, and a microwave. Just searching for "SRO" on the web and assuming that everything bad one reads about SROs elsewhere would necessarily apply here is, in my opinion, a mistake.

My understanding is that the SRO parking policy -- including eviction for possessing a vehicle and not renting a space for it in the SRO parking lot or some other parking facility -- would be in the lease agreement for each unit. I am not aware of any law that would make such a lease term illegal, especially it if is required by a city code. I just reviewed RCW 59.18 and found no prohibition of such terms. On the contrary, RCW 59.18.140 seems to specifically allow for them and require compliance so long as proper notice is given:

> **59.18.140**
> **Reasonable obligations or restrictions — Tenant's duty to conform.**
> The tenant shall conform to all reasonable obligations or restrictions, whether denominated by the landlord as rules, rental agreement, rent, or otherwise, concerning the use, occupation, and maintenance of his or her dwelling unit, appurtenances thereto, and the property of which the dwelling unit is a part if such obligations and restrictions are not in violation of any of the terms of this chapter and are not otherwise contrary to law, and if such obligations and restrictions are brought to the attention of the tenant at the time of his or her initial occupancy of the dwelling unit and thus become part of the rental agreement. Except for termination of tenancy, after thirty

days written notice to each affected tenant, a new rule of tenancy including a change in the amount of rent may become effective upon completion of the term of the rental agreement or sooner upon mutual consent.

RCW 59.18.230 lists specific things that are not permitted to be in a rental agreement. As far as I can tell, nothing listed in that section would prohibit a lease term requiring tenant vehicles to be parked in a rented space on the premises or some other legal off-street parking (such as at a storage lot if the car is infrequently used, as is done by many people with their boats) and providing for eviction for failing to do so.

I do not understand why having a guest stay overnight and park their car on a side street or some other public space where overnight parking is permitted should result in eviction. Guests park on the street when visiting residents in *all* of our neighborhoods, including overnight guests for multiple days. Few of us have enough space in our driveways or garages for all of our guests to park on our own property. I don't understand why we should insist that an SRO be able to accommodate all conceivable guest parking needs on site when no other residential property in the city is expected to do that.

Finally, in case you missed it, Tuesday night the city council adopted new parking regulations for the Marina and Lake & Central lots that ban parking by business owners and employees and use the video system on the parking enforcement vehicle to identify frequent repeat parkers in these lots. Parking enforcement will issue an initial warning, determine whether the frequent parkers are owners or employees of downtown businesses, and follow up with citations if owners or employees are found to be parking in these lots (as well as citing overtime parking in time-limited lots and on-street). This is a better system than what had originally been proposed (all day pay parking for everyone).

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washington
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From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 6:56 PM
To: Toby Nixon
Cc: Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama; neighboringproperties@gmail.com; robert@pantley.com; uwkkg@aol.com
Subject: RE: City council Decisions @ Mtg Last Night

Hi Toby:

Thanks for brokering this discussion between us and with Mr. Pantley.

For the record I love the positive images you describe and I want those positive, low cost residential opportunities too. I recall being just out of college and trying to find a place to live where I could afford my rent and not drive too far, etc. I also took the bus most times. Like you I have lived in residential hotels for work up to 10 weeks at a time. These were generally not located in downtown areas.

If the wonderful description of diverse housing ends up as you describe I am more than 100% for it.... That is with the caveat that proper process has been followed with application for change in zoning, etc which would be required of any citizen who wants new zoning that will allow them to build something different than what is currently allowed.

In contrast to the wonderful description, my google research seems to indicate that the SROs don't turn out as you've described. For this reason I will need to understand more before I know what my objections might be... Also I am open to reading research that will impress me and make me "happy" with the proposal..... Mr Pantley, do you have access to some examples of SROs with many years of track record that show the positive housing as Mr. Nixon describes. I'd love to read it and I heard other planning commissioners state that they need this kind of info. Likely city council members will want it too.

Also, the parking management program is something that is very hard to believe. This is not due to lack of experience with parking. It is because I have extensive experiences with parking being incredibly hard, if not impossible to monitor and enforce even if someone is hired to do this. I seem to recall that this was also a major discussion item for the city regarding lack of enforcement of downtown parking. Wasn't that just within the last few months? Perhaps you all recall the specifics. Was that due to lack of funding for enforcement or just the fact that folks generally outwit any system you put in place. I recall frustrated citizens bringing in pictures or video of business owners that routinely park where they shouldn't downtown. They have learned how to work around the restrictions. Did we fix this parking enforcement issue? If not, does Mr Pantley have the magic that will help Kirkland not only enforce its current problem but also have enough enforcement left over to watch over the residents in his development so that we don't lose more downtown parking for customers and so that local side streets aren't the recipient of his residential cars?

Another piece of information I'll need (and likely others will too)...
Is it really legal to kick someone out of their dwelling if they purchase a car? I'm having a hard time believing that you can legally do that. I imagine that if they store it on city streets (etc) the project owner might have no legal grounds to kick them out. So I need to understand the legal basis upon which this unique parking management system is anchored. I would also benefit from understanding how a resident would be kicked out if they enter a love relationship and that person stays overnight and leaves their car on a local side street. Again, I am open to learning how this would all work legally. I might even learn something that will help with the 6 years of parking nightmares that I've worked on with management companies and attorneys for our condo. There is a book called "The Pursuit of Parking" and it specifically addresses the problems with parking when developers build with too few parking spaces.

I don't bring up these "what ifs" to be obstructive. I bring them up because of personal experiences managing parking (and all common spaces) for our Condominium Association. Parking is the most difficult, and nearly impossible to enforce as the comments about the city's experience with shopowners parking downtown also seemed to highlight.

I welcome information that shows high quality, safe spaces where young people, the elderly and others who choose to live with less have been seen to frequent these SROs. I hope that I the research that I've found is outweighed by what Mr Pantley might share with us.

I also welcome information on parking management strategies and any that have been successful over a number of years, including the legal basis for kicking out those who park on city streets, etc.

Finally, I look forward to hearing that perhaps Kirkland has solved its downtown parking problem and is ready and able to provide the enforcement of Mr Pantley's development as you suggest.

Best to all,
Karen Levenson

-----Original Message-----
From: Toby Nixon <TNixon@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Joan McBride <JMcBride@kirklandwa.gov>; Doreen Marchione <DMarchione@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Walen <AWalen@kirklandwa.gov>; Bob Sternoff <BSternoff@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Robin Jenkinson <RJenkinson@kirklandwa.gov>; Eric Shields <EShields@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Mike Miller <MMiller@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Andrew Held <AHeld@kirklandwa.gov>; C Ray Allshouse <CAllshouse@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Byron Katsuyama <BKatsuyama@kirklandwa.gov>; neighboringproperties <neighboringproperties@gmail.com>; robert <robert@pantley.com>
Sent: Wed, Aug 8, 2012 11:37 am
Subject: RE: City council Decisions @ Mtg Last Night

Hi, Karen.

As you note, I completely support having a robust public conversation about the Residential Suite (SRO) proposal. I do hope that the discussion can be on the merits of the proposal itself, and not clouded by allusions to Potala Village or accusations that the city council or staff is in the pocket of developers and wants their ideas to be implemented through a short-cut process. Let me share with you my thinking on SROs.

My understanding is that SROs will not be condominiums -- in fact, that no lender would make a loan to buy an individual SRO unit. SROs will be required to be rentals, not condos, so concerns about future transfers to new owners of individual units are not relevant. My understanding is also that the owner of the property would be required to not rent to people who have a vehicle if there are no parking spaces available for rent or if the tenant refuses to rent a parking space for their vehicle, and also that they would be required to evict someone who originally did not rent a space and later acquired a vehicle for which there was no parking space available. They would be required to provide a reasonable amount of parking space for guests. The feasibility of the whole plan depends on this active parking management and the ability of the city to enforce these conditions on the owner and future owners in perpetuity.

It seems to me to be good for the city to have a diversity of housing (appropriate to the surrounding neighborhood, of course), It's good for us to enable the people who work in our businesses (retail, restaurants, banks, medical offices, schools...) to afford to live close to work and not have to commute long distances by transit or personal vehicles, adding to traffic congestion and pollution. The proposed restrictions on SROs would require them to be built within comfortable walking distance of a transit center (not just a bus stop, which is too easily moved). I think the site Robert Pantley has under contract (where Crab Cracker is currently located) is perfect for that -- it's surrounded by other fairly high-density development, within a couple of blocks of the downtown transit center, great pedestrian infrastructure, close to the park, library, shopping, many restaurants, etc.

I don't see SROs being much different from building a hotel and renting the rooms out on a monthly basis instead of by the night. I've lived in hotel rooms for months on end at various times in my life. After returning home from college, I lived in a small trailer, and then in a small motel cottage for several months, because my parents had downsized and no longer had space for me except on the sofa. Early in my career, I was a contract computer programmer and worked at various locations around the country on short-term projects, living in hotels the whole time. I've always traveled a lot for business, as much as 70% of the time back in the 80's. As a legislator not too many years ago, I lived in a hotel room for months during legislative sessions (visiting home in Kirkland on the weekends). And many of us have had the experience of living in a college dorm. I don't find any of these living situations to be inherently bad.

For young people who spend a lot of time at work, at school, or out with friends, and who just need a place to keep their clothes, bathe, and sleep, the SRO seems like a fine solution. It fits their lifestyle. They meet their friends at cafes, bars and restaurants rather than entertaining at home. Many prefer using transit or walking rather than bearing the huge expense of having a car. They're trying to pay off student loans or save up to buy a house, and want to minimize expenses. They prefer to eat out or make simple meals with fresh foods purchased daily or that can be cooked in a microwave; a full kitchen is wasted space and expense. Even a studio in a traditional apartment complex costs $1200 a month or more in our area, and would require an income of $50,000 a year to qualify. Many are forced to live with parents or share apartments with others, sacrificing privacy and entering financial entanglements with unrelated people in the process.

Many, many people would find SRO housing very attractive at some point in their life. Why should we force them to pay for more housing than they need, just because we can't envision ourselves living there? Why should we say that those kind of people have no right to live in Kirkland, and for us to price them out of the market by forcing them to occupy more housing than necessary? If developers like Robert Pantley believe they can provide quality housing at $500-700 per month (including utilities and internet) that someone can qualify to live in

on little more than a full-time minimum-wage job, fits the lifestyle of the prospective tenants, gives them the privacy and security of a housing unit of their own rather than sharing with others, and respects their choice of preferring transit, bicycling, or walking over the expense of owning a car, why shouldn't the city allow it, so long as there are no direct negative impacts on neighbors?

Assuming that all the parking management conditions will be included in the code and be tied to the property in perpetuity, and assuming the city has a reasonable plan to actual enforce them, would you have any other objections to this type of development?

Best regards,

-- Toby

Toby Nixon | Council Member | City of Kirkland, Washingtontnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Wednesday, August 08, 2012 10:19 AM
To: uwkkg@aol.com; Joan McBride; Doreen Marchione; Penny Sweet; Amy Walen; Bob Sternoff; Dave Asher; Toby Nixon; Kurt Triplett; Robin Jenkinson; Eric Shields; Jeremy McMahan; Mike Miller; Jon Pascal; Jay Arnold; Andrew Held; C Ray Allshouse; Glenn Peterson; Byron Katsuyama
Cc: neighboringproperties@gmail.com; uwkkg@aol.com
Subject: Re: City council Decisions @ Mtg Last Night

The post from the blog is below. I got a message that I'd neglected to attach it. Thank you, JJ
Sincerely,
Karen Levenson
========= (please pardon poor paragraphing due to some glitch====

Thank you City Council Members
Staff please do thorough outreach

Last night the city council did not make decisions on the SRO and as highlighted by Toby Nixon they did so in order to allow a process wherein there would be public outreach and a hearing.

Hopefully the outreach will be broad / citywide. While this communal type of housing is being proposed for several of the Central Business District areas and Totem Lake, it has already been suggested by some for broader citywide application. This is a new type of housing, and a new definition of family members or unrelated persons living in the same unit (tape of planning commission meeting explained by Jeremy McMahan @ 2:27 on the 6/14/12 tape). We should all be able to consider the pros and cons since it may someday com to our neighborhoods if passed.

The city has connections with all the newspapers/blogs and can get this information out readily. Those that are likely to be impacted in the near future should likely be sent a legal notice (e.g. it has been said that one site underway may be around or at the Crab Cracker property).

The other item that all citizens should be noticed about is the SEVERELY REDUCED PARKING SPACES being considered. This is particularly important regarding downtown and in the areas where spillover parking (if not sufficient onsite) will end up. So CBD residents and business owners as well as those in the surrounding Mossbay and Market Street / West of Market should be actively noticed.

I do not recall hearing about study sessions, but hopefully both the planning commission and city council will hold study sessions and gather information on both the success/failure of other SROs after several years of operation. Additionally they need study and examples of Parking Management Plans such as the one described. There needs to be confidence that this has been shown to work over a number of years. My experience as a condo president where parking is always the hot button (and hearing from other condo presidents) ... well I don't know what kind of magic they intend to use, but maybe I will learn some new strategies.

March 30, 2012

Kirkland City Council
City of Kirkland
123 5th Ave N.E.
Kirkland, WA. 98033

Re: Planning Commission work plan and Art Community Parking

Dear City Council,

May of you are aware that we would like to bring an affordable live, work, display and sell Art Community to our downtown.

After working with Jeremy McMahan, who was very helpful, it has become clear that the parking code does not anticipate our mini-suites and Single Resident Occupants "SRO's". In our Redmond community, half of our residents do not own a car, by example.

We request that you consider putting SRO mini-suite recognition into your parking code so that we can move forward with our Art Community application process. Time is of the essence.

Separately, you may also want to consider a review by the Planning Commission of some of your downtown parking standards because we believe you did not intend the results from a sustainable perspective. At this time, a four bedroom condominium or apartment is required to have five parking spaces, three more than a four bedroom single family home.

Plans of our Redmond Art Community are available for those who have not seen the concept. If we can be of assistance in answering any questions, please feel free to call or email. Thank you for your consideration.

Warm Regards,

Robert Pantley
Natural & Built Environments
Its Manager and CEO
Certified LEED Platinum
2011 Hammer Award, Built Green Builder of the Year
robert@pantley.com
naturalandbuilt.com
USAsustain.com
mobile: 206-795-3545

From: Jeremy McMahan
To: Planning Commissioners
Subject: FW: Mini suite FAQ"s and parking examples under current and proposed codes
Date: Thursday, July 12, 2012 11:21:29 AM
Attachments: 201207,012_art community, mini-suite FAQ.docx
KIRKLAND__2012_0712_email.pdf

Planning Commissioner's – forwarding on request. This information came in after the July 5th deadline set by the Commission after the hearing.

Jeremy McMahan
Planning Supervisor
City of Kirkland
jmcmahan@kirklandwa.gov
425.587.3229

From: Robert Pantley [mailto:robert@pantley.com]
Sent: Thursday, July 12, 2012 8:38 AM
To: Eric Shields; Jeremy McMahan
Subject: Mini suite FAQ's and parking examples under current and proposed codes

Hi Jeremy and Eric,

Here are some thoughts to consider for this evening. Under the current code, we have done an analysis of what would have to be parked to meet the standards on our example site (which is a real location). This shows a bit of retail and then parking behind just like the new apartments being built in Juanita currently-photo to follow in case your emails don't like the size. The other choice of our proposed parking including tandems provides for all underground parking and a 100% people place at street level.

Your thoughts? The Crab Cracker site has been officially announced as under contract.

Warm Regards,

Warm Regards,

Robert Pantley

Its Manager and CEO
Certified LEED Platinum
2011 Hammer Award, Built Green Builder of the Year
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office: 425-828-4663

SRO – FAQ's:

- Sure, this might work in the downtown. What about Totem Lake?
  - Walkscore downtown Kirkland = 86
  - Totem Lake = 74 (Denny's Pet World address). Retail,etc w/i ½ mi walking distance (10 minute walk):
    - **Grocery:** Trader Joe's
    - **Restaurants:** Sakura Teriyaki, Pizza Hut, Café Veloce, Taco Del Mar, Thumra Thai, Hunan Wok, Izumi, Ken Zaburo, Libby's Lattes, Denise's Café, Yuppie Tavern, Pho Mignon, Denny's
    - **Retail:** Trading Post, Hallmark, Guitar Center, Famous Footwear, Ross, Vortex Music & Movies, Rite Aid, GNC, Big 5 Sporting Goods, Yours…xo me, Family Christian Book Store, Warren Jewelers, Lakewood Jewelers, ClinicWear, US Post Office, Yuppie Pawn Shop, Sleep Country USA, Totem Lake Chevron, Totem Lake Cinemas, Office Max, Of Cedar and Salmon, O'Reilly Auto Parts, CarToys, Discount Tire, Radio Shack, AutoZone, Stone and Stream Hardscape Design
    - **Medical/Dental:** Evergreen Hospital, Colonial Optical, Evergreen Optical, Kirkland Family Eyecare, Evergreen Cardiovascular Health, Virginia Mason, Evergreen Orthopedic Physical, Gary Dry, MD Plastic Surgeon, Cascade Cancer Center, Knee Foot Ankle Center, Remington Plastic Surgery, Evergreen Senior Health Specialists, Evergreen Sleep Disorders Center, Evergreen Radia Imaging Center, Washington Institute of Sports Medicine, Kirkland Dental, Northwest Chiropractic Center, Evergreen Urology, Primavita Family Medicine, Lakeshore Clinic,
    - **Banks, Insurance, Hotels:** Wells Fargo, Key Bank, Chase Bank, Bank of America, Union Bank, US Bank, Vern Fonk Insurance, Carlton Inn, Comfort Inn,
    - **Gym:** LA Fitness (coming soon)
    - **Less than 1 mile away (20 minute walk):** many, many more walkable destinations
  - Key to mini-suites is transit access (1/4 mile is 4 City Blocks)
    - 0.15 mi – 235
    - 0.15 mi – 236
    - 0.15 mi – 238
    - 0.15 mi – 277
    - 0.17 mi – 935
    - 0.23 mi - 255
  - Totem Lake cannot redevelop without residential first. Then commercial follows.
  - Lake Washington Institute of Technology begging for housing. Examples:
    - Commutes to her 4 hour, M-F baking class from Lake Stevens versus a short walk or bus ride if mini-suite options existed in Totem Lake. She would stay and spend her money locally as well plus one less person on the freeways. More examples of mini-suite benefits for Kirkland, LWIT and its students:

        - Commutes from Skagit County for the Welding Program
        - Commutes from south of Puyallup for the Machining Program
        - Commutes from Ballard for the Welding Program

- Is this a minor or major change?
    - The SRO change to the code is a minor one. It has already been proven in Redmond and Seattle to have a softer footprint, and transit studies have been done to show the lessened impact to parking and fewer miles driven when long distance commuters live locally where they work and go to school-everyone wins.
        - Every month you delay is every month that affordability is zoned out of Kirkland.
        - Our initial effort consists of only a few hundred mini-suites for our city of approximately 84,000 people. A few communities consisting of as many as 300 to 400 mini-suites is equivalent to housing people of less than ½ of 1% of the residents in Kirkland.
        - At the time these are complete, the City can review the results to see "how we doing?"
        - When Redmond went through this process, the only change was to reduce the proposed parking at a new site to make room for more bicycle parking by 5%. Parking that will be provided at that project will be only 44% to the number of mini-suites, which still may be over parked - 42 stalls for 96 mini-suites, plus 1,000 sf of retail. The City of Redmond made this change because they have seen the hard results of the success in their city.
        - Soon the City of Redmond will be successfully provide more affordable housing choices for its citizens. Where shall Kirkland be in this consideration?

- Will there be enough parking?
    - The Transit Management Plan (TMP) enacted for the project will have limitations to the number of vehicles on site. If the parking fills up, we will not lease to car users, and we verify whether residents own vehicles including having each resident clearly sign lease documents stating if they have a car or not.
    - We are motivated to be sure the residents have no car because we are contributing to their bus pass and we want to be sure they are complying. We have had not one known incidence in the past year at Tudor Manor or Portula'ca of a resident misstating their ownership and use of a car in the downtown. We even have had neighbors who we have become friends with helping us to be sure.
    - At Portula'ca, our first community of seven mini-suites, no users have a vehicle. At Tudor Manor, we were able to convert extra parking to bicycle storage space. Today our current use is under 46% and could easily rent to more non car users and drop it under 40%.
    - A majority of our users fall into the 80% or less of the median income for the city, while working or going to school full time, so a car is less appealing for its high costs.

- How is it possible to need only 1 parking stall for 2 mini suites?
    - This is because over half of our users of the mini-suites do not own a car. Many do not want the restrictions of the cost of a car, and others prefer to walk or bike as their main mode of transportation.
    - In Seattle, only 1 in 6 mini-suite residents have a car.
    - One recent article tells us that only 1 in 4 Gen Y'ers even have a driver's license. Without a license, they do not own or drive a car.
    - Why would you want to create a waste of concrete and asphalt to build parking stalls for users that don't own cars AND
    - Take away people space in our Downtown and Totem Lake which is the resulting action.

- What will you do with the extra parking stalls?
    - The macro change over time as our economy struggles and the cost of gas stays high and goes higher, we have seen a reduction of car ownership especially with this resident type in our downtowns.
    - We do not want extra parking stalls to sit vacant and unused, so when we demonstrate that 50% parking is too much we want to provide for easy administrative approval to change the uses including but not limited to:
        - More bike parking
        - Allowing parking to the general public-we believe parking should be more of a community resource and dispersing parking throughout our Downtown, Totem Lake and other commercial areas helps significantly provide for resource to our retail and service businesses.
        - Installation of a sound or music room
        - Add additional retail and common people art work spaces.

- Who are the users?
    - Many of the users go to school full time (at Digipen), while in Kirkland the majority are likely to go to LWIT, UW Bothell, and Cascadia – all three schools have direct buses. Our residents also work in retail, at coffee shops, in schools. We have some who live in the mini-suites on an occasional basis only to be local for business, to include a Boeing Executive whose main home is in the Midwest and comes to the Eastside for one week a month. We have another resident who drives in from Anacortes for a 2-4 day work week, then returns home for the weekends. Grandparents stayed while their grandchild was in a year-long program at one of the local hospitals and a Kirkland retired firefighter. Others including teachers, non-profit personnel and service industry employees have relocated permanently close to their work and cut out their commutes from places like Bainbridge Island and Mukilteo, once they found affordable housing in the City.

- The typical length of residency is one year and longer. Currently the stays are longer than a typical apartment, which we believe, in part is because of the severe lack of choice on the Eastside.

- How can rush hour peak pm vehicle trips be so low?
  - Over half our users do not own a car.
  - The other half that does have a car, many do not use their car for their commute, but rather for weekend trips or other irregular reasons.
  - Rush hour pedestrians are almost double vehicles, which shows the activity is there, but there simply is a lower car use. Why drive your car 3 blocks to go to the grocery store when you can get superior exercise and enjoy the downtown as well?

- How do we know these are well-built units?
  - The minimum requirement should be Built Green V or LEED Gold.
  - We build LEED Platinum Plus, which we means we seek to built 20% above the LEED Platinum threshold. Many people who have built LEED Silver and Gold are truly impressed with this standard.
  - Mini-suites simply will be the best most sustainable buildings built in Kirkland.
  - When a mini-suite community is incorporated into a retail and apartment community then the entire community will be built to these highest standards.

- How are residents accepted?
  - We require credit and criminal background checks as part of the application process. If the City attorney believes it is a good policy, we would support this as a requirement for the mini-suites. However, we find this would be a reflection of a bias that needs to be overcome because mini-suite residents are top notch people, hard working and great citizens.
  - Please note that mini-suites are simply small apartments.

- What about guest parking?
  - Additional parking for guests is not necessary for mini-suites, as people don't tend to visit since the apartments are so small. Instead, they meet for coffee, dinner, or at single family homes, where there are yards, and space to socialize.
  - For larger communities, it is part of the TMP to work to provide one or more Zip Cars on site for residents as well as the public. Once alternate options are available to the single car user, more residents are willing to give up their cars when they know there is one to use when desired.

- What is the result of not taking action?
  - Kirkland loses the opportunity for an affordable live/work artist community.

- More people drive and bus into work into the city. Streets and parking continue to become more congested.

- What are the benefits of bringing mini-suites/ art community to Kirkland?
  - If you bring artists to your downtown to live, then the art community thrives.
  - With mini-suites, car commuters have their own parking space on site instead of in the general downtown area. This reduces the current existing parking pressure and the congestion of neighborhood streets.
  - We do manage our parking and control the user profile to car users being less than 50%.
  - These have to be rentals because condo's cannot financed so the idea that one owner would sell to someone else go from non car user to a car user simply is not valid for mini-suites.
  - Moving your employees to live locally has a net reduction of traffic. This is the same for your students.
  - Once employees become residents, they spend their money locally. One recent article showed that those who live downtown tend to spend twice the retail dollars than those living in the single family in the same City-no surprise.
  - There is a dynamic benefit of bringing affordability to our downtown. It is immeasurable. The same applies to an artist community. Are we ready to take this step to make our City more affordable and sustainable with all of the benefits?

We support the planning department code as written, with these additional clarifications:

1. Two years after the first building permit is issued for mini-suites or completion of 3-400 mini-suites whichever comes first, we propose that there is a provision that the code will be reviewed by the Planning Commission and City Council to confirm the goals and objectives are being met.

2. A TMP is required of each project:
   a. Mini-suites will be limited to only non-car users if the available mini-suite parking is fully occupied-which has never occurred at Tudor Manor but the provision stands and is a recorded document against the property.
   b. A signed part of each resident's lease identifies non-car users and provides for a bus pass credit.
   c. There will be an incentive to not have a car - $25 bus pass credit per month.
   d. If a non car user gets a car, they will be required by lease to either have a parking stall on site or move to a location that has parking provided for. At Tudor Manor we have not found a single resident purchase a car while living at Tudor Manor but many, many bicycles have been purchased. We have more bicycles on site at Tudor Manor than vehicles. Kirkland has many biking events and users and Mini-suites will help replace car users in the downtown-Kirkland Seven Hills Bike Ride event is an example of Kirkland bicyclists being active and able to ride our topography.
   e. The rent will be "unbundled" for car users. An additional fee will be added for parking.

f. This TMP limitation of parking stalls has been understood by multiple local lenders or they would not finance these properties. Specifically, the lenders in this most difficult financing climate, will not lend if they did not have the statistics AND experience supporting the parking ratios of one parking stall per two mini-suites.
g. Sufficient bike parking will be provided, and to the extent the car stalls are not required, after 90 days with at least 95% occupancy: city may allow stalls to be converted to bike and/or public parking. After 1 year: stalls may be converted to retail, music/sound room, dance area, public meeting spaces, or other similar activities.
h. Mini-suites will not be condominiums.
i. Each mini-suite community is under a single ownership.

Has there been enough process in this code change?

This is the third meeting. It is not how long it takes to make changes, but how thoughtful and reflective the process is conducted and to what extend does this create a positive result. Timely action helps people's lives in a positive and timely manner. There is no justice in delay. A great community is nimble to new thoughts and new ideas. With the two year and unit number review provision, it assures that the results will be measured quickly. We expect Kirkland to find the same results as Redmond and that is to encourage more of these high quality, affordable sustainable communities that fill an immediate and pressing need. Thank you for your consideration.

Attachment 8

janette
architecture
planning
design

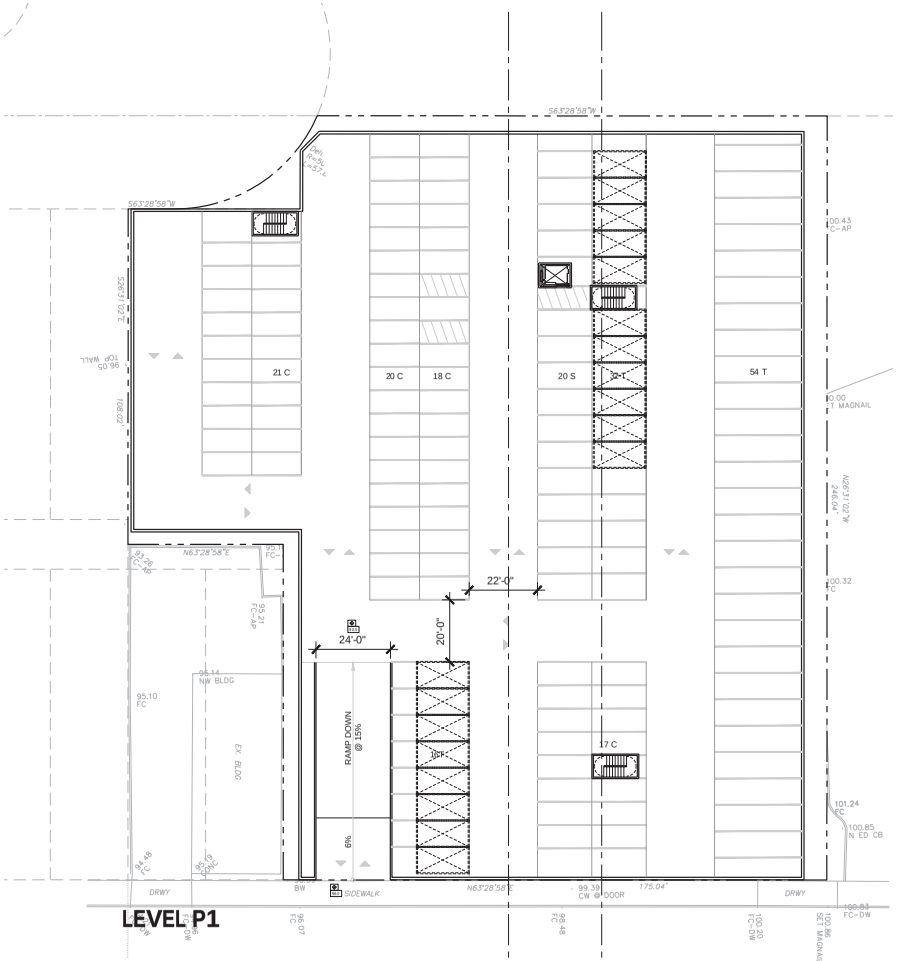
5215 Ballard Ave NW
Suite 4
Seattle, WA
janetteapd.com
206 .919. 2624

450 CENTRAL WAY

SITE ANALYSIS

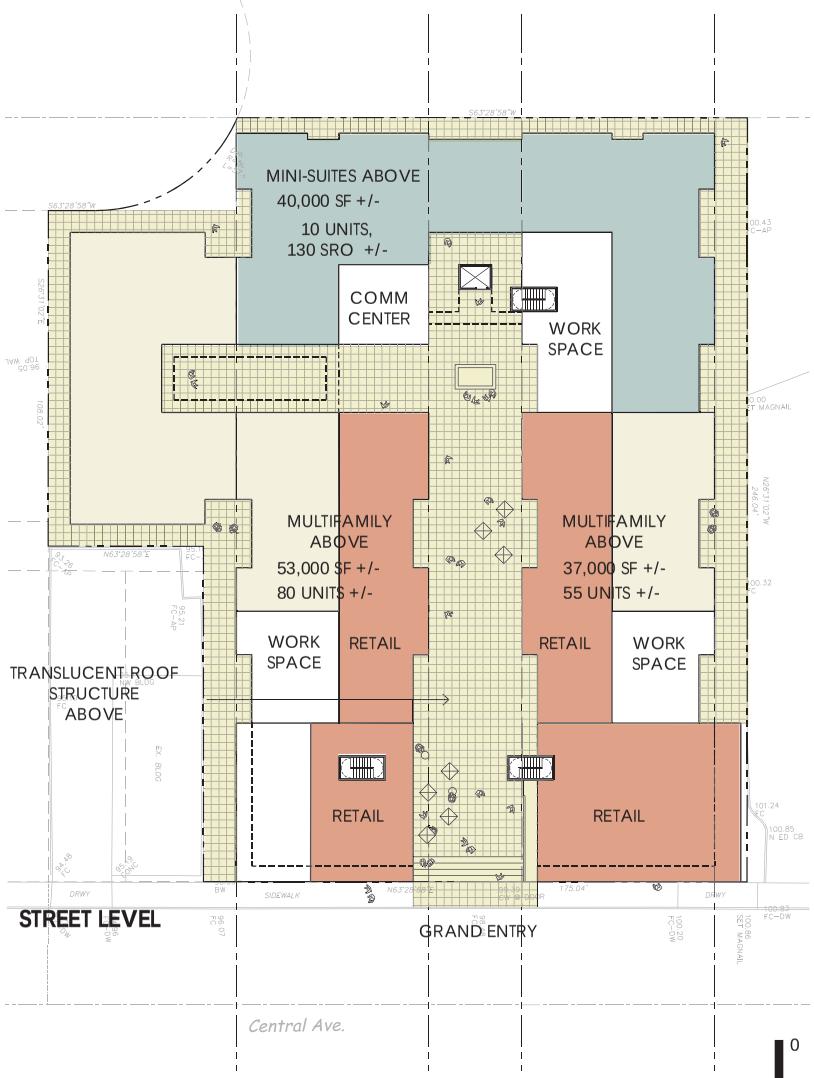
KIRKLAND, WA

JULY 11, 2012



LEVEL P1

44,700 GSF +/-
20 STANDARD SPACES
76 COMPACT SPACES
19 VERTICAL TANDEMS
=38 SPACES
27 TANDEMS = 54 SPACES
188 SPACES TOTAL +/-
234 SF / STALL



STREET LEVEL

OPTION 1

0
40

DRAFT

Attachment 8

janette
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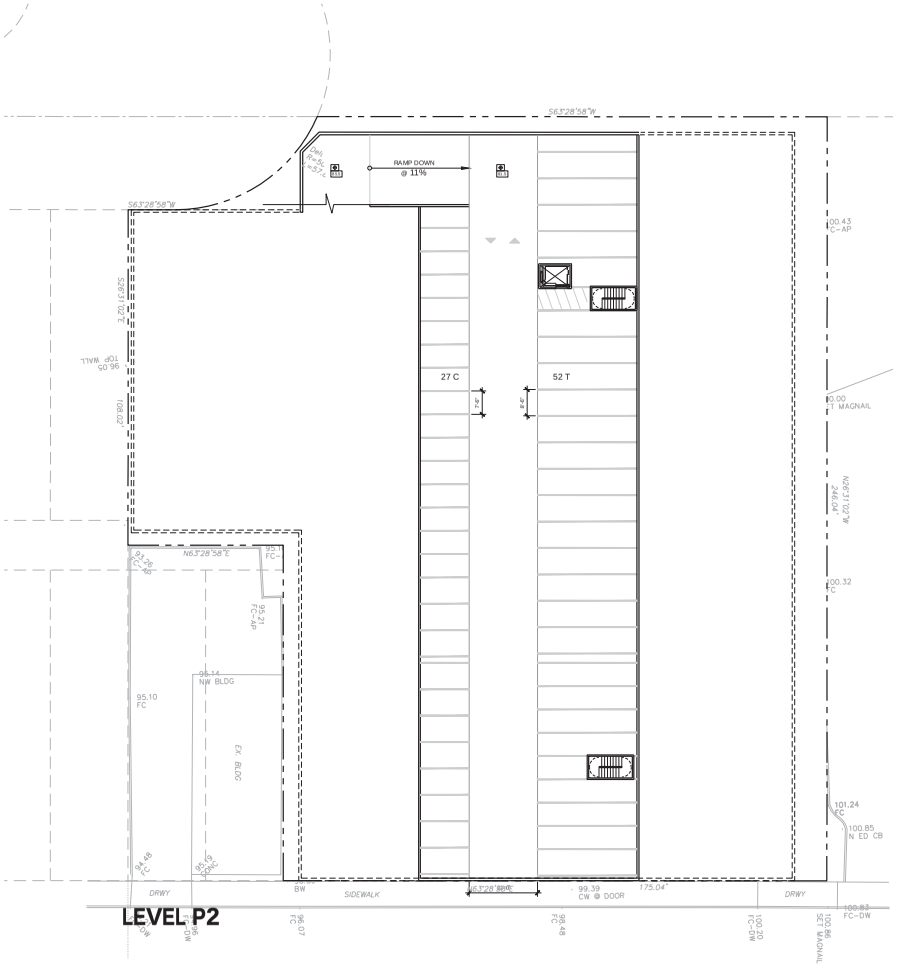
450 CENTRAL WAY

SITE ANALYSIS

KIRKLAND, WA

JULY 11, 2012



LEVEL P2

16,700 GSF +/-
27 COMPACT SPACES
26 TANDEMS = 52 SPACES
79 SPACES TOTAL +/-
211 SF / STALL

LEVEL P1

44,700 GSF +/-
33 STANDARD SPACES
56 COMPACT SPACES
20 TANDEMS = 40 SPACES
109 SPACES LEVEL ONE
79 SPACES LEVEL TWO
188 SPACES TOTAL
326 SF / STALL

OPTION 2

DRAFT

Attachment 8

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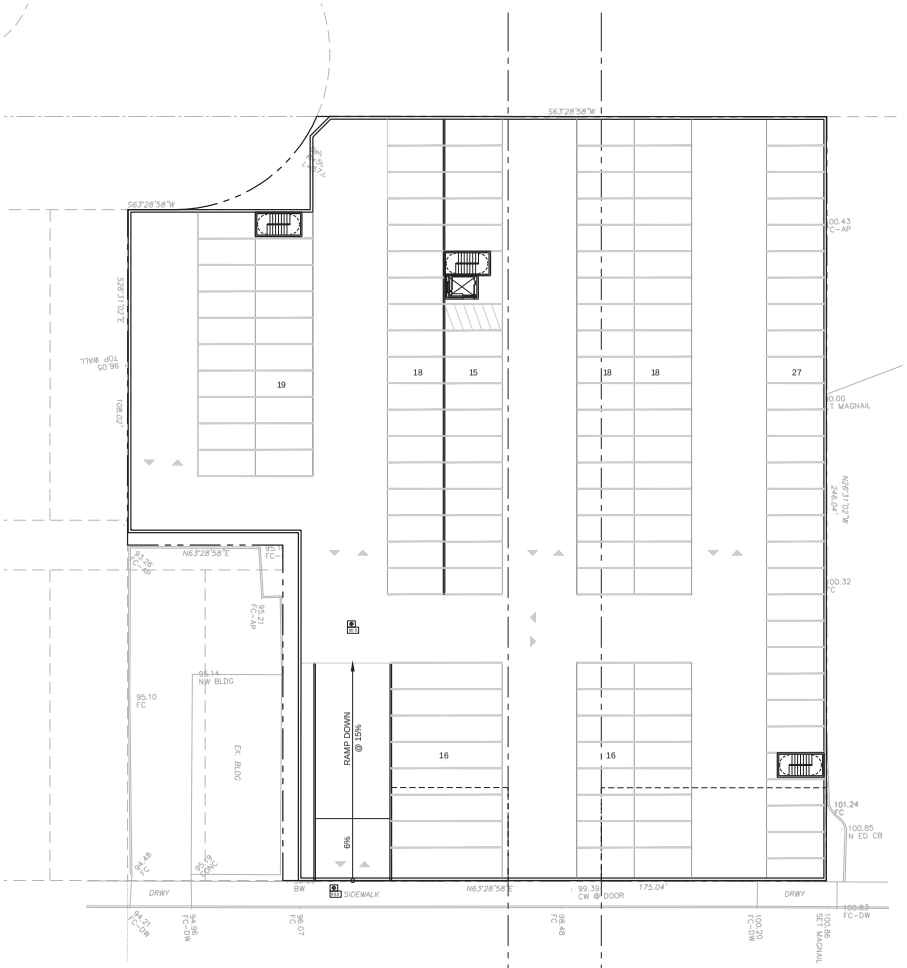
206 .919. 2624

450 CENTRAL WAY

SITE ANALYSIS

KIRKLAND, WA

JULY 11, 2012



47,400 GSF +/-
131 STANDARD SPACES
8 TANDEMS =16 SPACES
147 SPACES TOTAL +/-
322 SF / STALL

OPTION 3
CURRENT CODE

DRAFT

From: Eric Shields
To: Jeremy McMahan
Subject: FW: Residential Suites
Date: Monday, October 01, 2012 9:07:30 AM

Eric Shields

From: Chuck Pilcher [mailto:chuck@bourlandweb.com]
Sent: Friday, September 28, 2012 11:09 PM
To: Planning Commissioners
Subject: Residential Suites

It seems to me that this (see below) constitutes a change in the Comprehensive Plan and needs to go through a more rigorous process. Maybe it's a PAR. Isn't there also a more rigorous process for that?

I'm not necessarily opposed to this, but it seems to be another example of reaction rather than planning. Our Planning Department seems all too willing to act first and ask questions (or deal with the complaints of citizens) later. Maybe we should just take the word "Planning" out of the department title and change it to "Permitting."

Please, folks, get your act together! This is like watching sausage being made. (Or was it ketchup?)

Chuck Pilcher
chuck@bourlandweb.com
206-915-8593

Begin forwarded message:

From: Caryn Saban <CSaban@kirklandwa.gov>
Subject: Kirkland Planning Commission Special Meeting - Thusday, October 4, 2012 at 7:00 pm
Date: September 28, 2012 4:38:34 PM PDT

Agenda Item – Public Hearing

1. Residential Suites KZC Amendments, File No. ZON12-00002 (File #4)

The Agenda and Meeting Packet are available here.

Caryn Saban
City of Kirkland
Planning & Community Development
425-587-3234
csaban@kirklandwa.gov

Please don't print this e-mail unless you really need to. Reduce, Reuse, Recycle

From: jack wherry
To: Jeremy McMahan
Cc: jackwherry@frontier.com
Subject: Residentian Suites KZC Amendments
Date: Thursday, September 06, 2012 3:32:02 PM

Jeremy,

I am sorry that I did not get a chance to hear the presentation today, I am sure that many of my questions were answered. Here are my thoughts.

1 What is causing a demand for this type of housing? Who are the people who will be using this housing?
2. Totem Lake seems to be far from being developed into a neighborhood that could sustain this type of housing and it seems to me that the density and subsequent facilities are far into the future. There are some new apartments going up in this area will there be a need for this, in addition it does not appear to be a very walkable area in its current form.
3. The DBD my be possible, but does the city really want to move in this direction at this time on top of the Potala controversy.
4. What I like about this type of development is that it would seem to help the downtown retail, restaurants etc. with year around business, which I feel is the ultimate goal if we are to have a vibrant downtown. BUT will this type of development feed the type of business we are seeking in the downtown. If not then we just create a another problem. I don't see the downtown developing into a low end eating and entertainment center.
5. I am sure there is a case for affordable housing in Kirkland for employees, students and longer term temporary stays, but I am not convinced that the ground work has been prepared for this type of development to go forward now.

So here is my conclusion:
Totem Lake is not ready for this development and it doesn't help develop the downtown in a manner that the citizens of Kirkland envision.
So there is no need to hurry to develop amendments to allow Residential suites at this particular time. I think we need to take a breather from Potala and make sure this is the right thing for Kirkland.

Thanks for giving me the opportunity to comment on this subject.

ORDINANCE O-4381

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ZONING, PLANNING, AND LAND USE, ADOPTING A NEW "RESIDENTIAL SUITES" USE CATEGORY, AND ADOPTING REGULATIONS GOVERNING RESIDENTIAL SUITES USES.

WHEREAS, the City Council has received recommendations from the Kirkland Planning Commission to amend certain sections of the text of the Kirkland Zoning Code, Ordinance 3719 as amended, all as set forth in that certain staff report approved by the Planning Commission dated October 5, 2012 and bearing Kirkland Department of Planning and Community Development File No. ZON12-00002 (File #4); and

WHEREAS, prior to making said recommendation, the Kirkland Planning Commission, following notice thereof as required by RCW 35A.63.100, on October 4, 2012 held a public hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents issued by the responsible official pursuant to WAC 197-11-625; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission and Houghton Community Council;

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

Section 1. Zoning text amended: The following specified sections of the text of Ordinance 3719 as amended, the Kirkland Zoning Ordinance, be and they hereby are amended to read as follows:

As set forth in Attachment A attached to this Ordinance and incorporated by reference.

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

Section 3. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code

in the summary form attached to the original of this ordinance and by this reference approved by the City Council.

Section 4. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

PASSED by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

SIGNED IN AUTHENTICATION thereof this _____ day of _____, 2012.

_____
Mayor

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

Section 50.12 — Zone CBD-1A, 1B — USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 50.12 (USE)		Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
.030	Hotel or Motel	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One for each room. See Spec. Reg. 2 and KZC 50.60.	1. The following uses are not permitted in this zone: a. Vehicle service stations. b. Vehicle and/or boat sale, repair, service or rental. c. Drive-in facilities and drive-through facilities. 2. The parking requirement for hotel or motel use does not include parking requirements for ancillary meetings and convention facilities. Additional parking requirements for ancillary uses shall be determined on a case-by-case basis.
.040	Entertainment, Cultural and/or Recreational Facility										See KZC 50.60 and 105.25.	
.060	Private Club or Lodge									B	See KZC 50.60 and 105.25.	1. Ancillary assembly and manufacture of goods on premises may be permitted as part of an office use if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this office use; and b. The outward appearance and impacts of this office use with ancillary assembly and manufacturing activities must be no different from other office uses. 2. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the D.R. and building permit applications. d. A veterinary office is not permitted if the subject property contains dwelling units.
.070	Office Use									D	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	
.080	Stacked or Attached Dwelling Units									A	1.7 per unit. See KZC 50.60.	
	Insert Residential Suites Use and regulations (attached)											
.090	School, Day-Care Center or Mini School or Day-Care Center									B	See KZC 50.60 and 105.25.	1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Structured play areas must be set back from all property lines by at least five feet. 3. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~5. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~

(Revised 3/09)

Section 50.17 Zone CBD-2 USE ZONE CHART

Section 50.17	USE ⇩ REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.050	School, Day-Care Center, or Mini School or Day-Care Center	D.R., Chapter 142 KZC.	None	0'	0'	0'	100%	28' above the abutting right-of-way measured at the midpoint of the frontage of the subject property on each right-of-way.	D	E	See KZC 50.60 and 105.25.	1. The following provisions, which supersede any conflicting provisions of this chapter, apply only if the subject property is within 200 feet of or includes a portion of Lake Washington: a. Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways. b. No structure, other than moorage structures, may be waterward of the ordinary high water mark. For regulations regarding moorages, see the moorage listings in this zone and Chapter 83 KZC. 2. A six-foot-high fence is required along all property lines adjacent to outside play areas. 3. Structured play areas must be set back from all property lines by at least five feet. 4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~

Zone CBD-2

USE ZONE CHART

Section 50.17	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	MAXIMUMS: Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.090	Stacked or Attached Dwelling Units	D.R., Chapter 142 KZC. Also see Chapter 83 KZC.	None	0'	0'	0'	100%	28' above the abutting right-of-way measured at the midpoint of the frontage of the subject property on each right-of-way.	D	A	1.7 per unit. See KZC 50.60.	1. The following provisions, which supersede any conflicting provisions of this chapter, apply only if the subject property is within 200 feet of or includes a portion of Lake Washington: a. Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways. b. No structure, other than moorage structures, may be waterward of the ordinary high water mark. For regulations regarding moorages, see the moorage listings in this zone and Chapter 83 KZC. 2. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.
	Insert Residential Suites Use and regulations (attached)											
.100	Public Access Pier, Boardwalk, or Public Access Facility			Landward of the ordinary high water mark			–	See Chapter 83 KZC.	See Chapter 83 KZC.	See Chapter 83 KZC.	See KZC 105.25.	1. Refer to Chapter 83 KZC for additional regulations.
				0'	0'	0'						
.110	Piers, Docks, Boat Lifts and Canopies Serving Detached Dwelling Unit			Landward of the ordinary high water mark							None	
				0'	0'	0'						
.115	Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units			0'	0'	0'						

Zone CBD-3

USE ZONE CHART

Section 50.27	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.070	Stacked or Attached Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC.	None	20' See Spec. Reg. 2.	0'	0'	80%	41' above average building elevation.	D	A	See Spec. Reg. 3.	1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. This special regulation shall not apply along portions of State Street and Second Avenue South not designated as pedestrian-oriented streets. 2. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure. 3. This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development.
	Insert Residential Suites Use and regulations (attached)											
.080	Detached Dwelling Units	None	3,000 sq. ft.	20'	5'	10'	70%	If adjoining a low density zone, then 25′ above average building elevation. Otherwise, 30′ above average building elevation.	D	A	2.0 per unit.	1. For this use, only one dwelling unit may be on each lot regardless of size. 2. This use may only be located west of State Street. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.

Section 50.27 Zone CBD-3 USE ZONE CHART

Section 50.27	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.090	Church	D.R., Chapter 142 KZC.	None	20' See Spec. Reg. 4.	0'	0'	80%	41' above average building elevation.	D See Spec. Reg. 3.	B	One per every four people based on maximum occupancy of any area of worship. See Spec. Reg. 2.	1. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists. 2. No parking is required for day-care or school ancillary to the use. 3. Landscape Category C is required if the subject property is adjacent to Planned Areas 6C, 6D, or 6J. 4. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure.
.100	School, Day-Care Center, or Mini-School or Day-Care Center			20' See Spec. Reg. 7.					D		See KZC 105.25.	1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists. 3. Structured play areas must be set back from all property lines by at least five feet. 4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~ 6 ~~7~~. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure.

Zone CBD-4

USE ZONE CHART

Section 50.32	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.080	Stacked or Attached Dwelling Units	D.R., Chapter 142 KZC.	None	10'	0'	0'	100%	54' above average building elevation or existing grade.	D See Spec. Reg. 1.	A	See Spec. Reg. 2.	1. Landscape Category C is required if subject property is adjacent to Planned Area 6C. 2. This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development.
	Insert Residential Suites Use and regulations (attached)											
.090	School, Day-Care or Mini-School or Day-Care Center								D	B	See KZC 105.25.	1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists. 3. Structured play areas must be set back from all property lines by at least five feet. 4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~
.100	Assisted Living Facility								D See Spec. Reg. 3.	A	1.7 per independent unit. 1 per assisted living unit.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility: a. One parking stall shall be provided for each bed. 3. Landscape Category C is required if subject property is adjacent to Planned Area 6C.
.110	Detached Dwelling Units	None	3,600 sq. ft.	20'	5'	10'	60%	If adjoining a low density zone, then 25′ above average building elevation. Otherwise, 30′ above building elevation.	E	A	2.0 per unit.	1. For this use, only one dwelling unit may be on each lot regardless of lot size. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.

Zone CBD-7

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 50.47	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
.090	Office Use See Spec. Reg. 4.	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' above average building elevation.	D See Spec. Reg. 3.	D	1 per each 350 sq. ft. of gross floor area.	1. Ancillary assembly and manufacture of goods on premises may be permitted as part of office use if: a. The ancillary assembled or manufactured goods are subordinate to and dependent upon this office use; and b. The outward appearance and impacts of this office use with ancillary assembly or manufacturing activities must be no different from other office uses. 2. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect signed by an acoustical engineer must be submitted with the D.R. and building permit applications. d. A veterinary office is not permitted if the subject property contains dwelling units. 3. Landscape Category C is required if the subject property is adjacent to Planned Area 7B. 4. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.
.100	School, Day-Care Center, or Mini-School or Day-Care Center See Spec. Reg. 6.								D	B	See KZC 105.25.	1. A six-foot-high fence is required along all property lines adjacent to outside play areas. 2. Structured play areas must be set back from all property lines by at least five feet. 3. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~5. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~ 5. ~~6.~~ This use may be located on the Central Way level of a building only if there is an intervening retail storefront between this use and the right-of-way.

O-4381
Attachment A

Section 50.47 Zone CBD-7 USE ZONE CHART

Section 50.47	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.110	Assisted Living Facility See Spec. Reg. 3.	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' above average building elevation.	D	A	1.7 per independent unit. 1 per assisted living unit.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility: a. One parking stall shall be provided for each bed. 3. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.
.120	Stacked or Attached Dwelling Units See Special Regulation 1.										See Spec. Reg. 2.	1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. 2. This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development.
.130	Public Utility, Government Facility, or Community Facility								D See Spec. Reg. 1.	B	See KZC 105.25.	1. Landscape Category C is required if the subject property is adjacent to Planned Area 7B. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on nearby uses.
.140	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

Insert Residential Suites Use and regulations (attached)

Section 50.52 Zone CBD-8 USE ZONE CHART

Section 50.52	USE / REGULATIONS	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	MAXIMUMS: Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.080	Church See Special Regulation 1.	D.R., Chapter 142 KZC.	None	10′	0′	0′	100%	30 feet above the elevation of 3rd Avenue or 4th Avenue as measured at the projected midpoint of the frontage of the subject property on the nearest applicable right-of-way.	D See Spec. Reg. 3.	B	1 per every four people based on maximum occupancy load of any area of worship. See Spec. Reg. 2 and Section 60 of this Chapter.	1. This use is permitted only if the subject property abuts Central Way. If the subject property abuts Third Avenue between First Street and Second Street or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue. 2. No parking is required for daycare or school ancillary to the use. 3. Landscape Category C is required if the subject property is adjacent to Planned Areas 7A or 7B, or PR 3.6 zones. 4. Ground floor porches and similar entry features may encroach into the front yard, provided the total horizontal dimension of such elements may not exceed 25 percent of the length of the facade of the structure.
				See Special Regulation 4.								
.090	School, Day-Care Center or Mini-School or Day-Care Center			0′	0′	0′			D		See KZC 50.60 and 105.25.	1. If the subject property abuts Third Avenue between First Street and Second Street, or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue. 2. A six-foot-high fence is required along all property lines adjacent to outside play areas. 3. Structured play areas must be setback from all property lines by at least 5 feet. 4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. ~~6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~

Zone CBD-8

USE ZONE CHART

Section 50.52	USE / REGULATIONS	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	MAXIMUMS: Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.100	Assisted Living Facility See Special Regulation 3.	D.R., Chapter 142 KZC.	None	10′	0	0	100%	30 feet above the elevation of 3rd Avenue or 4th Avenue as measured at the projected midpoint of the frontage of the subject property on the nearest applicable right-of-way.	D	A	1.7 per independent unit. 1 per assisted living unit. See KZC 50.60.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility: a. One parking stall shall be provided for each bed. 3. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. 4. This use is not permitted on the street level floor adjacent to Central Way. 5. If the subject property abuts Third Avenue between First Street and Second Street, or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue. 6. Ground floor porches and similar entry features may encroach into the front yard, provided the total horizontal dimension of such elements may not exceed 25 percent of the length of the facade of the structure.
				See Special Regulation 6.								
.110	Stacked or Attached Dwelling Units			10′	0′	0′					1.7 per unit. See KZC 50.60.	1. This use is not permitted on the street level floor adjacent to Central Way. 2. If the subject property abuts Third Avenue between First Street and Second Street, or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue. 3. Ground floor porches and similar entry features may encroach into the front yard, provided the total horizontal dimension of such elements may not exceed 25 percent of the length of the facade of the structure.
				See Special Regulation 3.								
.120	Public Utility, Government Facility, or Community Facility			0′	0′	0′			D See Spec. Reg. 1.	B	See KZC 50.60 and 105.25.	1. Landscape Category C is required if the subject property is adjacent to Planned Areas 7A or 7B, or PR 3.6 zones. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on nearby uses.
.130	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

Insert Residential Suites Use and regulations (attached)

Zone TL 1A

USE ZONE CHART

Section 55.09	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARD (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.020	Restaurant or Tavern	D.R., Chapter 142 KZC	Same as primary use. See Spec. Reg. 1.								1 per each 100 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use.
.030	Any Retail Establishment, other than those specifically listed in this zone, selling goods and providing services including banking and other financial services										1 per each 300 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use. 2. The location of drive-through facilities may not compromise pedestrian movement. 3. The following uses and activities are prohibited: a. The sale, service, and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers; provided, that motorcycle sales, service, or rental is permitted if conducted indoors; b. Retail establishments providing storage services unless accessory to another permitted use; c. Storage and operation of heavy equipment except normal delivery vehicles associated with retail uses; d. Outdoor storage of bulk commodities, except in the following circumstances: 1) If the square footage of the storage area is less than 10 percent of the retail structure, 2) If the commodities represent growing stock in connection with horticultural nurseries, whether the stock is in open ground, pots, or containers.
.040	Attached or Stacked Dwelling Units or Residential Suites		None	10'	0'	0'	85% See Spec. Reg. 6.	30' to 160' above average building elevation. See Spec. Reg. 5.	C	A	See KZC 105.25.	1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. 2. Residential development must provide a minimum density of 50 dwelling units per gross acre. 3. The maximum floor area ratio (FAR) for development over 65 feet in height on the subject property is 3.0, or 300 percent of lot size, except as provided in Special Regulation 4 below. When combined with office use, the maximum FAR for this use is determined as follows: (% office use x 2) + (% residential use x 3) = FAR of each use allowed on the subject property. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 5 for this zone. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

Section 55.09 Zone TL 1A USE ZONE CHART

Section 55.09	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.040	Attached or Stacked Dwelling Units (continued) or Residential Suites											4. On parcels where road dedication is required pursuant to General Regulation 5, the maximum floor area ratio (FAR) for development over 65 feet in height may be increased by an additional 0.30 FAR for each 10 percent or portion thereof of the subject property required to be dedicated. Where this use is combined with office use, the maximum FAR for the office use may be increased by an additional 0.2 of office use for each 10 percent or portion thereof of the subject property required to be dedicated. 5. Building height may be increased as follows: a. Building height may exceed 30 feet above average building elevation, if: 1) One of the following public improvements is provided: a) Dedication and improvement of new streets pursuant to General Regulation 5; or b) Where General Regulation 5 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and 2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. b. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations: 1) Development on the subject property complies with 5(a) above. 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height, except on those parcels where road dedication is required pursuant to General Regulation 5. On these parcels, floor plates may not exceed 20,000 square feet on floors between 80 feet and 120 feet in height. Beyond 120 feet in height, floor plates may not exceed 10,000 square feet per floor. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

Zone TL 1A

USE ZONE CHART

Section 55.09	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARD (See Ch. 115): Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.040	Attached or Stacked Dwelling Units (continued) or Residential Suites											4) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties. 6. Increases in lot coverage may be considered if: a. Land dedication on the subject property provided pursuant to General Regulation 5 limits area available for development on the property, and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.
.050	Church	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	40' average building elevation. See Spec. Reg. 3.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to this use. 3. When included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies.
.060	School, Day-Care Center or Mini School or Mini-Day-Care			10' See Spec. Reg. 3.	0' See Spec. Reg. 3.	0' See Spec. Reg. 3.		40' above average building elevation. See Spec. Reg. 5.	D		See KZC 105.25. See Spec. Reg. 4.	1. A six-foot high fence is required along property lines adjacent to outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. Structured play areas must be set back from all property lines by at least five feet. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 5. When included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies.

Section 55.15 Zone TL 1B USE ZONE CHART

Section 55.15	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARD (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	MAXIMUMS: Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units or Residential Suites	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 3.	0'	0'	85% See Spec. Reg. 5.	30' to 160' above average building elevation. See Spec. Reg. 4.	C	D	See Chapter 105 KZC.	1. The maximum floor area ratio (FAR) for this use is determined as follows: (% office use x 2) + (% residential use x 3) = FAR of each use allowed on the subject property. The maximum floor area ratio (FAR) for office use is 1.0. 2. On parcels where land dedication is required pursuant to General Regulation 4, the maximum floor area ratio (FAR) may be increased by an additional 0.3 of residential use for each 10 percent or portion thereof of the subject property required to be dedicated. 3. Twenty-foot yard required where properties abut NE 132nd Street. 4. Building height is regulated as follows: a. Building height may exceed 30 feet above average building elevation, if: 1) One of the following public improvements is provided: a) Dedication and improvement of new streets pursuant to General Regulation 4; or b) Where General Regulation 4 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and 2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. b. Building height may be increased up to 160 feet above average building elevation; provided, that: 1) Development on the subject property complies with 4(a) above, 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. 4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

Zone TL 1B

USE ZONE CHART

Section 55.15	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARD (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	MAXIMUMS: Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units (continued) or Residential Suites											REGULATIONS CONTINUED FROM PREVIOUS PAGE 5) Taller elements of buildings would be stepped back from the perimeter of TL 1B boundaries, away from adjacent residential zones. 6) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties. 5. Increases in lot coverage may be considered if: a. Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space. 6. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are subordinate to and are dependent upon this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing must be no different from other uses. 7. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so noise from this use is not audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. d. A veterinary office is not permitted if the subject property contains dwelling units.
.030	Restaurant or Tavern	D.R., Chapter 142 KZC	See Spec. Reg. 1.								1 per each 100 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use. 2. This use is not allowed within 100 feet of NE 132nd Street. Access to this use from NE 132nd Street is not permitted.

Section 55.15 Zone TL 1B USE ZONE CHART

Section 55.15	USE ⇩ REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARD (See Ch. 115): Front	Side	Rear	MAXIMUMS: Lot Coverage	MAXIMUMS: Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.040	Any Retail Establishment, other than those specifically listed in this zone and those prohibited by Special Regulation 3, selling goods and providing services including banking and other financial services	D.R., Chapter 142 KZC	See Spec. Reg. 1.								1 per each 300 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use. 2. The location of drive-through facilities may not compromise pedestrian movement. 3. The following uses and activities are prohibited: a. Vehicle and/or boat sales, repair, service or rental facilities; b. Retail establishments providing storage services unless accessory to another permitted use; c. Storage and operation of heavy equipment except normal delivery vehicles associated with retail uses; d. Outdoor storage of bulk commodities, except in the following circumstances: 1) If the square footage of the storage area is less than 10 percent of the retail structure, 2) If the commodities represent growing stock in connection with horticultural nurseries, whether the stock is in open ground, pots, or containers. 4. Floor area for this use may not exceed 5,000 square feet.
.050	Attached or Stacked Dwelling Units or Residential Suites		None	10' See Spec. Reg. 5.	0'	0'	85% See Spec. Reg. 7.	30' to 160' above average building elevation. See Spec. Reg. 6.	C	A	See KZC 105.25.	1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. 2. Residential development must provide a minimum density of 50 dwelling units per gross acre. 3. The maximum floor area ratio (FAR) for development over 65 feet in height on the subject property is 3.0, or 300 percent of lot size. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 4 for this zone. 4. On parcels where road dedication is required pursuant to General Regulation 4, the maximum floor area ratio (FAR) may be increased by an additional 0.30 for each 10 percent or portion thereof of the subject property required to be dedicated. 5. Twenty-foot yard required where properties abut NE 132nd Street. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

Zone TL 1B

USE ZONE CHART

Section 55.15	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.050	Attached or Stacked Dwelling Units (continued) or Residential Suites											REGULATIONS CONTINUED FROM PREVIOUS PAGE 6. Building height is regulated as follows: a. Building height may exceed 30 feet above average building elevation, if: 1) One of the following public improvements is provided: a) Dedication and improvement of new streets pursuant to General Regulation 4; or b) Where General Regulation 4 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and 2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. b. Building height may be increased up to 160 feet above average building elevation; provided, that: 1) Development on the subject property complies with 6(a) above. 2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC). 3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height. 4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed. 5) Taller elements of buildings would be stepped back from the perimeter of TL 1B boundaries, away from adjacent residential zones. 6) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties. 7. Increases in lot coverage may be considered if: a. Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.

Zone TL 2

USE ZONE CHART

Section 55.21	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.050	Office Use	D.R., Chapter 142 KZC.	Less than 1.5 acres.	0′	0′	0′	80%	30' above average building elevation.	B	D	See Spec. Reg. 4.	1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are subordinate to and are dependent upon this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing must be no different from other office uses. 3. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so noise from this use is not audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application. d. A veterinary office is not permitted if the subject property contains dwelling units. 4. If a medical, dental or veterinary office, then one per each 200 square feet of gross floor area. Otherwise, one per 300 square feet of floor area. A reduction in the number of parking stalls required will be considered per KZC 105.103, due to the proximity to the transit center.
.060	Attached or Stacked Dwelling Units or Residential Suites								D	A	See KZC 105.25.	1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access. 2. This use may not be located on the ground floor of a structure, except for lobbies, which shall not exceed 10 percent of the ground floor of the structure. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.

5.10.778 Residential Suites

- A structure containing single room living units with a minimum floor area of 120 square feet and maximum floor area of 350 square feet offered on a monthly basis or longer where residents share bathroom and/or kitchen facilities. "Residential Suites" does not include dwelling units, assisted living facility, bed and breakfast house, convalescent center, nursing home, facility housing individuals who are incarcerated as the result of a conviction or other court order, or secure community transition facility. For purposes of zones where minimum density or affordable housing is required, each living unit shall equate to one dwelling unit.

Note - The Use "Residential Suites" is added to the following Use Zone Charts subject to the regulations noted.

50.12.085 (CBD 1A, 1B)
Use: Residential Suites
Required Review Process: D.R. Chapter 142 KZC
Lot Size: None
Required Yards:
Front: 0'
Side: 0'
Rear: 0'
Lot Coverage: 100%
Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.
Landscape Category: D
Sign Category: A
Required Parking Spaces: See Special Regulation 1
Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.
2. The required parking shall be .5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:
   a. Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars.
   b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements:

i. Charge for on-site parking, unbundled from the rent, for tenants who have cars.

ii. Bus pass or equivalent alternative transportation mode subsidies for tenants who don't have cars.

iii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.

iv. Adequate secured and sheltered bicycle parking to meet anticipated demand.

v. Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City

vi. At the time the project attains 90% occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.

vii. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.

viii. Acknowledgement by the property owner that it shall be a violation of this Code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.

c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.

3. All Residential Suites and all required parking within a project shall be under common ownership and management.

50.17.095 (CBD 2)

Use: Residential Suites

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 0′

Side: 0′

Rear: 0′

Lot Coverage: 100%

Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.

Landscape Category: D

Sign Category: A

Required Parking Spaces: See Special Regulation 1

Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.
2. The required parking shall be .5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:
   a. Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars.
   b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements:
      i. Charge for on-site parking, unbundled from the rent, for tenants who have cars.
      ii. Bus pass or equivalent alternative transportation mode subsidies for tenants who don’t have cars.
      iii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
      iv. Adequate secured and sheltered bicycle parking to meet anticipated demand.
      v. Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City
      vi. At the time the project attains 90% occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.

vii. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.

viii. Acknowledgement by the property owner that it shall be a violation of this Code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.

c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.

3. All Residential Suites and all required parking within a project shall be under common ownership and management.

50.27.075 (CBD 3)

Use: Residential Suites
Required Review Process: D.R. Chapter 142 KZC
Lot Size: None
Required Yards:
Front: 0′
Side: 0′
Rear: 0′
Lot Coverage: 100%
Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.
Landscape Category: D
Sign Category: A
Required Parking Spaces: See Special Regulation 1
Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.

2. The required parking shall be .5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:
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   b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements:
      i. Charge for on-site parking, unbundled from the rent, for tenants who have cars.
      ii. Bus pass or equivalent alternative transportation mode subsidies for tenants who don't have cars.
      iii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
      iv. Adequate secured and sheltered bicycle parking to meet anticipated demand.
      v. Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City
      vi. At the time the project attains 90% occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.
      vii. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.
      viii. Acknowledgement by the property owner that it shall be a violation of this Code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements.
   c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.
3. All Residential Suites and all required parking within a project shall be under common ownership and management.

50.32.085 (CBD 4)

Use: Residential Suites

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 0′

Side: 0′

Rear: 0′

Lot Coverage: 100%

Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.

Landscape Category: D

Sign Category: A

Required Parking Spaces: See Special Regulation 1

Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.
2. The required parking shall be .5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:
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   b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements:
      i. Charge for on-site parking, unbundled from the rent, for tenants who have cars.
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      iii. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
      iv. Adequate secured and sheltered bicycle parking to meet anticipated demand.
      v. Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City
      vi. At the time the project attains 90% occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City.

vii. Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP.

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c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.

3. All Residential Suites and all required parking within a project shall be under common ownership and management.

50.47.125 (CBD 7)

Use: Residential Suites
Required Review Process: D.R. Chapter 142 KZC
Lot Size: None
Required Yards:
Front: 0′
Side: 0′
Rear: 0′
Lot Coverage: 100%
Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.
Landscape Category: D
Sign Category: A
Required Parking Spaces: See Special Regulation 1
Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.

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   c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.
3. All Residential Suites and all required parking within a project shall be under common ownership and management.

50.52.115 (CBD 8)

Use: Residential Suites

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 0′

Side: 0′

Rear: 0′

Lot Coverage: 100%

Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.

Landscape Category: D

Sign Category: A

Required Parking Spaces: See Special Regulation 1

Special Regulations:

1. For parking managed pursuant to Special Regulation 2, parking shall be provided at a rate of .5 per living unit plus 1 per on-site employee. Otherwise parking shall be provided at a rate of 1 per living unit plus 1 per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60.
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3. All Residential Suites and all required parking within a project shall be under common ownership and management.

55.09.040 (TL 1A)
Use: Attached or Stacked Dwelling Units or Residential Suites

55.15.020 (TL 1B)
Use: Development Containing Both Office Use and Attached or Stacked Dwelling Units or Residential Suites

55.15.050 (TL 1B)
Use: Attached or Stacked Dwelling Units or Residential Suites

55.21.060 (TL 2)
Use: Attached or Stacked Dwelling Units or Residential Suites

PUBLICATION SUMMARY
OF ORDINANCE O-4381

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ZONING, PLANNING, AND LAND USE, ADOPTING A NEW "RESIDENTIAL SUITES" USE CATEGORY, AND ADOPTING REGULATIONS GOVERNING RESIDENTIAL SUITES USES.

SECTION 1. Creates a "Residential Suites" use and adopts regulations governing residential suites in certain zones of the City.

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

SECTION 4. Provides that the City Clerk shall send a certified copy of the ordinance to the King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2012.

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

_____
City Clerk

Council Meeting: 10/16/2012
Agenda: New Business
Item #: 11. b.

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Human Services Advisory Committee
Jennifer Schroder, Director
Michael Cogle, Deputy Director
Sharon Anderson, Human Services Coordinator

Date: October 5, 2012

Subject: Human Services Grant Funding Recommendations 2013 - 2014

RECOMMENDATION:

That City Council reviews grant funding recommendations from the Human Services Advisory Committee for the 2013 – 2014 biennium.

BACKGROUND DISCUSSION:

The Human Services Advisory Committee understands that the City is once again facing a difficult budget year. The demand for human services in Kirkland remains high and is ever increasing. The Committee asks that City Council recognize the long term return on investment that our local human services agencies provide.

Applications Received - In May of this year, the City received formal applications from community agencies requesting City support for the critical services provided to help meet the basic and emergency needs of Kirkland residents. Total applications reflected a modest increase in requests from 2011-2012:

Budget Period	Applications	$$$ Requested	$$$ Funded
2011-2012	73	$1,772,826	$1,234,081
2013-2014	75	$1,794,800	To be determined

Public Involvement and Review Process - This summer the Committee held a series of roundtable discussions with City-funded agencies and conducted three public hearings for all applicants. These meetings greatly helped to shape the Committee's funding recommendations. All told, the Committee spent over 70 volunteer hours outside of these meetings reviewing applications in order to work towards a consensus funding plan for City Council consideration.

Evaluation Criteria - The Committee has established specific evaluation criteria for grant applications. The criteria give priority to programs and agencies that:

- Benefit low-and-moderate income Kirkland residents
- Provide an appropriate solution to a documented need or identified problem in the community
- Promote self-sufficiency and independent living

- Are cost-effective
- Avoid duplication of services
- Have clear and established program outcomes
- Coordinate with other service providers

Past Performance - In addition to the evaluation criteria, current and prior contract performance was reviewed for all agencies that have previously received funding from the City.

Community Goal Areas - First developed by the United Way of King County and later adopted by several jurisdictions including Bellevue, Seattle, King County, and Kirkland, these Community Goal Areas reflect the belief that all people in Kirkland should have:

Goal #1: Food to Eat and a Roof Overhead

- Food Security and Hunger
- Homelessness
- Affordable Permanent Housing

Goal #2: Supportive Relationships within Families, Neighborhoods and Communities

- Social Support
- Legal Assistance
- Information and Referral

Goal #3: Safe Haven from All Forms of Violence and Abuse

- Domestic Violence
- Child Abuse & Neglect
- Sexual Assault, Rape, and Child Sexual Abuse

Goal #4: Health Care to Be as Physically and Mentally Fit as Possible

- Medical Care
- Dental Care
- HIV/AIDS and other Sexually Transmitted Infections
- Substance Abuse
- Mental Health

Goal #5: Education and Job Skills to Lead an Independent Life

- Employment/Training
- Childcare

FUNDING RECOMMENDATION:

Given the City's limited resources and increased demands for services we are providing two options for Council consideration. Specific funding recommendations for each option are outlined in **Attachment A.**

Option 1: Maintain 2012 Funding Level ($656,944 per year)

With this option the Committee recommends funding all eligible programs for 2013/2014 at their current (2012) levels. Each of these recommended programs continue to meet our evaluation criteria and are meeting performance outcomes as outlined in their current contracts with the City.

Three programs previously funded did not re-apply for funding support. Those programs (totaling $8,550) were:

- AtWork! – School-to-Work Partnership Program - $1,290
- Little Bit Therapeutic Riding Center - $ 2,160
- Sound Mental Health - Behavioral Responsibility Program - $5,100

The Committee is recommending redirecting this funding to three new programs:

- Pediatric Interim Care Center - Interim Care of Drug-Exposed Infants -$2,500
  Provides short term, immediate, and medically supervised interim care for drug-exposed and medically fragile infants.

- Sound Mental Health – Child and Family Services -$3,500
  Provides mental health care and wrap-around facilitation to children/adolescents with severe emotional and/or behavioral problems.

- Washington Poison Center - Emergency Services - $3,500
  Provides free life-saving emergency treatment advice to the public and healthcare professionals; provides emergency information to people who have been exposed to toxic or poisonous substances.

Option 2: Restore Funding to Prior Base Per Capita Level ($701,758 per year)

As a result of the combined effects of annexation (more population) and the economic recession (less revenue), Kirkland's base funding for human services grants dropped on a per capita basis from $8.61 each year from 2008 to 2010 to $8.06 in 2012 (per capita funding levels from 2008 – 2010 exclude supplemental one-time funding approved by Council during the budget process).

As the City Council begins its budget deliberations, the Committee would like to provide the Council with an option to fund additional grant programs should the opportunity be available to restore funding to the previous $8.61 per capita level. With a net increase of $44,814 per year, the Committee would recommend funding eight additional programs.

Two of these programs – the Eastside Winter Shelters – were funded directly by the City Council in 2011 and 2012 outside of the City's established granting process. These shelters emerged out of the multi-jurisdictional (Kirkland, Redmond, Bellevue, Issaquah) effort to create an Eastside Severe Weather Shelter in 2009 and 2010 and were established subsequent to the City's last grant funding cycle.

The Committee struggled with a funding recommendation for these important programs. Ultimately, the Committee did not believe that any of the City's currently-funded grant programs in Option 1 should be defunded or have their scope reduced in order to fund the shelter programs. However, the Committee does include a recommendation for funding these programs in Option 2.

New programs recommended to be funded in Option 2 include:

- Congregations for the Homeless – Men's Eastside Winter Shelter ($11,333)
  Provides a warm, safe place for up to 80 men homeless men to escape life threating weather conditions during the winter months.

- The Sophia Way - Women's Eastside Winter Shelter ($9,750)
  Provides lifesaving emergency shelter for homeless women and children to escape life threating weather conditions of the winter months.

- Alpha Supported Living Services ($2,000)
  Provides comprehensive health services, financial services, behavioral/social/mental support, nutrition/exercise, and support for people with developmental disabilities.

- AtWork! - Community Liaison ($1,290)
  The primary activity of the Community Liaison is job development, including educating community businesses on the benefits and abilities of people with disabilities as employees.

- Catholic Community Services - Volunteer Chore Services ($5,000)
  Volunteers provide free chore assistance and transportation to low-income older adults living with disabilities.

- Congregations for the Homeless - Men's Drop in Center ($5,000)
  Provides daytime respite, showers, meals, washer/ dryers, job development and case management to help men make the successful transition from homelessness to independent long-term stable housing.

- Congregations for the Homeless - Rental Assistance and Case Management ($2,500)
  Provides rent subsidies for a room or apartment; case management (which starts in the shelter) helps men deal with skills needed to keep employment.

- Lake Washington Schools Foundation - LINKS - Looking Into the Needs of Kids in Schools ($7,000)
  Volunteer and mentoring program that support at-risk students. Volunteers work with students who are not meeting academic standards, English Language Learners and students who are in need of additional emotional support through a caring adult.

Each of these programs adds significant value to the human service infrastructure in Kirkland and should be supported by the City if funding is made available.

The Human Services Advisory Committee wishes to thank City Council for their consideration of these recommendations. The Committee is encouraged that this funding plan will address a broad range of community needs and offer significant support to a great many residents in our community.

Attachment

Attachment A

Kirkland Human Services Advisory Committee 2013-2014 Funding Recommendation

Goal	App #	Agency Program	2012 $ Awarded	Annual $ Requested 2013-2014	Funding Option 1 $656,944	Funding Option 2 $44,814	Funding Notes and 2013-2014 Recommendation
Goal Area 1 - Food to Eat and Roof Overhead	1	**Absolute Ministries** Discipleship and Housing	-	1,500	-	-	Program provides housing and support for men who have completed substance abuse treatment and helps them to transition to a clean and sober lifestyle. Currently not serving Kirkland residents. It appears that clients are required to be involved in a specific faith group. **The Committee does not recommend funding at this time.**
	2	**BAS Foundation** Food Crisis Line	-	6,500	-	-	Agency personnel and volunteers maintain a crisis line which homebound clients call to request services. They arrange for local restaurants to deliver meals at the agency's expense. Currently not serving Kirkland residents. **The Committee does not recommend funding at this time.**
	3	**Catholic Community Services** Emergency Assistance Services	8,900	10,000	8,900	-	Provides financial assistance to low-income families, seniors, and disabled adults in the form of rent and utility assistance who are at imminent risk of loosing their housing. The program also provides bus tickets and food vouchers. **The Committee recommends funding at the 2012 level.**
	4	**Congregations for the Homeless (CFH)** Drop In Center	-	9,500	-	5,000	Addresses immediate needs of homeless men staying in CFH evening shelter, Eastside Winter Shelter, as well as those living on the streets or outdoors. Provides daytime respite, showers, meals, washers/dryers, job development, phone, internet access & case management for any who need these services on the Eastside. **The Committee recommends partial funding under Option 2.**
	5	**Congregations for the Homeless** Rental Assistance and Case Management	-	5,000	-	2,500	Provides market rate subsidies for a room or apartment. This allows a man to pay 30% of their income for housing. Case management helps men deal with the skills needed to keep employment and become independent. **The Committee recommends partial funding under Option 2.**
	6	**Congregations for the Homeless** Eastside Winter Shelter	-	11,333	-	11,333	Serves up to 60 men from November through March. Services include mats, blankets, bus tickets, site supervision, staff supervision, coffee & snacks, donated meals, and rent for the facility. **The Committee recommends funding at the level requested under Option 2.**
	7	**Congregations for the Homeless** Shelter	9,858	10,000	9,858	82	Twelve congregations provide indoor sleeping space, three meals, storage, showers, washers/dryers, medical & dental service, haircuts, etc. Provides case management, which includes addiction support & mental health counseling, assistance finding jobs and applying for disability. **The Committee recommends funding at the 2012 level with additional funding under Option 2.**
	8	**Eastside Baby Corner** Meeting Basic Needs for Children	9,322	10,365	9,450	-	Provides basic survival goods/food, diapers, car seats, bedding for children birth to 12 through a network of family assistance provider; housing organizations, youth and social service agencies and food banks). **The Committee recommends funding at slightly above the 2012 level.**

Goal	App #	Agency Program	2012 $ Awarded	Annual $ Requested 2013-2014	Funding Option 1 $656,944	Funding Option 2 $44,814	Funding Notes and 2013-2014 Recommendation
Goal Area 1 - Food to Eat and Roof Overhead	9	**Emergency Feeding Program of Seattle King County**	-	5,000	-	-	Provides 15 types of food bags -nutritionally-balanced, culturally specific, no cook, medically-restricted nonperishable grocery bags to struggling individuals & families at a variety of convenient locations. **The Committee does not recommend funding at this time.**
	10	**Friends of Youth** Homeless Youth Services	23,233	23,233	23,233	-	Helps homeless youth/young adults access shelter to transition into permanent housing. The Kirkland New Ground transitional program provides supportive housing for homeless young adults & young mothers, ages 18-21. **The Committee recommends funding at the level requested.**
	11	**Friends of Youth** The Landing Young Adult Shelter	9,365	9,365	9,365	-	The Landing is the only emergency shelter for homeless young adults (18-24), on the Eastside-providing shelter for up to 15 young adults each night. In October, the Landing moved to the Together Center and operates at that site 7 days per week. Homeless young adults receive hot meals, bus tickets/access to showers & laundry. Case management, mental health counseling & public health services are available during shelter hours. **The Committee recommends funding at the level requested.**
	12	**Hopelink** Emergency Food	7,490	28,055	28,055	-	Hopelink provides food assistance to address hunger needs with 2 programs: Emergency Feeding Services (EFS) and Food Banks; EFS provides immediate, short-term food assistance to address a crisis situation. The Food Bank provides bi-monthly food assistance to low-income households. **The Committee recommends funding at the level requested.**
	13	**Hopelink** Emergency Services Financial Assistance	41,125	20,563	20,563	-	The Emergency Services application reflects the changes made in Hopelink's Assistance programs. This application addresses emergency financial needs of families in crisis for eviction prevention, motel vouchers, utilities help, and medical prescriptions and other needs. Food Bank services are now included in the Food Program application. **The Committee recommends funding at the level requested.**
	14	**Hopelink** Housing Program	28,800	29,400	28,800	-	Hopelink formerly requested funding for two separate programs-Transitional Housing and Emergency Shelter Program and Avondale Park's, Transitional Housing and Emergency Shelter Program. These are now combined, resulting in this request. **The Committee recommends funding at the 2012 level.**

Attachment A

Kirkland Human Services Advisory Committee 2013-2014 Funding Recommendation

Goal	App #	Agency Program	2012 $ Awarded	Annual $ Requested 2013-2014	Funding Option 1 $656,944	Funding Option 2 $44,814	Funding Notes and 2013-2014 Recommendation
Goal Area 1 - Food to Eat and Roof Overhead	15	**Imagine Housing** Francis Village (Totem Lake)	15,000	18,000	15,000	-	Francis Village opened in 2012 and is home to 60 families and individuals of which 45 are existing homelessness. Services are designed to help low-income families & individuals over-come barriers to housing stability, provide access to local resources & on-site programming, empowering residents to increase their self-sufficiency, & improve the quality of residents' lives. Services include resource referrals, care coordination, life skills classes, community building events, & youth activities. **The Committee recommends funding at the 2012 level.**
	16	**Kirkland Interfaith Transitions in Housing** Transitional & Permanent Supportive Housing	23,000	22,440	22,440	-	Half the households served are in time-limited transitional housing & 50% are located in permanent units. At the heart of the program is case management, a systematic approach to helping families set, track & achieve goals towards gaining self-sufficiency. **The Committee recommends funding at the requested level.**
	17	**Lifewire (Formerly Eastside Domestic Violence Program)** My Sister's Home Emergency Shelter	5,180	5,698	5,698	-	Provides immediate, safe, confidential shelter; legal support, counseling, basic needs such as food & clothing & domestic violence advocacy. Children's advocacy includes safety planning, school support, domestic violence education, & support groups. **The Committee recommends funding at the requested level.**
	18	**Senior Services** Meals on Wheels	4,590	4,728	4,728	-	Clients receive deliveries of meals & liquid supplements directly to their homes. Drivers are often the first people to notice a decline in the health of clients & are trained to connect them to an array of services. All meals meet 1/3 of the US recommended daily allowances for older adults. **The Committee recommends funding at the requested level.**
	19	**Salvation Army, Eastside** Emergency Assistance	19,050	30,000	19,050	-	Provides emergency assistance (rent, utilities, bus tickets), youth enrichment activities, & weekday hot meal assistance. **The Committee recommends funding at the 2012 level.**
	20	**Sophia Way** Eastside Winter Shelter (Women/Families)	-	9,750	-	9,750	An emergency shelter that operates nightly during the winter to provide a lifeline for people who would otherwise be sleeping outdoors. For many individuals, developing a relationship of trust w/ shelter staff builds bridges to other needed services & long-term housing. Sophia Way staffs shelter for women & children. **The Committee recommends funding at the requested level under Option 2.**
	21	**Sophia Way** Sophia's Home (Women)	2,141	3,000	2,141	859	Addresses a continued shortage of affordable housing for homeless women on the Eastside. Requested funds are to maintain housing program. The program also offers women layered resources & programs that help build their confidence & self-esteem. **The Committee recommends funding at the 2012 level with additional funding under Option 2.**

Attachment A

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Goal Area 1 - Food and Roof	22	**Sophia Way** Sophia's Place (Women)	3,745	5,000	3,745	-	A 21-bed programmatic homeless shelter for adult women. Located at Bellevue's St. Luke's Lutheran Church offering shelter, case management & support services provided by staff, volunteers & partnering agencies. **The Committee recommends funding at the 2012 level.**
	23	**YWCA of Seattle King County** Angeline's Eastside Day Center	13,150	14,500	13,150	-	Angeline's Eastside Women's Center is the only place in East King County for single homeless & very low-income women at imminent risk of homelessness to drop in & get their basic needs met. It provides a safe place where women can get off the streets, connect with other women, have a meal, take a shower, do laundry, or use the telephone or a computer. **The Committee recommends funding at the 2012 level.**
	24	**YWCA of Seattle King County** Family Village Transitional Housing	21,967	23,000	21,967	-	Provides culturally relevant, supportive housing to homeless families with children for up to 18 months. Program features intensive case management, advocacy & the multitude of services & resources offered in home. **The Committee recommends funding at the 2012 level.**
		Total of Goal Area 1	**245,916**	**315,930**	**246,143**	**29,524**	

Goal	App #	Agency Program	2012 $ Awarded	Annual $ Requested 2013-2014	Funding Option 1 $656,944	Funding Option 2 $44,814	Funding Notes and 2013-2014 Recommendation
Goal Area 2 - Supportive Relationships within Families, Neighborhoods & Communities	25	**Alliance of People with disAbilities** Youth in Transition Program	5,000	5,000	5,000	-	Focuses on youth with disabilities to increase their independent living skills & plan for their future through trainings, workshops & group activities that foster learning & build self-confidence. **The Committee recommends funding at the requested level.**
	26	**Alpha Supportive Services** Developmentally Disabled Program	-	2,000	-	2,000	Alpha serves individuals with developmental disabilities by providing accessible residential & other support services that will maximize each person's quality of life. Provides 24-7 care to 95 clients/30 homes across King County. **The Committee recommends funding at the level requested under Option 2.**
	27	**Assistance League of the Eastside** Operation School Bell	8,100	10,000	8,100	-	New school clothing helps increase self-esteem & confidence, contributing to a strong foundation for a child's successful school experience, local shopping events for over 2,600 children in need. **The Committee recommends funding at the 2012 level.**
	28	**Athletes for Kids** Youth Mentoring Program	-	2,300	-	-	Youth mentoring program of student athletes that serves children with special needs & disabilities of all kinds. **The Committee does not recommend funding at this time.**
	29	**Catholic Community Services** Volunteer Chore Program	-	8,000	-	5,000	Volunteers provide free chore assistance & transportation to low-income older adults & adults living with disabilities. Volunteer support helps them access services & meet their basic needs to help them remain independent for as long as safely possible. **The Committee recommends partial funding under Option 2.**
	30	**Center for Human Services** Family Support Centers	5,400	10,000	5,400	-	Funds requested are for Early Learning Program (Play & Learn Groups), Youth Programs (Afterschool, Summer Enrichment & Leadership Activities) and for basic service of providing information & referrals. **The Committee recommends funding at the 2012 level.**
	31	**Chinese Information & Service Center** Cultural Navigator Program	10,800	11,500	10,800	-	Program helps Chinese, Vietnamese, Spanish, Russian, & Indian language (Hindi, Gujarati, Punjabi, Urdu) speaking immigrants access information & services in the community. This may include referral information, providing reference materials, completing application forms, follow up, & family support services. **The Committee recommends funding at the 2012 level.**
	32	**Crisis Clinic** 2-1-1 Community Information Line	4,370	4,500	4,370	-	Provides people with information & referrals to services that help them regain or maintain their financial stability. Clients are provided with agency names along with explanation of how the social service system works. **The Committee recommends funding at the 2012 level.**
	33	**Eastside Legal Assistance Program** Legal Assistance Program	10,608	10,962	10,962	-	Provides legal services through their Advocate clinics where clients can receive consultations with volunteer attorneys or staff Domestic Violence attorneys, or when appropriate, receive brief services or full representation. **The Committee recommends funding at the requested level.**

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Goal Area 2 - Supportive Relationships	34	**Eastside Time Bank** Leverage Skills through Service Exchange	-	10,000	-	-	Facilitates exchange of services & offers opportunities to share their assets to meet the needs in our community, including at-risk populations (seniors, low-income families, returning Veterans, the underemployed & unemployed, people with physical & developmental disabilities). **The Committee recognizes the extremely valuable nature of this program for community building, and it may include some activities that are similar to Catholic Community Services-volunteer chore services; however, the Committee does not recommend funding at this time.**
	35	**Friends of Youth** Healthy Start	11,213	10,886	10,886	-	Voluntary home visiting program that supports and strengthens young families & promotes the health & success of their young children. Family Support Specialist meet with young (mostly teen) parents in their home & teaches them skills to prevent child abuse & neglect and ensures that children become developmentally "ready for school". **The Committee recommends funding at the requested level.**
	36	**Hopelink** Family Development	5,677	6,000	5,677	-	Long term voluntary case management program that serves low-income families in North & East King County who are at risk of homelessness. Helps to remove barriers to housing stability & long term economic self-sufficiency through strength based case management & client centered goal development. **The Committee recommends funding at the 2012 level.**
		Little Bit Riding Center Therapeutic Riding Program	2,160	-	-	-	Did not apply for 2013/2014.
	37	**Youth Eastside Services** Early Intervention	30,243	31,921	30,243	-	Comprehensive program designed to improve mental health functioning by providing & increasing community access to mental health services, substance abuse treatment & social services. **The Committee recommends funding at the 2012 level.**
	38	**Youth Eastside Services** Kirkland Teen Center Counselor	28,300	29,120	28,300	-	Comprehensive, free social services to youth on site at the teen center to solve serious problems at home, school, or community. Services include counseling & youth services to help individuals/families improve mental health & increase their access to community resources. **The Committee recommends funding at the 2012 level.**
		Total of Goal Area 2	**121,871**	**152,189**	**119,738**	**7,000**	

Goal	App #	Agency Program	2012 $ Awarded	Annual $ Requested 2013-2014	Funding Option 1 $656,944	Funding Option 2 $44,814	Funding Notes and 2013-2014 Recommendation
Goal Area 3 - Safe Haven from All Forms of Violence & Abuse	39	**Children's Response Center Harborview** Children's Response Center	17,020	17,020	17,020	-	Provides services & support for children & youth under 18 who have experienced sexual or other traumatic events. Services are also available for non-offending family members & children & youth who display sexual behavior problems. **The Committee recommends funding at the requested level.**
	40	**Consejo Counseling & Referral** Domestic Violence Program	10,800	20,000	10,800	-	Information & referral services, advocacy-based counseling, safety planning, legal advocacy & support groups for Latino survivors of domestic violence. Services are designed to understand the complex needs of survivors, many of whom are immigrants/refugees. **The Committee recommends funding at the 2012 level.**
	41	**Crisis Clinic** Teen Link	5,406	5,500	5,406	-	Operates a confidential & anonymous help line for teens. Teen Link also conducts youth suicide prevention training in schools & youth organizations. Empowers youth to make healthy, self-respecting decisions about their lives, supporting development into fully actualized & productive adults. **The Committee recommends funding at the 2012 level.**
	42	**Lifewire (Eastside Domestic Violence Program)** Community Advocacy Program	46,542	51,196	46,542	-	Provides variety of direct services designed to address immediate needs of survivors of domestic violence & their children. Also provides community outreach & education to engage the community to understand & work to end domestic violence. **The Committee recommends funding at the 2012 level.**
	43	**King Co Sexual Assault Resource Center** Comprehensive Sexual Assault Services	8,911	9,178	8,911	-	The primary provider of comprehensive sexual assault services for victims & their families residing in King County. **The Committee recommends funding at the 2012 level.**
	44	**Sound Mental Health** Safe & Sound Visitation	1,000	1,000	1,000	-	Provides supervised & safe exchange for families referred specifically due to domestic violence between the parents. All program procedures & protocols are specifically designed to meet the unique safety needs of adult & child survivors of domestic violence. **The Committee recommends funding at the requested level.**
		Sound Mental Health Eastside Behavioral Responsibility Program	5,100	-	-	-	Did not apply for 2013/2014.
		Total of Goal Area 3	**94,779**	**103,894**	**89,679**	**-**	

Goal	App #	Agency Program	2012 $ Awarded	Annual $ Requested 2013-2014	Funding Option 1 $656,944	Funding Option 2 $44,814	Funding Notes and 2013-2014 Recommendation
Goal Area 4 - Health Care to be as Physically & Mentally Fit as Possible	45	**Bridge Ministries** Certified Professional Guardianship Program	1,000	2,000	1,000	-	Case management services to improve health & welfare of 38 indigent adults with severe developmental disabilities. **The Committee recommends funding at the 2012 level.**
	46	**Bridge Ministries** Mobility	-	21,000	-	-	Recycling program that offers sanitized & repaired durable medical equipment at no cost to the disabled. **The Committee does not recommend funding at this time.**
	47	**Center for Human Services** Clinical Programs	-	6,680	-	-	Includes family counseling (mental health) & substance abuse programs. Specifically case management, educational presentations, & wrap around services targeted toward youth. **The Committee does not recommend funding at this time.**
	48	**Crisis Clinic** 24-Hour Crisis Line	4,270	4,500	4,500	-	Provides free & confidential telephone crisis intervention & support service to anyone in emotional crisis or needing help. Line provides empathetic listening & supportive problem solving, helping callers to see their problems as manageable. Referrals are also made to a wide range of community services. **The Committee recommends funding at the requested level.**
	49	**Eastern European Counseling Center** Mental Health Treatment for Victims of Domestic Violence	-	5,055	-	-	Provides survivors of domestic violence safety planning, recovery-oriented treatment planning, mental health counseling (individual, family & group), social & parenting skills development training, support groups, case management, and referrals. T**he Committee does not recommend funding at this time.**
	50	**Elder Adult Day Services** Comprehensive Adult Day Health Services	6,015	6,500	6,500	-	Help adults with disabilities enjoy rich, meaningful lives by providing: Day Services, including licensed healthcare, to maintain physical well-being & integrated social therapies that facilitate inclusion & social engagement. **The Committee recommends funding at the requested level.**
	51	**Health Point** Primary Dental Program	20,602	25,000	20,602	-	Provides comprehensive dental services to adults & children in diverse communities throughout suburban King County. Services include preventive, restorative, urgent, & emergent oral health care. Patients without insurance are eligible for discounted fees based on income & are asked to pay what they can of that fee. No one is turned away due to inability to pay. **The Committee recommends funding at the 2012 level.**
	52	**Health Point** Primary Medical Program	29,238	38,000	29,238	-	Offers medical services for preventative, urgent, acute & chronic health conditions. Patients receive medical treatment, health education, substance abuse cessation, health screenings, behavioral health services, acupuncture, naturopathic medicine, nutrition counseling, pharmacy services. **The Committee recommends funding at the 2012 level.**

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Goal Area 4 - Health Care to be as Physically & Mentally Fit as Possible	53	**HERO House** HERO House	4,818	8,000	5,000	-	Provides a full continuum of evidence based psychiatric rehabilitation services to East Puget Sound residents. HERO House services aim to prevent crisis through decreased isolation, work-mediated relationships, advocacy, & meaningful work opportunities. **The Committee recommends partial funding.**
	54	**NAMI** Eastside Education, Support, Advocacy	7,090	7,110	7,110	-	Provides educational sessions, resources & outreach supportively building community among those whose lives have been impacted by severe mental illness. **The Committee recommends funding at the requested level.**
	55	**Northshore Senior Center** Adult Day Health	10,200	10,200	10,200	-	Day program serving adults experiencing physical, mental, or social problems associated with arthritis, diabetes, stroke, isolation, developmental disabilities, Alzheimer's & other conditions. **The Committee recommends funding at the requested level.**
	56	**Northshore Senior Center** Transportation	-	1,335	-	-	Provides safe, courteous, comfortable & responsive service to residents of north King & south Snohomish counties, filling the gaps in the existing network. **The Committee does not recommend funding at this time.**
	57	**Pediatric Interim Care Center Inc.** Interim Care of Drug Exposed Infants	-	2,500	2,500	-	Provides 24-hour medical monitoring & nursing care to withdraw infants from their drug dependency & stabilize them for home care. Case management, caregiver training, & 6-month follow-up are also provided. **The Committee recommends funding at the requested level.**
	58	**Sea Mar Community Health Center** Latino Senior Nutrition Program	6,015	6,225	6,225	-	Latino Seniors are faced with several challenges - isolation, depression, malnourishment, Diabetes, high cholesterol & blood pressure, cancer, dementia. Kirkland's Nutrition program provides nutrition/socialization once a week to address these challenges. **The Committee recommends funding at the requested level.**
	59	**Senior Services** Volunteer Transportation	5,861	7,020	5,861	-	Helps to meet the transportation needs of King County seniors by providing personalized, free transportation services. Volunteer drivers wait with seniors at their appointments, providing a helping hand, friendly conversation & moral support. **The Committee recommends funding at the 2012 level.**
	60	**Sound Mental Health** Low Income Counseling Services	8,813	8,813	8,813	-	Provides quality mental health services to children & adults who may not be able to access mental health services due to a lack of funding. **The Committee recommends funding at the requested level.**
	61	**Sound Mental Health** Child & Family Services	-	10,625	3,500	-	Provides mental health care and wrap-around facilitation to children/adolescents with severe emotional and/or behavioral problems. **The Committee recommends partial funding.**

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Goal Area 4	62	**Therapeutic Health Services** Low Income Adult CD & Mental Health Treatment	16,523	36,000	16,523	-	Provides intensive outpatient & outpatient drug & alcohol treatment, counseling & case management services. Including individual, group & family counseling sessions, & relapse prevention treatment. **The Committee recommends funding at the 2012 level.**
	63	**Washington Poison Control** Emergency Center	-	10,000	3,500	-	Provides life-saving emergency treatment advice & answer information calls from residents of King County who have been exposed to toxic or poisonous substances. **The Committee recommends partial funding.**
		Total of Goal Area 4	**120,445**	**216,563**	**131,072**	**-**	

Goal	App #	Agency Program	2012 $ Awarded	Annual $ Requested 2013-2014	Funding Option 1 $656,944	Funding Option 2 $44,814	Funding Notes and 2013-2014 Recommendation
Goal Area 5 - Education & Job Skills to Lead to an Independent Life	64	**AtWork** Community Liaison	-	2,500	-	1,290	Focuses on job development; educating community businesses on the benefits & abilities of people with disabilities (PWD) as employees, recruiting new employers & volunteer sites, working with them to find or customize jobs that would fit PWD. **The Committee recommends partial funding under Option 2.**
		AtWork School to Work Partnership	1,290	-	-	-	Did not apply for 2013/2014.
	65	**Kirkland Boys & Girls Club** Summer Program Scholarships	2,864	3,500	2,864	-	Provides 9 weeks of structured summer day camp each year for youth ages 4-15. Summer day camps aim to be educational, fun, & exciting experiences with age specific activities both on & off the facility. Scholarships are provided for youth from low-income households only. **The Committee recommends funding at the 2012 level.**
	66	**Childcare Resources** Consumer Education Quality Improvement	8,552	8,711	8,552	-	Assists families by assessing their child care need, providing referrals to providers & community resources, and providing education about quality child care. Parents may also access these resources & information on-line. **The Committee recommends funding at the 2012 level.**
	67	**Hopelink** Adult Education Program ESL	11,450	12,000	11,450	-	Provides basic skills training to residents of north & east King County, 16 years & older in 3 areas; Adult Education, GED Prep, and ESL classes. **The Committee recommends funding at the 2012 level.**
	68	**Jewish Family Services** Refugee & Immigrant Service Center	13,625	14,375	13,625	-	Provides resettlement services for refugees & immigrants, including individual & family assessment & case management, social services, ESL classes, pre-employment & employment services, individual & family acculturation programs, & citizenship services. **The Committee recommends funding at the 2012 level.**
	69	**Kindering Center** Early Childhood Consultation Program	7,623	7,928	7,623	-	Provides behavioral health consultations & trainings to childcare providers. Services have proven to raise the level of care at childcare centers & directly benefits young children in the regular care of providers, as well as support providers to appropriately & effectively meet the needs of their children. **The Committee recommends funding at the 2012 level.**
	70	**Korean Women's Association** Jobs Program	-	12,000	-	-	Addresses the economic recession through home care aide job placements for the unemployed. Services are focused on veterans, low-income residents, & immigrant/refugees residing in east King County. **The Committee does not recommend funding at this time.**
	71	**Lake WA Institute of Tech** Jump Start Camp for English Language Learners	-	9,000	-	-	Provides immigrants & refugees with scholarship support to move beyond basic skills classes & into a specific career field. **The Committee does not recommend funding at this time.**

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Goal Area 5 - Education & Job Skills	72	**Lake WA Schools Foundation** Looking Into the Needs of Kids in Schools (LINKS)	-	10,000	-	7,000	Volunteer & mentoring program that supports at risk students. LINKS volunteers work with individuals and small groups, including students who are not meeting academic standards, English language learners & those who are in need of additional emotional support through a caring adult relationship. **The Committee recommends partial funding under Option 2.**
	73	**Sophia Way** Sophia's Shoppe	-	1,600	-	-	A community thrift store that serves as job training & employment incubator for homeless women transitioning into the workforce. Once women are trained & certified, they are matched with employers on a contract-to-hire basis fully subsidized by Sophia Way. **The Committee does not recommend funding at this time.**
	74	**Youth Eastside Services** Family Net: School Based Support Program	11,300	11,752	11,300	-	Comprehensive, free of charge social services to youth/families, on-site at Redmond El & Rose Hill El to solve serious problems at home, school, or community. **The Committee recommends funding at the 2012 level.**
	75	**YWCA of Seattle King & Snohomish Counties** Eastside Employment Services	14,898	15,494	14,898	-	Provides employment & training services to food stamp recipients in Bellevue & Kirkland. Services include assessment to identify career goals, case management to improve job skills & employability & support services for tuition, books, clothing, work tools, & housing. **The Committee recommends funding at the 2012 level.**
		Total of Goal Area 5	**71,602**	**108,860**	**70,312**	**8,290**	
		Total of Goal Areas 1-5	**654,613**	**897,436**	**656,944**	**44,814**	

Summary of Allocations by Goal Areas

Goal 1 - Food to Eat and Roof Overhead	**245,916**	**315,930**	**246,143**
Goal 2 - Supportive Relationships - Families, Neighborhoods, Communities	**121,871**	**152,189**	**119,738**
Goal 3 - Safe Haven from All Forms of Violence and Abuse	**94,779**	**103,894**	**89,679**
Goal 4 - Health Care to be as Physically and Mentally Fit as Possible	**120,445**	**216,563**	**131,072**
Goal 5 - Education and Job Skills to Lead an Independent Life	**71,602**	**108,860**	**70,312**
Total of Goal Areas 1-5	**654,613**	**897,436**	**656,944**