CITY OF KIRKLAND
CITY COUNCIL

Amy Walen, Mayor • Penny Sweet, Deputy Mayor • Jay Arnold • Dave Asher
Shelley Kloba • Doreen Marchione • Toby Nixon • 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.

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AGENDA
KIRKLAND CITY COUNCIL MEETING
City Council Chamber
Tuesday, February 3, 2015
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.

PLEASE CALL 48 HOURS IN ADVANCE (425-587-3190) if you require this content in an alternate format or if you need a sign language interpreter in attendance at this meeting.

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. Multi-Family Parking Amendments
4. *EXECUTIVE SESSION*
5. *HONORS AND PROCLAMATIONS*
6. *COMMUNICATIONS*
   a. *Announcements*
   b. *Items from the Audience*
   c. *Petitions*
7. *SPECIAL PRESENTATIONS*
8. *CONSENT CALENDAR*
   a. *Approval of Minutes:* January 20, 2015
   b. *Audit of Accounts:*
      Payroll $
      Bills $

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.

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 They are the most permanent and binding form of Council action, and may be changed or repealed only by a subsequent ordinance.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

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

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

c. General Correspondence

d. Claims

e. Award of Bids

(1) Award Bid for Decant Facility Upgrade Project, Santana Trucking & Excavating, Redmond, WA, and Authorize Fiscal Note

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

(1) Resolution R-5102, Approving an Interlocal Agreement Between King County and the City of Kirkland for Use of Electronic Fingerprint Capture Equipment.

(2) Resolution R-5103, Approving an Interlocal Agreement for Information Technology Services to be Provided to the City of Medina by the City of Kirkland.

h. Other Items of Business

(1) Ordinance O-4471 and its Summary, Granting Level 3 Communications, LLC a Non-Exclusive Franchise for the Transmission of Telecommunications In, Through, Over and Under the Street Rights of Way of the City of Kirkland.

(2) ARCH 2015 Work Program and Administrative Budget

(3) Resolution R-5104, Authorizing the Duly-Appointed Administering Agency for A Regional Coalition for Housing (ARCH) to Execute All Documents Necessary to Enter Into Agreements for the Funding of Affordable Housing Projects, as Recommended by the ARCH Executive Board, Utilizing Funds From the City's Housing Trust Fund.

(4) Resolution R-5105, Determining the Anticipated Shortfall in Revenues for Providing Municipal Services to the Annexation Area as Required by RCW 82.14.415.

(5) Report on Procurement Activities

9. PUBLIC HEARINGS

10. UNFINISHED BUSINESS

a. Resolution R-5106, Authorizing the City Manager to Enter Into an Agreement to Extend the Current Interlocal Agreement With King County for Regional Animal Services for Two Additional Years.

b. Public Disclosure Performance Semi-Annual Review

c. 2015 State Legislative Update #2

d. City Council Policies and Procedures:

(1) Ordinance O-4472, Amending Chapter 3.10 of the Kirkland Municipal Code, Entitled "City Council – Meetings," Repealing Section 3.10.020 and Adding a New Section 3.10.020 to Provide the Time for Holding Study Sessions; Amending Section 3.10.030 to Change "Study Meetings" to "Study Sessions"; and Repealing Section 3.10.050 Relating to Annual Budget Hearings.

(2) Resolution R-5107, Approving Amendments to the City of Kirkland City Council Policies and Procedures.

e. Plastic Bag Reduction Policy Communications Plan

f. Edith Moulton Park Master Plan

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.

11. NEW BUSINESS

a. Plaza of Champions Nomination

b. Comprehensive Plan Element Review – Land Use and Housing

c. 2015 Boards and Commissions Interview Process

12. REPORTS

a. City Council Reports

(1) Finance and Administration Committee

(2) Planning, and Economic Development Committee

(3) Public Safety Committee

(4) Public Works, Parks and Human Services Committee

(5) Tourism Development Committee

(6) Regional Issues

b. City Manager Reports

(1) 2015 City Council Retreat Draft Agenda

(2) Calendar Update

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.

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jon Regala, Senior Planner
Jeremy McMahan, Planning Supervisor
Eric Shields, AICP, Planning Director

Date: January 22, 2015

File No.: CAM13-02032

Subject: AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS

RECOMMENDATION

The City Council review the Planning Commission recommended changes to the City's multi-family parking requirements. The changes are summarized as follows:

- Change the base multi-family parking requirement Citywide to the following unit-type based approach:
  - 1.2 stalls/studio unit
  - 1.3 stalls/1-bedroom unit
  - 1.6 stalls/2-bedroom unit
  - 1.8 stalls/3-bedroom unit

  These changes would not apply in the YBD 1 zone (Transit Oriented Development site at South Kirkland Park & Ride) and zones in the North Rose Hill Business District and Totem Lake Business District where multi-family parking is currently determined on a case-by-case basis.
- Increase the base minimum parking requirement by 10% and require these stalls be set aside for visitor parking.
- Provide an option to reduce required parking for multi-family developments by 15% if located within ½ mile of the Downtown Kirkland Transit Center with an approved parking covenant (includes a transit subsidy).
- Revise the criteria for multi-family parking modifications to reflect the parking approach with this project.

BACKGROUND DISCUSSION

General

The majority of the City's multi-family zones require 1.7 stalls per unit and up to 0.5 stalls per unit for guest parking depending on the availability of street parking. Additional detail on how the City regulates parking for multi-family developments was provided at the Council's January 20th meeting. For the most part, Kirkland's multi-family parking requirements have not changed for many years and the basis for the current requirements is unclear.

King County Right Size Parking Project

King County, with its Right Size Parking (RSP) project funded by the Federal Highway Administration, completed a very comprehensive survey of multi-family parking utilization. The County's project, which began in January 2011, included a survey of 226 sites throughout the County, totaling over 33,000 housing units, and over 50,000 parking stalls. The data and subsequent statistical analysis were used in creating a powerful web-based interactive tool, the RSP Calculator, to allow a user to estimate parking use based on specific site and development characteristics.

The RSP parking data (Countywide and Kirkland data) were collected at the peak demand hours for multi-family land uses, which falls between 12:00 a.m. and 5:00 a.m. mid-week (Tuesday through Thursday). Parking counts were not conducted during weeks with major holidays. This follows the Institute of Transportation Engineer's (ITE) standards for data collection based on when the highest demand for total parking supply occurs. The general characteristic of residential parking is that all residents are not accounted for until after 10 p.m. Prior to 10 p.m. a percentage of residents are out (e.g. out shopping, working late, eating dinner, visiting friends, etc.). As a result, visitor parking prior to 10 p.m. typically should not exceed the on-site parking supply.

Additional detailed background information on the Right Size Project's objectives, methodology, including site selection criteria, data collection procedures, details on the variable analysis, and strategies for Kirkland code changes can be found in the following documents and/or webpages:

King County METRO - http://metro.kingcounty.gov/programs-projects/right-size-parking/ (under the 'Deliverables' tab)

- Model Parking Code and Guide for Municipalities
- Literature Review of Statistical Methods
- Research Methods: Phase I - Site Selection and Field Data Collection
- Research Methods: Phase II Model Development
- Technical Policy Memo
- Technical Research Memo
- Project One-Page Description
- Video Recording of the February 19th Urban Land Institute Lunch: Supply & Demand: A Balanced Approach to Parking
- King County Parking Requirements and Utilization Gap Analysis

King County Right Size Parking Calculator

http://www.rightsizeparking.org/

With this large parking data set, Kirkland's goal was to study and update, if needed, multi-family parking requirements to be in line with actual parking demand. This is similar to the 2010 City's code amendment project that updated the CBD parking requirements based on data from approved parking modifications.

Kirkland Data

Because of the general countywide nature of the RSP calculator, additional parking utilization information for multi-family properties in Kirkland was requested for comparison and analysis. Ten Kirkland sites for which parking data had already been gathered with the County's RSP project provided a baseline for identifying additional multi-family sites in Kirkland. Staff identified the need to include additional sites that consisted of condominiums, developments that varied in unit counts, are located outside areas previously surveyed, had poor access to transit, and/or lacked nearby services.

The project team was successful in obtaining owner permission to gather parking utilization data for an additional fifteen multi-family projects in Kirkland that met a combination of these criteria. However, data from only seven sites (including three condominium developments)

were able to be gathered due to coordination issues with property owners and the data collectors.

To further supplement the Kirkland dataset, staff requested that the transportation consulting firm of Fehr & Peers include in its analysis the parking data for several Downtown condominium sites that were collected in 2006 (these data were used as part of the 2010 CBD parking amendments project) as well as data for two Downtown multi-family sites collected for a more recent (March 2014) parking modification request. This increased the total number of Kirkland multi-family sites included in the study to 24.

The parking data analysis was conducted by Fehr & Peers and can be found in Attachment 1. The original ten King County RSP study sites are identified by only the neighborhoods in which they are located (see Attachment 1, Table 1) since King County agreed not to disclose their specific locations when permission was given to collect data for the countywide RSP project.

At the January 20, 2015 City Council meeting, Councilmember Jay Arnold requested information regarding the number of multi-family developments that have been approved in recent years. This information was requested to better understand the trend of approved parking modifications relative to the number of projects for which a parking modification was not requested. Staff will research this topic further and provide the requested information at the February 3, 2015 study session.

Response Regarding Using Data Estimates

Following the Planning Commission recommendation on the proposed amendments, a discrepancy in the data regarding the number of bedroom types for several condominium developments was noted by Ms. Bea Nahon. Nine of the 24 study sites had estimated bedroom count information and several of those estimates were not consistent with the bedroom counts that Ms. Nahon provided from condominium declarations.

For apartment survey sites, the King County Assessor provides a summary of the number of bedrooms per unit. For condos, the same information had to be researched for each individual unit, which would have taken more time than Fehr & Peers had in its contract. Therefore, Fehr & Peers used King County Assessor's data to estimate the number of bedrooms per unit based on a sample of the Assessor's data as compared to similar developments from the original County RSP 2012 survey. This approach was used for sites 16-24 as noted in Tables 2 and 3 in Attachment 1. The estimated bedroom count information was disclosed to the Planning Commission at one of their study sessions and highlighted in the data tables provided to the Commission and HCC. The original RSP 2012 survey data had no estimated data since the property managers supplied all relevant information (See Attachment 1, Table 1). Estimation was only used for the supplemental Kirkland study sites (sites 16-24).

Staff has since obtained the actual counts of bedrooms per unit from King County for the sites in question and conducted a supplemental analysis to see if the results would change by using actual bedroom counts. Our findings are that there is not a substantive difference. In the attached document titled 'Parking Comparison Table' (see Attachment 2), staff has summarized the results of three following data sets:

1) Original data,
2) The data Ms. Nahon provided, and
3) Actual King County Assessor data.

When comparing the parking supply resulting from the proposed parking requirements (see the rows titled 'Supply Using Proposed Code...') against the Observed Utilization, there are some minor differences. For all but one site, Site 18 - Tiara de Lago, the observed parking utilization does not exceed the parking supply when applying the proposed parking requirements. This result is consistent with the analysis by Fehr & Peers in Attachment 1 which was reviewed by the Planning Commission and Houghton Community Council and should not affect the recommendation made by the Planning Commission.

PROPOSED AMENDMENTS

Updated Multi-Family Parking Requirements

The City's existing multi-family parking requirements do not take into account the bedroom count of units, thus reflecting a general blanket approach to parking. The County's RSP calculator and draft model code, however, show that a developments parking demand varies depending on each residential unit's bedroom count. Fehr & Peers' application of the RSP Calculator in Kirkland resulted in a parking rate based on the number of bedrooms for each unit and calculated as follows:

TABLE 1 - RSP Calculator Rate

	Unit Type			
	Studio	**1-Bedroom**	**2-Bedroom**	**3-Bedroom +**
Parking Rate	1.0	1.1	1.4	1.5

In a separate exercise, the RSP calculator was applied to the project sites to test the model's predicted parking utilization rate. This predicted parking rate was compared to the actual collected Kirkland parking utilization data (see Attachment 1, Tables 1-3 'Predicted Utilization' and 'Observed Utilization' rows). Fehr & Peers found that the RSP Calculator predicted parking utilization fairly accurately to within +/- 15% of the observed parking demand. To account for this margin of error at the high end, Fehr & Peers took a conservative approach by *increasing* the base parking rate by 15% (a buffer) used in determining the rates in Table 1 above (see page 7, Attachment 1). The increased base parking rate was then applied for each unit type and rounded to the nearest tenth resulting in the proposed parking requirements in Table 2 below.

TABLE 2 - Revised Rate based on Kirkland Parking Utilization Data

	Unit Type			
	Studio	**1-Bedroom**	**2-Bedroom**	**3-Bedroom +**
Proposed Parking Rate (including 15% buffer)	1.2	1.3	1.6	1.8

Attachment 1, Table 3 of the Fehr & Peers report, shows that applying the unit-type based approach to CBD developments provides an adequate parking supply to meet the parking demand for all developments, with only Site 18 - Tiara de Lago being the exception.

These parking rates are recommended in all zones where multi-family uses are allowed except for zoning districts where parking is determined on a case-by-case basis (certain zones in the North Rose Hill Business District, Totem Lake Business District, and Yarrow Bay Business District).

Updated Visitor Parking Requirement

As mentioned previously, the general characteristic of residential parking is that all residents are not accounted for until after 10 p.m. Prior to 10 p.m. a percentage of residents are not home. As a result, visitor parking demand prior to 10 p.m. typically should not exceed the on-site parking supply.

To help understand visitor parking concerns, staff sent out a questionnaire to 35 property managers and/or developers that have either participated in the RSP parking counts or have been contacted regarding this project. Staff received 12 completed questionnaires (see Attachment 3). The respondents confirmed that the peak demand for visitor parking is in the early evening hours, during the weekends, and during special events that may occur several

times a year (in the CBD). Generally, for the properties that responded, visitor parking is not a problem in terms of adequate supply with existing parking. Properties that did not reserve parking stalls specifically for residents and visitors did not have a visitor parking problem. An example of this would be the Bridlewood Apartments located at 13210 97th Avenue NE. The property contains 120 units and 189 surface parking stalls. Parking was provided at a rate of 1.58 stalls per unit.

Some noted that problems with adequate visitor parking supply arise when residents or other non-visitors park in stalls reserved for visitors. One property (Luna Sol on Slater Avenue NE in North Rose Hill) which has 37 parking stalls available for visitors when business are closed (evenings and on weekends), has observed visitors parking on the street instead of using the on-site stalls. Some of the property managers that had visitor parking complaints suggested an additional 7 to 10% parking stall increase to help meet visitor parking demand.

For additional background, Shared Parking 2nd Edition Table 2-2 recommends residential visitor parking at a rate of 0.15 stalls per unit (Source: Parking Generation, 3rd ed. (Washington, DC: Institute of Transportation Engineers, 2004). Using this visitor parking rate would result in adding approximately 9% of the required stalls as visitor parking (based on a 1.7 stall/unit base requirement).

The following is the proposed code language to require additional visitor parking stalls.

KZC Section 105.20.3 - In addition to required parking for medium and high-density residential uses, visitor parking shall be required as follows:

A. A minimum 10% of the total number of required parking spaces, calculated prior to any parking reductions, shall be provided for visitor parking and located in a common area accessible by visitors.

B. A detached or attached dwelling unit with an associated garage containing the required number of parking stalls is excluded from the visitor parking calculation required in subsection A above provided that the dwelling unit also has a driveway that meets the parking stall dimensional standards of this chapter and the driveway be used to provide visitor parking for that dwelling unit.

C. Visitor parking stalls shall not be leased or assigned to residents.

D. Visitor parking stalls shall not be gated and shall be accessible to visitors between 6:00 a.m. and 11:00 p.m.

To note, the requirement for additional visitor parking is not supported by the collected parking data and is a greater parking requirement than shown with the parking data. The data already included peak parking demand information when establishing the parking rates in Table 2 in the previous section. Adding the above visitor parking requirement reflects a conservative approach (an additional buffer beyond the 15% noted above) to address the apparent need for additional visitor parking and the concern about additional spillover parking.

Parking Reduction in CBD – Close Proximity to Transit

Since the original code amendments contemplated allowing a parking reduction for all multi-family developments that are located near frequent transit routes in Kirkland, the Planning Commission was concerned about the effect of proposed transit cuts and asked for background information on this topic. For purposes of the RSP model, frequent transit is defined as service every 20 minutes or more frequently from approximately 7 a.m. to 6 p.m. during weekdays. Of the METRO bus routes in Kirkland, Routes 235, 245, and 255 are considered as 'frequent transit'.

At the October 23, 2014 Planning Commission deliberation meeting, staff updated the Planning Commission with a comprehensive summary of the proposed transit route revisions/cuts in Kirkland utilizing the information on King County METRO's website (see Attachment 4). To summarize, in April 2014 a number of Kirkland bus route revisions were proposed to go into

effect in several phases over the following year. Additional changes to the list were made in July 2014. The first round of changes went into effect more recently in September 2014.

In October 2014, according to the King County METRO website, the County Council delayed making a decision on the February 2015 service cuts. The webpage stated, "Financial policy issues, as well as the need for any additional bus service cuts, will be determined as part of the Council budget deliberations taking place over the next several weeks." The following month, the County Council adopted the 2015-2016 county budget on November 17, 2014 which ended up maintaining the current level of service for the next two years (see http://metro.kingcounty.gov/am/future/).

The RSP Model Code prepared by King County METRO, included an option to reduce multi-family parking requirements by 25% to 50% based on the proximity of frequent transit. However, the analysis of the Kirkland parking dataset by Fehr & Peers did not find a substantial correlation between the close proximity of frequent transit and a reduced demand for parking for multi-family properties.

Fehr & Peers, however, did identify a data-based approach that could be reasonably applied in Kirkland. According to Fehr & Peers, research has shown that most people are willing to walk 1,200 to 2,600 feet to use frequent transit. This translates into a 5 to 15 minute walk. Given this information, it is reasonable to adjust the RSP calculator by increasing the transit score for properties within ½ mile of frequent transit to reflect the availability of nearby transit. The transit scores for such properties were adjusted as if the properties were adjacent to the transit stop. Table 4 of the Fehr & Peers memo (see Attachment 1) took several of the eligible Kirkland sites and applied this methodology. The RSP calculator results show that parking utilization decreases by 15 and 20 percent for the two sites that were analyzed.

Given the City's goals to encourage mixed-used development and promote other modes of transportation, the Planning Commission asked staff to pursue this approach, but limit it to the CBD given that the Downtown Kirkland Transit Center had the most options in terms of destinations served by frequent transit (see Attachment 5) and to condition such a reduction on the requirement of a parking covenant to include a bus pass subsidy. The proposed amendments were written to apply only to apartment developments and accomplish the following:

- Have the owner of the property (other than tenants in the case of condominiums) provide the transit pass subsidy.
- Given the limited number of passes, have a priority system for distributing the passes to those who do not own a car, then 1-car, and so on.
- Have the subsidy available to tenants for the life of the project.
- Keep the subsidy program language general so that there is flexibility in the choice of program used.

Staff had concerns regarding implementation of the transit subsidy program for condominiums given the change of ownership to multiple owners. Concerns/questions included:

- How much money should be put into the account initially? When?
- What if the account runs out of money or is used for other purposes?
- Who is responsible for adding funds to the account?
- Who should manage the account? City or the home owners association?
- How should violations be enforced? Are the condo owners responsible?

Similar concerns were expressed by the public, especially regarding the ability for condo associations to manage such a program and enforce on potential violations. An example of this concern can be found in an email to the City from Ms. Bea Nahon (see page 39, Attachment 8).

The Planning Commission, in its recommendation, decided to include language that would expand the parking reduction option to condominium developments. See the 'Planning Commission Recommendation' section below for details on this change.

Changes to Parking Modification Requirement

KZC Section 105.103.3.c. contains provisions by which an applicant can request to reduce the parking requirement based on a parking demand study.

Given the large amount of data and transportation consultant expertise used to arrive at the proposed parking requirements, staff recommended that future parking modifications for multi-family uses be held to the same standard and methodology used with this project. Therefore, the results of any future parking demand studies would also be required to provide the same 15% buffer and the same visitor parking standards. The proposed code language below consists of entirely new text and would be incorporated into KZC Section 105.103.3.c.

> *For multi-family parking modifications, the parking demand rate result shall be increased by 15% to account for the variation in multi-family parking demand and shall be subject to the visitor parking requirements in KZC Section 105.20.3.*

Comparison with Nearby Jurisdictions

The following table shows how the proposed changes compare with the general multi-family parking requirements of neighboring jurisdictions.

TABLE 3 – General Multi-Family Parking Comparison

Jurisdiction	General MF Parking Requirement	MF Visitor Parking Requirement	Parking Reductions Allowed?	General City Comments
Kirkland	***Proposed:*** 1.2 stalls/studio 1.3 stalls/one-bedroom 1.6 stalls/two-bedroom 1.8 stalls/three-bedroom	***Proposed:*** Increase base parking requirement by 10% and set aside for visitor parking	***Proposed:*** Yes – but increase parking study result by 15% to reflect methodology with this project.	
Bellevue	1.2 stalls/studio & one-bedroom 1.6 stalls/two-bedroom 1.8 stalls/three-bedroom	No requirement	Yes - Based on parking demand study.	- Code in effect since approx. 1984 - Standard appears adequate - Have received complaints from neighborhoods regarding lack of a visitor parking requirement
Redmond	1.2 stalls/studio 1.5 stalls/one-bedroom 1.8 stalls/two-bedroom 1.8 stalls/three-bedroom	No requirement	Yes - Based on parking demand study and/or approved Transportation Demand Program	- Standard appears adequate - Code in effect since approx. 1986
Bothell	2 stalls/dwelling unit	1 stall/ 5 units	Not allowed	- Code in effect since at least 1996

HOUGHTON COMMUNITY COUNCIL RECOMMENDATION

The Houghton Community Council concurred with the proposed amendments with the following revisions and/or deletions (see Attachment 6 for the Community Council's entire recommendation):

- A 1.8 stall/two-bedroom unit parking requirement instead of the recommended 1.6 stall/two-bedroom unit
- A 15% visitor parking requirement instead of the recommended 10%

- Do not support the recommended 15% parking reduction for multi-family projects within ½ mile of the Downtown Kirkland transit center (this area is outside the HCC disapproval jurisdiction).

PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommends approval of the proposed amendments with the one revision summarized below (See Attachment 7 for the Commission's entire recommendation):

- No changes to the proposed:
  - Parking requirements based on bedroom type
  - Visitor parking requirement
  - Parking modification requirement
- Make available the option to reduce the parking requirement when close to frequent transit to condominium developments

In making its recommendation, the Planning Commission asked for information that compares the proposed parking requirements with previously approved parking modifications. Also included in the comparison are two projects in the North Rose Hill Business District for which parking was required to be determined on a case-by-case basis (Luna Sol and Slater 116). The Luna Sol and Slater 116 projects had the lowest residential parking per unit rate because of the shared parking and mixed-use nature of the projects.

The results, shown in Attachment 8, indicate that the proposed parking requirements provide a similar or slightly higher supply as compared to what was approved with the parking modifications. The information supported several of the Commissioners' assumptions that the code changes are essentially codifying the results of parking modifications over the years. On average, the proposed parking amendments would require 1.53 stalls/unit including visitor parking. The parking modifications approved by the City have required on average 1.32 stalls/unit including visitor parking.

To expand on the last bullet point item above, during the Planning Commission's deliberation following the public hearing, one of the Commissioners introduced language that would make the parking reduction option also available to condominium developments, instead of only being available to apartment developments. This change would require a shift of the financial transit pass subsidy responsibility from the developer/owner to the Home Owners Association once it is established.

The Planning Commission acknowledged that this would be an acceptable solution since it would result in an approach that will be similar to apartment developments, given that the financial responsibility of the subsidy would realistically be passed onto the tenants in the form of increased rents. Condominium owners would be also bound in perpetuity, similar to apartments with this approach. The following is the updated code language as recommended by the Planning Commission:

> *KZC Section 105.20.4 - The number of required parking stalls for a development consisting of detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located with ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:*
>
> *A. The owner to provide annual and regional two-zone transit passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and*

approval that specifies the distribution of the bus passes or equivalent subsidy, method for communicating the opportunity to residents, and a method to report on pass distribution to the City. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.

For condominium developments, the owner and/or developer prior to establishing the condominium, shall establish and initially fund an account to meet the requirements of this section which shall be later funded and managed by the Home Owners Association.

The requirements of this section shall be stated in the Home Owners Association Covenants, Conditions, and Restriction's and cannot be modified and amended without the written authorization from the City. The statement shall be reviewed and approved by the City prior to issuance of the Certificate of Occupancy for the development.

B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.

C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.

D. Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

Previous Meetings

Kirkland's project to update multi-family parking requirements, kicked-off on November 21, 2013 with an afternoon meeting with the City Council Planning & Economic Development Committee followed by a joint study session with the Planning Commission and Houghton Community Council later that evening.

The following table summarizes all of the meetings for the project.

DATE	MEETING

November 21, 2013	**City Council Planning & Economic Development Committee**
	• *Project Introduction*
	• *Feedback:*
	  ○ *Context based approach to parking is good (set base rate then adjust according to various factors such as transit availability and unit type)*
	  ○ *Additional background information regarding parking data needed*

November 21, 2013	**PC & HCC joint study session**
	• *Project Introduction*
	• *Feedback:*
	  ○ *Context based approach to parking is good*
	  ○ *Do not pursue market-based approach where the developer sets minimum parking requirement*
	  ○ *Additional background information regarding parking data needed*

May 7, 2014	**Parking pricing and management meeting** • *Discussion on how parking is priced and how managing parking affects parking demand*
May 14, 2014	**Kirkland Alliance of Neighborhood meeting** • *Project introduction* • *Questions and answers*

May 19, 2014 **Moss Bay Neighborhood Association meeting**
- *Project introduction*
- *Questions and answers*

May 22, 2014 **PC & HCC joint study session**
- *Explore further parking requirements based on unit types (no. of bedrooms) and proximity to frequent transit*
- *No support for reducing parking by requiring unbundling parking pricing from housing costs. In general, did not want City involved with managing parking.*

June 26, 2014 **PC & HCC joint study session**
- *Agreement to calculate parking requirements based on unit type (no. of bedrooms)*
- *Provide at the public hearing:*
  - *An option for a higher parking requirement for units with 2+ bedrooms*
  - *Information regarding CBD parking rates and how it relates to parking utilization data*
  - *Additional information regarding visitor parking use*
  - *Code language for allowing a parking reduction when in close proximity to frequent transit*

August 13, 2014 **Kirkland Alliance of Neighborhood meeting**
- *Project update*
- *Questions and answers*

August 28, 2014 **PC & HCC public hearing**
- *Conduct public hearing*
- *Take public testimony*
- *Keep record open for written public comment until September 25, 2014*
- *Requested the following for upcoming deliberation:*
  - *Clarification on project goals*
  - *Respond to questions on King County data*
  - *Revised code language that clearly states that visitor parking is being required in addition to the base number of parking spaces*
  - *Clarification that a sunset clause is not associated with Kirkland's project*
  - *Additional analysis for smaller projects and associated parking utilization*
  - *Background information regarding the Public Works project to evaluate parking in Downtown Kirkland and provide options for additional public parking and way-finding*

September 8, 2014 **Juanita Neighborhood Association meeting**
- *Project update*
- *Questions and answers*

September 17, 2014 **Market Neighborhood Association meeting**
- *Project update*
- *Questions and answers*

September 22, 2014 **HCC deliberation & recommendation to PC**
- *Deliberations*
- *Recommendation to PC (see Attachment 6)*

September 25, 2014 **PC deliberation**
- *Deliberations*
- *Requested the following for further deliberation:*
  - *Clarification on policy and goal support*
  - *Comparison of previously approved parking modifications with proposed parking requirements*
  - *Code language that would include condominiums as part of the transit related parking reduction option*
  - *Additional King County METRO route change info*

October 23, 2014 **PC deliberation & recommendation to City Council**
- *Deliberations*
- *Recommendation to City Council (see Attachment 7)*

The meeting packets for the Planning Commission and Houghton Community Council can be found online at under their respective meeting dates:

http://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/Planning_Commission.htm

Audio for the Planning Commission and Houghton Community Council can be also be found online by their respective meeting dates:

http://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/Planning_Commission/PCMeetingArchive.htm

PUBLIC INPUT

Notice of the public hearing was posted on the City's 'Planning Public Notices' website and distributed via the associated listserv. It was also distributed to the Kirkland Neighborhood E-Bulletin, Kirkland Reporter, Kirkland Alliance of Neighborhoods (KAN), Kirkland Developer's Partnership Forum listserv, Chamber of Commerce, and individuals interested in this project. In addition, a project webpage was created along with an associated email listserv for interested parties.

Throughout the code amendment process, a large number of public comment emails were received by the City. In general, the public comment expressed concern as follows:

- Spillover parking would be increased
- Concern with the collected parking data
- Lack of dependable transit
- Keep in mind the effect of a reduced parking supply and its potential cumulative negative effect
- Need to consider visitor parking
- Not all destinations are served by transit
- Households that use transit for work still need a car for other activities and therefore parking is still needed
- Mixed-use developments have a high parking demand in the early evening hours
- Additional density will happen to meet growth management goals but need to be careful with parking
- Multi-family developments have different family types and dynamics
- Condominiums need to be included in the study
- How parking pricing is managed should not be regulated by the City
- Need to consider changing demographics and diverse population
- Maintain Kirkland as an attractive place to live
- Mixed-use projects should be included in the study
- Need to figure in lack of on-street parking
- Popular businesses/restaurants can take up majority of parking stalls for mixed-use developments
- Having a surplus of parking sometimes can be good

While the majority of comments expressed concern for reducing the City's multi-family parking requirement, there were several citizens that supported the 'right-size' parking approach and provided thoughts on how to improve upon the proposed amendments. Their comments are summarized as follows:

- Having adequate parking is a good goal
- On-street and shared parking should be options for providing parking
- The City's 1.7 stall per multi-family unit makes projects economically unfeasible
- Proposed amendments are still too high - no data to support additional guest parking requirement
- Right sizing parking also requires efficient management of parking
- Be more creative in finding ways to utilize vacant stalls that might be reserved or associated with units
- Proposed requirements are too high for a downtown area
- Desire to reduce carbon footprint and traffic congestion

Public comment was also received after the Planning Commission and Houghton Community Council's deliberation and final recommendation on the proposed changes. All of the public comments have been included in Attachment 9.

In response to citizen concerns that street parking was not included in the analysis, staff looked back at the sites analyzed by Fehr & Peers to see if anything could be gleaned from the existing information (see Tables 1 to 3, Attachment 1). On further review of the data, on-street parking data were collected for seven of the sites. Further, the 24 sites could be placed into three categories related to availability of street parking along with an average observed parking utilization rate determined based on existing information (see Attachment 10). A brief summary is provided below:

1. Sites where adjacent on-street parking is not available (5 sites) – 1.41 stalls/unit average observed utilization
2. Sites where street parking was included in the counts (7 sites) – 1.35 stalls/unit average observed utilization
3. Sites where street parking is available but was not included in counts) (12 sites) – 1.18 stalls/unit average observed utilization

Based on this further analysis of the data, it appears that there is a trend that shows that onsite parking use decreases with the availability of street parking. However, the average parking supply, based the proposed parking requirement, was found to still exceed the worst case scenario: projects with no available on-street parking. The proposed 10% visitor parking requirement still needs to be factored in and would provide additional parking supply. If people do not park onsite it could be a result of the property's parking management system or reflect personal choice for some to park on the street. As proposed, the amended parking requirements would provide adequate onsite parking.

ALL CODE CHANGES

All of the recommended code amendments, in redline format, have been provided in Attachment 11 for reference.

SEPA COMPLIANCE

A Determination of Nonsignificance (DNS) was issued on August 8, 2014. The DNS fulfills the environmental requirements for the proposed changes.

QUESTIONS FOR COUNCIL CONSIDERATION

1. Does the Council need any additional information or analysis?
2. What does Council think of the base multi-family parking requirement unit-type based approach?
   - 1.2 stalls/studio unit
   - 1.3 stalls/1-bedroom unit
   - 1.6 stalls/2-bedroom unit
   - 1.8 stalls/3-bedroom unit
3. Should parking requirements be established in the YBD 1 zone (Transit Oriented Development site at South Kirkland Park & Ride) and zones in the North Rose Hill Business District and Totem Lake Business District where multi-family parking is currently determined on a case-by-case basis?
4. What does Council think of increasing the base minimum parking requirement by 10% and requiring these stalls be set aside for visitor parking?

5. What does Council think of providing an option to reduce required parking for multi-family developments by 15% if located within ½ mile of the Downtown Kirkland Transit Center with an approved parking covenant that includes a transit subsidy?

6. What does Council think of revising the criteria for multi-family parking modifications to reflect the parking approach outlined in the memo?

7. Does the Council want to consider other potential changes to the parking modification process such as the role of on-street parking in the calculations or eliminating the modification process if city-wide standards are adopted?

8. Are there any other policy questions the Council wishes to consider related to multi-family parking requirements?

ATTACHMENTS

1. Fehr & Peers Memorandum dated June 18, 2014
2. Parking Comparison Table
3. Property Manager Questionnaire Results
4. METRO Bus Route Changes Summary
5. METRO Bus Route Map
6. Houghton Community Council Recommendation dated September 25, 2014
7. Planning Commission Recommendation dated December 8, 2014
8. Parking Modification Chart
9. Public Comment
10. Street Parking Comparison Chart
11. All Redlined Code Changes

FEHR PEERS

MEMORANDUM

Date: June 18, 2014

To: Jon Regala, City of Kirkland

From: Chris Breiland, Justin Resnick, and Don Samdahl, Fehr & Peers

Subject: Right Size Parking Web Calculator Estimates in Kirkland

SE12-0248

OVERVIEW

The Right Size Parking (RSP) Web Calculator is a tool to assist transportation and land use planners in King County understand how multifamily residential parking utilization varies under different urban contexts, transit service levels, parking pricing schemes, and development programs (number of bedrooms per unit, rents, etc.). The intent of the web calculator is to provide planners with more information than traditional national parking data sources when developing and updating parking codes to reduce the oversupply of multifamily parking in the county. Given that the web calculator was developed using county-wide data, the Kirkland Planning Commission and Houghton Community Council were interested in better understanding how the tool matched observed multifamily parking utilization in Kirkland. In this memo, we compare the results of the web calculator to the observed parking utilization rates collected at 24 multi-family developments around the City of Kirkland over the last several years. Additionally, several observations from Redmond's Overlake area are included in the analysis.

General Findings

Overall, the RSP web calculator is estimating parking utilization accurately for most of the selected sites in Kirkland, with 20 of 24 sites within a 15 percent level of error. We do note, however, a slight tendency for the model to under-predict utilization. **Tables 1** through **3** below display the detailed inputs and output of the RSP Web Calculator compared to the observed parking utilization rates at the buildings. Table 1 presents the results of the original RSP data collection effort. Table 2 presents the new data collected as part of the Kirkland RSP Pilot project, which is collecting additional information specific to Kirkland. Table 3 contains parking utilization observations from multifamily projects in Downtown Kirkland that were collected as part of other transportation studies in the City. Note that since the data in Table 3 was not collected as part of the Right Size Parking Project, much of the input data for the RSP model was estimated based on similar observed data and should be taken into consideration when reviewing the results.

Table 1. Original RSP Web Calculator Kirkland Study Sites Results

Input	Output

Right Size Parking: Web Calculator										
Neighborhood:	Bridle Trails	Lakeview	Totem Lake	Totem Lake	S. Juanita	S. Juanita	S. Juanita	S. Juanita	Moss Bay	N. Rose Hill
				2012 Counts						
Variables	**Site 1**	**Site 2**	**Site 3**	**Site 4**	**Site 5**	**Site 6**	**Site 7**	**Site 8**	**Site 9**	**Site 10**
Studio Units	0	0	0	47	23	0	87	0	22	12
1 Br Units	32	106	59	105	92	6	207	217	89	19
2 Br Units	75	146	112	39	48	9	72	204	43	13
3+ Br Units	0	34	27	0	0	0	0	47	0	0
Studio Rent	$0	$0	$0	$815	$1,140	$0	$1,023	$0	$1,195	$1,042
1 Br Rent	$1,267	$1,845	$1,005	$900	$1,224	$1,263	$1,473	$1,088	$1,617	$1,203
2 Br Rent	$1,591	$2,420	$1,206	$1,020	$1,414	$1,508	$2,095	$1,505	$2,106	$1,573
3+ Br Rent	$0	$3,400	$1,402	$0	$0	$0	$0	$1,876	$0	$0
Avg. Sqft per Unit	845	1,011	952	649	649	1,165	828	822	838	801
Affordable Units	0	0	0	0	0	0	56	0	0	4
Mo. Parking Cost	$0	$40	$0	$0	$0	$0	$83	$0	$50	$50
Population	63,598	58,381	66,591	39,192	71,375	71,374	70,958	68,972	64,791	66,165
Jobs	44,800	50,524	36,766	36,209	31,488	31,963	32,132	39,340	39,946	41,514
Transit Service	1,248	1,228	1,277	1,311	1,225	1,269	1,299	1,160	1,264	1,238
Predicted Utilization	**1.28**	**1.31**	**1.28**	**1.20**	**1.20**	**1.30**	**1.00**	**1.31**	**1.16**	**1.06**
Observed Utilization	**1.50**	**1.38**	**1.31**	**1.12**	**1.13**	**1.07**	**0.64**	**1.35**	**0.90**	**1.25**
Percent Error	**-15%**	**-5%**	**-3%**	**7%**	**6%**	**22%**	**56%**	**-3%**	**29%**	**-15%**
Supply Using Model Code*	**1.53**	**1.53**	**1.55**	**1.34**	**1.38**	**1.50**	**1.35**	**1.49**	**1.38**	**1.58**
Supply Using Current Code	**2.20**	**2.50**	**2.20**	**2.20**	**2.20**	**2.20**	**2.20**	**2.20**	**1.45**	**2.20**
Actual Supply	**2.10**	**1.52**	**1.50**	**1.32**	**1.50**	**2.80**	**0.90**	**1.89**	**1.22**	**1.81**

See Page 7 for Model Code Details

Highland Park
421 Kirkland Ave.

Park Terrace
808 2nd Ave

Houghton Court
6719 106th Ave NE

Affinity
11308 124th Ave NE

Sancerre
12648 NE 144th St

Portsmith
108 2nd Ave S

Wild Glen
9927 NE 144th Ln

Table 2. New RSP Kirkland Pilot Study Site Results

Input	Estimated	Output	Condo

Right Size Parking: Web Calculator							
				2014 Counts			
Variables	**Site 11**	**Site 12**	**Site 13**	**Site 14**	**Site 15**	**Site 16**	**Site 17**
Studio Units	0	0	0	0	0	0	0
1 Br Units	2	4	0	0	54	45	0
2 Br Units	2	10	24	16	81	108	48
3+ Br Units	2	0	0	20	0	0	24
Studio Rent	$1,043	$1,043	$1,043	$1,043	$1,043	$1,565	$1,043
1 Br Rent	$1,288	$1,288	$1,288	$1,288	$1,288	$1,933	$1,288
2 Br Rent	$1,644	$1,644	$1,644	$1,644	$1,644	$2,466	$1,644
3+ Br Rent	$2,226	$2,226	$2,226	$2,226	$2,226	$3,339	$2,226
Avg. Sqft per Unit	1,012	1,002	936	1,054	796	1,098	1,173
Affordable Units	0	0	0	0	0	0	0
Mo. Parking Cost	$0	$0	$18	$0	$0	$0	$0
Population	63,225	66,653	66,271	64,588	61,998	61,711	70,440
Jobs	40,373	38,836	39,207	41,587	31,079	39,327	25,701
Transit Service	1,298	1,263	1,264	1,291	1,240	1,291	1,138
Predicted Utilization	**1.33**	**1.30**	**1.29**	**1.38**	**1.32**	**1.35**	**1.51**
Observed Utilization	**0.80**	**1.40**	**1.50**	**1.70**	**1.30**	**1.20**	**1.50**
Percent Error	**66%**	**-7%**	**-14%**	**-19%**	**1%**	**12%**	**1%**
Supply Using Model Code*	**1.58**	**1.53**	**1.63**	**1.73**	**1.50**	**1.53**	**1.69**
Supply Using Current Code	**2.20**	**2.20**	**2.20**	**2.20**	**2.20**	**2.20**	**2.50**
Actual Supply	**1.50**	**1.64**	**1.75**	**2.08**	**1.56**	**1.72**	**2.31**

See Page 7 for Model Code Details

Tiara de Lago 210 Market St	Waterview 220 1st Street	Brezza 225 4th Ave	Portsmith 108 2nd Ave S	Plaza on State 102 State St	Kirkland Central 211 Kirkland Ave	Watermark 530 2nd Ave

Table 3. Data Collected for Downtown Kirkland Developments Through Other Studies

Input	Estimated	Output	Condo

Right Size Parking: Web Calculator							
	2006 Counts					March 2014 Counts	
Variables	**Site 18**	**Site 19**	**Site 20**	**Site 21**	**Site 22**	**Site 23**	**Site 24**
Studio Units	0	0	0	0	0	0	0
1 Br Units	0	17	27	45	45	78	17
2 Br Units	13	31	48	108	36	32	43
3+ Br Units	0	0	0	0	0	0	0
Studio Rent	$1,565	$1,043	$1,043	$1,565	$1,043	$1,043	$1,565
1 Br Rent	$1,933	$1,288	$1,288	$1,933	$1,288	$1,288	$1,933
2 Br Rent	$2,466	$1,644	$1,644	$2,466	$1,644	$1,644	$2,466
3+ Br Rent	$3,339	$2,226	$2,226	$3,339	$2,226	$2,226	$3,339
Avg. Sqft per Unit	1,711	1,034	1,324	1,098	1,106	1,012	1,012
Affordable Units	0	0	0	0	0	0	0
Mo. Parking Cost	$0	$0	$0	$0	$0	$0	$0
Population	61,383	62,412	62,412	61,711	62,412	62,120	64,297
Jobs	37,969	38,187	38,187	39,327	38,187	39,379	40,439
Transit Service	1,294	1,293	1,293	1,291	1,293	1,364	1,389
Predicted Utilization	**1.47**	**1.29**	**1.33**	**1.35**	**1.27**	**1.17**	**1.26**
Observed Utilization	**1.92**	**1.31**	**1.27**	**1.17**	**1.24**	**1.23**	**1.30**
Percent Error	**-23%**	**-1%**	**5%**	**15%**	**2%**	**-5%**	**-3%**
Supply Using Model Code*	**1.63**	**1.51**	**1.51**	**1.53**	**1.44**	**1.39**	**1.53**
Supply Using Current Code	**2.10**	**1.75**	**1.74**	**1.81**	**1.54**	**1.39**	**1.82**
Actual Supply	**2.23**	**1.81**	**1.83**	**1.72**	**1.59**	**1.89**	**1.90**

See Page 7 for Model Code Details

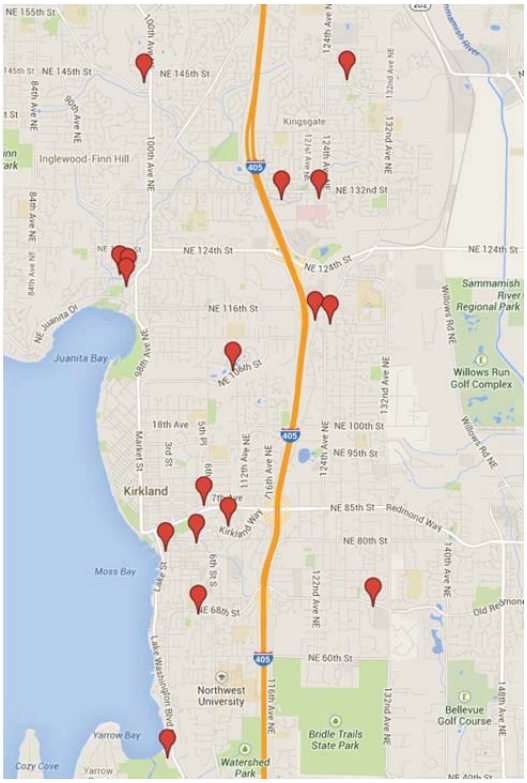
Model Inputs and Urban Form

To estimate parking utilization, the web calculator uses the number of units in a building, the number of bedrooms in each unit, the rental price, unit square footage, number of affordable units, monthly cost for parking, which are specific to each building. It also includes three characteristics of the location of the building to approximate urban form and available transportation choices available to residents of each development – population density, job density, and transit service/accessibility. Of the three location characteristic variables, the model is most sensitive to the transit service score, which does not vary substantially across the sample set of multifamily developments. Tables 1 through 3 summarize the range of input variables and Figure 1 shows the approximate locations of the multifamily sites.

Note that Table 2 has estimated data on rental rates. To facilitate the collection of data for the RSP Pilot Project, the project team elected to not collect rental rate information since this sensitive information can reduce property owner's willingness to participate in the study. This lack of rental data was not considered to be a major issue since rental rates are only marginally related to parking utilization. For example, if the rental price were 50 percent higher at Site 12, the RSP model forecasted parking utilization would increase by 0.04 stalls per unit, or about 3 percent. To fill in this missing data, the average rental rate from the other observed properties was input, with two exceptions as noted below. Additionally, rental rates are not applicable to condominium units. Therefore, rental rates are always estimated for condos. Table 3 has additional estimated data since the earlier studies did not collect information with RSP in mind. The studies did collect information about the number of bedrooms per unit, which was used to estimate the number of one versus two bedroom units in each development.

The lack of variability in transit scores shown in Tables 1 through 3 was surprising given that the surveyed sites are scattered throughout the city in locations like Downtown and Totem Lake and other areas that have less transit. The results of the investigation indicated that there is a fair degree of transit service score variation across the city, ranging from about 1,100 in Finn Hill (which represents an area with very little transit service) to more than 1,600 at the Kirkland Transit Center. However, most arterial corridors where the apartments are located in the City have a score of 1,250-1,300. In looking at Downtown Kirkland, the transit score decreases rapidly to about 1,300 by the time you are 2 blocks from the Transit Center. We also evaluated the 108th Avenue NE corridor, which is where King County Metro Route 255 travels. For the parcels that are immediately adjacent to the bus stops, the transit score is approximately 1,500, but if you travel 200 feet away from the bus stop, the transit score is about 1,250. This change in transit score can have a substantial impact on parking utilization estimates. For example, Site 9, which is in Downtown Kirkland, would have a RSP estimated utilization of 0.9 if it had a transit score of 1,500 as opposed to 1,264, making the estimated value closer to the observed value. This finding indicates that in certain transit rich environments, the web calculator may be overestimating parking utilization. Given that research on pedestrian access to transit indicates that most people are willing to walk 1,200-2,600 feet to reach frequent transit (which translates into a 5-15 minute walk), it is reasonable to manually adjust the RSP web model to more accurately consider the availability of high quality transit service in portions of Kirkland. For example, planners may wish to test a site's sensitivity to the model's range of transit scores within a couple of blocks to develop a more robust estimate of parking demand in locations like Downtown, Totem Lake, South Kirkland, or along frequent transit routes, like 255, 234/235, and 245. A recommended practice to applying a transit score adjustment is suggested at the end of this memo.

Figure 1. Kirkland Study Site Locations



Individual Site Observations

As shown in Tables 1 through 3, four sites have high levels (shaded in gray) of error that are likely due to specific and generally explainable circumstances.

Sites 6 and 11 only have fifteen and six units in total, respectively, and therefore these sites have a small sample size for measuring parking occupancy on a given day. If two additional vehicles had been present on the day of observation at Site 6, then the web calculator estimate would be within ten percent error. Site 7 is another outlier. This building charges $83 per month for parking, which is much higher than the other sites. Given the availability of street parking in the vicinity, it is possible that the high price of parking is resulting in spillover to the neighboring streets, where parking is free and generally unrestricted. The RSP model substantially under-predicts parking utilization at Site 18 (23 percent error). This site is small and to be conservative, the City included the utilization of three adjacent on-street stalls in the parking utilization total. However, even without these on-street spaces included, the utilization per unit would be about 1.65, which is considerably higher than any other apartment or condo in downtown Kirkland. The RSP model does predict higher than typical utilization for this condo, in part due to the large unit sizes. The average "rent" was also increased since the King County Assessors database indicated that these units are quite expensive ($500k-$1,000k). There is a chance that there was an event the day the count was taken, which could have increased the demand, but there are no

other clear explanations for the high demand at this site. Due to the particular characteristics of these four locations, these sites are considered unique outliers that are outside of the range of the model's ability to predict.

The web calculator also overestimates parking utilization at Site 9, which is located in downtown Kirkland and features a number of studio apartments. As described above, the walkable character and good transit accessibility of the location may be dampening the demand for parking for this type of apartment complex. There is anecdotal evidence that younger and older residents who live in smaller units in transit-rich areas tend to have considerably lower car ownership rates than other residents. It is notable that the condominium sites in downtown (largely shown in Table 3) are, for the most part, accurately predicted by the RSP web calculator. Given that most other downtown Kirkland sites are accurately predicted by the RSP web calculator, Site 9 is considered an outlier, but one that is worthy of additional monitoring given the trend to build smaller units in transit-rich areas.

Redmond Overlake Sites

The City of Kirkland obtained similar RSP observations from the City of Redmond, which is undergoing a similar analysis of parking standards throughout the city. Three sites from Overlake were featured in a recent document prepared for the City by the RSP consultant team. The analysis of the site data indicated the following:

- Overlake Village: Observed Utilization = 0.93 per unit
- Overlake Employment (Microsoft Area) = 0.99 per unit
- Overlake Residential: 1.07 per unit

A review of the RSP web calculator estimates for these areas were generally in-line with the observed utilization above. When the RSP team audited the performance of the RSP web calculator for Redmond (similar to what was done with Kirkland), similar results were found. Specifically, the RSP web calculator is generally accurate, with a few outliers both above and below the RSP estimate. Note that the observed utilization rates in Overlake Village and the Overlake Employment area are quite a bit below what was observed in Kirkland. The major difference between the two areas is the very high employment density in Overlake. The area most like Overlake in Kirkland is around the South Kirkland Park and Ride, which has fairly high employment densities (although lower than Overlake) and similar population densities.

Conclusions and Recommendations

The Right Size Parking Web Calculator generally predicts parking utilization around the City of Kirkland accurately, with most sites within +/-15 percent of the observed value. Based on the regional nature of the web model, some discretion may be necessary when applying the model in Kirkland, particularly when taking into consideration some of the subtler variations in urban form, pedestrian character, and transit service throughout Kirkland.

Specifically, the Planning Commission and Houghton Community Council raised questions about the following issues:

- Are the RSP team's recommended parking adjustments by unit type supported by the data?

  The unit type adjustments are summarized below along with the method for developing the adjustments.

  - Studio: .93 x base
  - 1 bed: base
  - 2 bed: 1.25 x base
  - 3+ bed: 1.39 x base

  The adjustments identified above were developed through the following methodology:

  1. Calculate the "base" parking utilization by inputting a hypothetical development in Kirkland (based on a citywide average of all RSP web model input data) with only one-bedroom units.

  2. Calculate parking utilization for other unit types. As was done with the one-bedroom units, hypothetical developments with only studio, two-bedroom, and three-bedroom units were entered into the RSP web model.

  3. Calculate the ratio of non-base to base parking utilization for each unit type. The parking utilization for the hypothetical studio, two-bedroom, and three-bedroom developments was divided by the one-bedroom base case. For example:

     Studio Unit Type Adjustment = 93 parking stalls utilized by hypothetical studio development / 100 parking stalls utilized by hypothetical one-bedroom development = 0.93

  4. Calculate the final base rate. The result of the RSP web model on the hypothetical one-bedroom development was an estimate of 1.11 parking spaces per unit. To account for the tendency for the RSP web model to slightly under-predict parking utilization in Kirkland, this initial estimate was increased by 15 percent, which rounds to 1.3 parking spaces per unit.

  Tables 1-3 show the parking supply that would result from applying the model code above when applying a base one-bedroom rate of 1.3 parking spaces per unit. This base was developed by using the RSP web calculator to estimate the demand for a hypothetical apartment complex with only one-bedroom units using average RSP web

model input data from across the entire city of Kirkland. As shown in Tables 1-3, this model code supply would be greater than the observed utilization in all but one case (Site 18, which is an outlier as described earlier). In many cases, the new supply would be close to the observed utilization and is considerably lower than the supply that would be developed using the current code.

- The RSP model code suggested a 25-50 percent reduction in the base parking minimum requirements if a multifamily development is within ½ mile of frequent transit (defined as service every 20 minutes or more frequently from roughly 7 AM to 6 PM during weekdays). Is this reduction justified by the analysis?

  It is important to note that the model code recommendations highlighted above were based on the RSP project team's review of best parking code practices across the country. Specifically, the cities evaluated that chose to make relatively substantial parking minimum reductions along high frequency transit lines tend to do so to support and encourage additional density along transit corridors. It is also important to recognize that the cities tend to reduce *minimum* requirements and not to establish parking maximum requirements. The goal is to facilitate those developers who feel there is a market to develop projects along transit lines with less parking and not to compel developers to provide less parking than they feel is justifiable given the market conditions.

  With the above context in mind, the analysis results of the Kirkland data are mixed. Of the 24 observed sites, 8 are located immediately along a frequent transit route and 10 others are generally within a quarter-mile of a frequent transit route. Of these 18 sites, the RSP model generally predicted parking utilization that was close to the observed values, even though the transit scores were generally not indicative of an area that has frequent transit service. As noted above, the RSP web model gives a transit score of about 1,500-1,600 for the area immediately around a bus stop, but the score is about 1,250 (which is the citywide average) for areas more than a few hundred feet from a stop. None of the observed sites were directly adjacent to a frequent transit stop, although the sites along the frequent transit lines were all within a short walk to a stop. As noted earlier, one site close to the Kirkland Transit Center was substantially over-predicted by the RSP web model, but other condos similarly close to the Transit Center were accurately predicted by the RSP web model.

  Based on these results, there is no direct evidence that multifamily properties currently along Kirkland's frequent transit routes have parking utilization rates that are substantially lower than the citywide average. Using this fact alone, one could argue that there is no justification to reducing the parking minimums along frequent transit corridors. However, given that most cities choose to reduce parking minimums along transit corridors to reflect greater transportation choices, support other planning goals, and encourage mixed-use development along corridors that have substantial investments in alternative travel modes, the project team feels that some sort of

parking minimum adjustment is reasonable for Kirkland. When applying the transit scores found at the stops along the frequent transit routes, the RSP web model's estimated parking utilization drops by about 20 percent. Therefore, a more data-based approach to reducing parking minimums along frequent transit routes in Kirkland suggests a reduction of base parking minimums of 20 percent within a ½ mile buffer around frequent transit routes. **Table 4** summarizes the results of applying the RSP transit score data for two sites in the RSP dataset. Site 3 is along Route 234/235 on Lake Washington Boulevard. Taking the average transit score of the four transit stops closest to the project indicates a transit score of 1,500. Site 9 is in downtown Kirkland near the Transit Center. The transit score at the Transit Center is 1,600. When these new scores are applied in the RSP web model, the parking utilization decreases by 15 and 20 percent, respectively for the two sites.

Table 4. Transit Adjustments Applied to Sites 3 and 9

Input	Estimated	Output	Condo

Right Size Parking: Web Calculator				
Variables	**Site 3**	**Site 3 Transit**	**Site 9**	**Site 9 Transit**
Studio Units	0	0	22	22
1 Br Units	106	106	89	89
2 Br Units	146	146	43	43
3+ Br Units	34	34	0	0
Studio Rent	$0	$0	$1,195	$1,195
1 Br Rent	$1,845	$1,845	$1,617	$1,617
2 Br Rent	$2,420	$2,420	$2,106	$2,106
3+ Br Rent	$3,400	$3,400	$0	$0
Avg. Sqft per Unit	1,011	1,011	838	838
Affordable Units	0	0	0	0
Mo. Parking Cost	$40	$40	$50	$50
Population	58,381	58,381	64,791	64,791
Jobs	50,524	50,524	39,946	39,946
Transit Service	1,228	1,500	1,264	1,600
Predicted Utilization	**1.31**	**1.13**	**1.16**	**0.94**
Observed Utilization	**1.31**	**1.31**	**0.90**	**0.90**
Supply Using Model Code*	**1.55**	**1.24**	**1.38**	**1.11**
Supply Using Current Code	**2.20**	**2.20**	**1.45**	**1.45**
Actual Supply	**1.50**	**1.50**	**1.22**	**1.22**

See Page 7 for Model Code Details

As described above, the unit-based approached to developing parking standards come much closer to matching observed utilization than the existing code. In all but one case, the unit-based approach accommodates the observed parking utilization, and in many cases with some additional room to spare. Using the unit-based approach could be a way to better match parking minimum requirements to utilization, but the RSP team would argue that minimum requirements would ideally be set at or *just below* observed utilization. This ensures that developers are not required to build parking stalls that never get used since they can always

build more than the minimum. However, setting parking minimums below observed utilization (even slightly so) may warrant additional on-street parking management by the City to ensure that short-sighted developers who do not price and manage their on-site demand well are not unduly impacting area residents and businesses. Based on the analysis of the data in the tables above (the 20 sites not identified as outliers) the average parking utilization in the city is 1.27 stalls per unit.

The transit adjustment to the parking code suggested in the document is not necessarily supported by the observed data, particularly for condominium units. If the City choses to elect this option, it may do so using similar logic to other cities that have a similar provision, which is to encourage additional density in transit corridors. This goal generally aligns with Kirkland's goals to encourage transit-supportive development and also matches King County Metro's Transit Service Guidelines. However, given that Kirkland does not appear to have as strong of a relationship between increased transit service and lower parking rates compared to other areas in the region, the City again may need to enact more strict on-street parking management in areas that have a transit service parking reduction.

PARKING COMPARISON BETWEEN FEHR&PEERS, MS. NAHON'S, AND KING COUNTY DATA SETS (updated bedroom counts) - JANUARY 13, 2015

Condo

Variables	Site 11 - Highland Park	Site 12 - Park Terrace	Site 13 - Houghton Court	Site 14 - Affinity	Site 15 - Sancerre	Site 16 - Portsmith	Site 17 - Wild Glen	Site 18 - Tiara de Lago	Site 19 - Waterview	Site 20 - Brezza	Site 21 - Portsmith	Site 22 - Plaza on State	Site 23 - Kirkland Central	Site 24 - Watermark
Predicted Utilization (F&P/King County*)	1.33	1.30	1.29	1.38	1.32	1.35	1.51	1.47	1.29	1.33	1.35	1.27	1.17	1.26
*Predicted Utilization (Bea info**)*						1.34	1.53			1.33	1.34			
*Predicted Utilization (King County***)*				1.38		1.34	1.53	1.47	1.29	1.39	1.34	1.26	1.17	1.27
Observed Utilization	0.80	1.40	1.50	1.70	1.30	1.20	1.50	1.92	1.31	1.27	1.17	1.24	1.23	1.30
Supply Using Proposed Code (F&P/King County*)	1.58	1.53	1.63	1.73	1.50	1.53	1.69	1.63	1.51	1.51	1.53	1.44	1.39	1.53
*Supply Using Proposed Code (Bea info**)*						1.51	1.73			1.50	1.51			
Difference from F&P/King County						-0.02	0.04			-0.01	-0.02			
*Supply Using Proposed Code (King County***)*				1.72		1.51	1.73	1.63	1.51	1.59	1.51	1.42	1.29	1.55
Difference from F&P/King County				-0.01		-0.02	0.04	0.00	0.00	0.08	-0.02	-0.02	-0.10	0.02

** Fehr & Peers estimate based on King County Assessors Data on unit types*

*** Info provide by Ms. Nahon from Condo declarations*

**** Actual unit type King County Data pulled from http://info.kingcounty.gov/assessor/DataDownload/default.aspx*

ATTACHMENT 3
FILE NO. CAM13-02032
VISITOR PARKING QUESTIONNAIRE

VISITOR PARKING QUESTIONNAIRE RESULTS
JUNE 17, 2014

Name of Development	Bridlewood Apartments	Corbella at Juanita Bay	Luna Sol LLC	Marina Heights	Montebello	Plaza on State	Tiara de Lago	The Watermark	Wild Glen	Juanita Creek	460 Central	Vision 5 and Tudor Manor
Address	13210 97th Ave NE	9536 NE 120th ST	11415 Slater Ave NE	136 Central Way	12000 131st LN NE	102 and 122 State Street	210 Market ST	530 2nd Ave	9934 NE 144th ST	9720 NE 120th PL	460 Central Way	Redmond, WA
How many parking stalls does this development have?	189	248	1-37 commercial space only; 38-94 residential space only.	48	203 open spaces, 140 carports, 118 garages	16	30	101	162	50 total stalls including tandem in parking garage. Stalls shared between residential and commercial space.	151	
Can you briefly describe how visitor parking is managed for the development?	Visitor parking stalls not reserved	Visitor parking stalls not reserved	Not reserved. Most visitors park along fence south of Luna Sol building. Additional visitor parking is in commercial spaces after hours: 5pm to 8am.	Street parking only for visitors	Visitor parking stalls not reserved	Visitor parking stalls reserved for guests of owners of the condominium.	Visitor parking not reserved. 1st come, 1st served	There are a few parking spaces available in our circular drive. Otherwise, they use street parking.	Visitor parking stalls reserved	Visitor parking stalls not reserved. No after hours access to parking garage except in the unless resdients let guest in.	Visitor parking stalls reserved	Managed
If visitor parking stalls are reserved, how many are reserved?	N/A	N/A	None	N/A	N/A	16	N/A	5	12	No reserved residential visitor parking stalls in the parking garage.	4	Visitor stalls are labeled and monitored but not reserved for any one resident.
When do you see the highest demand for visitor parking?	Unknown	Weekends	Street parking along fence is full on weekends. As stated above, the additional parking in commercial space is after 5pm to 8am when the doctors offices are closed.	Holidays and City events	Evenings/weekends	When there are City public events and holidays. Evenings.	Weekends and evenings	Weekends and evenings	Varies.	Weekends/evenings	4-7pm 7 days a week	Evenings after 6pm. Friday, Saturday evening
What types of complaints do you hear in regards to visitor parking stall availability? And How often do you hear these types of complaints?	No complaints	No complaints	No complaints	None	No open spaces. Not very often.	This is a condominium. Most complaints are from owners complaining that other owners do not park in their stall in the garage but instead use the visitor area. Other complaints are when there are public events and non-guests park in the visitor spaces	Parking in commercial spots and people storing vehicles in visitor spots 4-5x per year	People that park there and leave their cars there for days on end. Not often as we try to monitor guest parking.	Residents parking in visitor stalls when reserved for visitors only. Couple times per month	Minimal but once in a while people complain about visitors not having a place to park. Once every 3 months.	N/A	Historically not an issue. Visitor stalls tend to be under used. We don't hear complaints.
If there is a problem with visitor parking availability, approximately how many more parking stalls would you say are needed to meet the visitor parking demand?	N/A	No	No problem.	N/A	N/A	N/A	3-4 more spots	I would say, because we have some street parking, we are fine.	10-12	N/A	N/A - site not constructed	Low visitor demand for smaller residential units. Historically, our residents go out and visit outside of their residential buildings.

SUMMARY OF METRO TRANSIT CHANGES (source: King County METRO website) -October 16, 2015

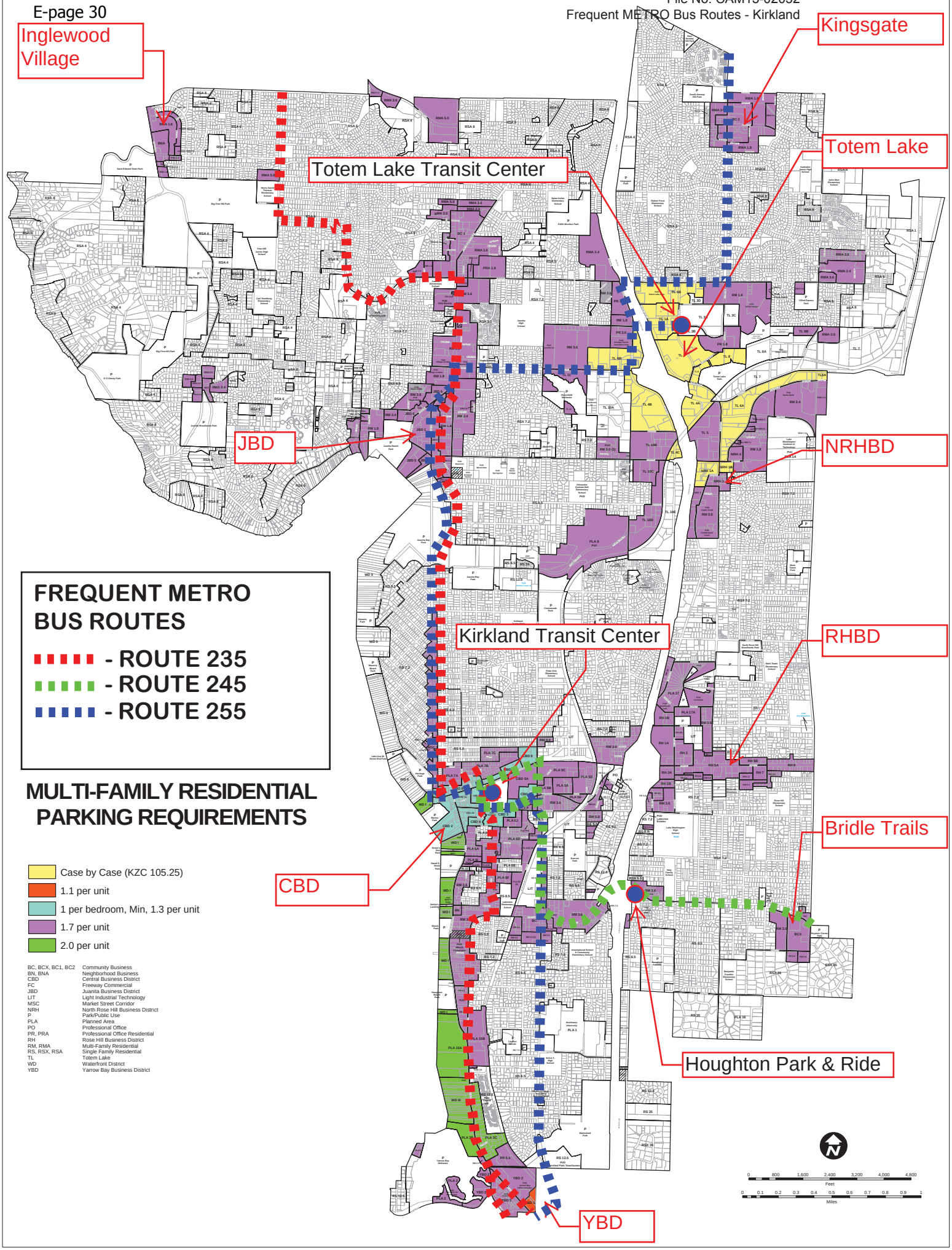
Route	2014 Route Description	Potential for Major Reduction	April 2014 Proposed Reduction Summary			July 2014 Proposed Reduction		
			Reason for Change	Reduction Action	Phase	Sept.2014 (in effect 9/27/2014)	Feb. 2015**	Sept.2015
234	Kenmore - Kirkland TC - Bellevue	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
235	Kingsgate - Kirkland TC - Bellevue	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
236	Woodinville - Totem Lake - Kirkland	High	Restructure	Revised	Sept. 2014/ Feb. 2015	Approved	N/A	N/A
237	Woodinville - Bellevue	Low	Restructure	Deleted	Feb-15	N/A	Removed from list of changes	N/A
238	Bothell - Totem Lake - Kirkland	High	Restructure	Deleted	Sept. 2014/ Feb. 2015	Approved	N/A	N/A
245	Kirkland - Overlake - Factoria	Low		Unchanged	N/A	N/A	N/A	N/A
248	Avondale - Redmond TC - Kirkland	Low	Low performing	Revised	Sep-15	N/A	N/A	?
249	Overlake - South Kirkland - South Bellevue	Medium	Lowest performing	Revised	Sept. 2014/ Sept. 2015	Approved*	N/A	N/A
252	Kingsgate - Seattle CBD	Low		Unchanged	N/A	N/A	N/A	N/A
255	Brickyard - Kirkland TC - Seattle CBD	Medium	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
257	Brickyard - Seattle CBD	Low		Unchanged	N/A	N/A	N/A	N/A
260	Finn Hill - Seattle CBD	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A
265	Overlake - Houghton - First Hill	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A
277	Juanita - University District	Low	Lowest performing	Deleted	Sep-15	N/A	N/A	?
311	Duvall - Woodinville - Seattle CBD	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
342	Shoreline - Bellevue TC - Renton	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
244EX	Kenmore - Overlake	Low	Low performing	Deleted	Sep-15	N/A	N/A	?
930DART	Kingsgate - Redmond	Low	Restructure	Deleted	Feb-15	N/A	Recommended	N/A
935DART	Totem Lake - Kenmore	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A

* May be deleted with future service change

** Decision delayed

= Frequent Kirkland transit routes

ATTACHMENT 5
File No. CAM13-02032
Frequent METRO Bus Routes - Kirkland



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

MEMORANDUM

Date: September 25, 2014

To: Planning Commission

From: Houghton Community Council

Subject: RECOMMENDATION ON AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS - FILE NO. CAM13-02032

RECOMMENDATION

At the September 22, 2014 meeting, the Houghton Community Council (HCC) deliberated on the proposed changes to the City's multi-family parking requirements. At the conclusion of the deliberations, the HCC agreed on the following recommendations to the Planning Commission:

Parking Requirement

Staff Recommendation: Staff recommended a unit-type based approach where parking is required based on the number of bedrooms within each unit.

Staff Proposed Parking Requirement

	Unit Type			
	Studio	**1-Bedroom**	**2-Bedroom**	**3-Bedroom +**
Proposed Parking Rate	1.2	1.3	1.6	1.8

HCC Recommendation: The HCC agreed with the unit-type based approach as proposed by staff. However, to address concerns that the 2-bedroom parking rate may not be adequate and that a unit floor plan could potentially be designed to reduce the parking requirement (e.g. room designed without a closet and therefore would not be considered a bedroom), the HCC recommends increasing the 2-bedroom parking rate to 1.8 stalls/2-bedroom unit. This is similar to the City of Redmond multi-family parking requirement for 2-bedroom units.

HCC Recommendation

	Unit Type			
	Studio	**1-Bedroom**	**2-Bedroom**	**3-Bedroom +**
Proposed Parking Rate	1.2	1.3	**1.8**	1.8

Visitor Parking Requirement

Staff Recommendation: Staff recommended requiring visitor parking in addition to the base number of required parking spaces. The recommended amount of visitor parking would be equal to 10% of the base number of required parking spaces. Units that provide the required parking (base amount and visitor) within an associated garage and adequately sized driveway would not be included in the visitor parking requirement.

HCC Recommendation: The HCC recommends approval of the visitor parking requirement described above except that the visitor parking requirement be increased to 15% as a conservative approach given anecdotal and property manager experience that suggests that

on-site visitor parking supply is often inadequate and to address the bedroom design workaround described in the previous section. It is noted that of the six voting members, two supported the 10% requirement, two supported a 15% requirement, and two supported a 20% requirement. The 15% recommendation represents a compromise amount.

Change to Parking Modification Requirement

Staff Recommendation: For multi-family parking modification (reduction) requests, staff recommended increasing the final parking demand rate determined by the parking study by 15% to account for the data, analysis, and methodology associated with this project.

HCC Recommendation: The HCC recommends approval of this change.

Parking Reduction in the CBD when close to Frequent Transit

Staff Recommendation: Staff recommended a 15% reduction to the base parking requirement for multi-family projects within ½ mile of the Downtown Kirkland Transit Center with an approved parking covenant.

HCC Recommendation: Although this code amendment is not within the HCC disapproval jurisdiction, the HCC decided to provide a recommendation on this topic. The HCC recommends not approving the proposed transit related parking reduction because it is not supported by the research conducted with this project and the potential for spillover parking could adversely affect commerce in the CBD.

SUPPLEMENTAL NOTE

During the deliberations, the concept of including a sunset provision of seven years or less with the proposed amendments was discussed. Three of the six voting Community Council members in attendance felt strongly that a sunset clause should be included with the amendments given the concern that the proposed parking requirement rates could potentially be under predicting multi-family parking demand.

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

MEMORANDUM

Date: December 8, 2014

To: Kirkland City Council

From: Glenn Peterson, Chair
Kirkland Planning Commission

File: CAM13-02032

Subject: PLANNING COMMISSION RECOMMENDATION TO ADOPT AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS

INTRODUCTION

We are pleased to submit, for consideration by the City Council, Kirkland Zoning Code (KZC) amendments to the City's multi-family parking requirements. (see Attachment 9 of the staff memo to Council). The Planning Commission's recommendation was unanimous except where noted below. The proposed changes are based on actual parking utilization data and reflect the work from numerous meetings that included public input, City staff, the Houghton Community Council, and experts in the field of parking analysis. Input from the public was important to the discussion and influenced the need for additional information throughout the process given the complicated nature of residential parking. Attachment 6 contains the HCC's recommendations on the proposed changes.

RECOMMENDATIONS

Multi-Family Parking Requirement

The Planning Commission was very concerned about reducing parking requirements if the result would be an increase of cars parking on the street and potentially creating an on-street parking supply problem for neighborhoods. However, given the large data set that King County collected (226 sites), the data collection methodology established with their Right Size Parking project, and the data from an additional 24 Kirkland sites used for comparison with the County model (the Right Size Parking Calculator), the Planning Commission was confident in the data used. The results of the subsequent analysis provided the basis for the proposed parking code changes and set the stage for a parking requirement reflective of parking demand and residential unit-type (number of bedrooms).

The Planning Commission also reviewed additional information regarding parking modifications/reduction approvals that have been granted for multi-family developments. Under the current regulations, parking modifications can only be approved by the City if it can be shown by a parking study, prepared by a licensed transportation engineer, that the reduced number of parking stalls are sufficient to fully serve the use. The parking modifications approved by the City have required an average of 1.32 stalls/unit and corresponds to the proposed parking requirements.

The analysis by Fehr & Peers (consultant for the project) found that the Right Size Parking calculator predicted parking utilization for the Kirkland sites to be within +/- 15% of the parking utilization observed for the same sites. In refining the parking requirements based on the unit

type (number of bedrooms), the Planning Commission asked that a more conservative approach be applied when formulating the parking requirements given that undersupplying parking was a major concern. In response, the base number, derived by the parking calculator and used in calculating the parking requirements, was increased by 15% to reflect the high end of the parking demand range found with the Kirkland sites. The parking requirements found in Table 1 below reflect this conservative approach.

The Planning Commission acknowledges that, in many cases, adopting the proposed parking rates would codify what has been happening over the years – approving a lower parking requirement reflective of actual parking demand. As a result, the code changes would result parking regulations that are more transparent, create efficiency in the permit review process, and provide certainty with multi-family parking requirements. The Planning Commission therefore recommends updating the parking requirements for multi-family developments to reflect the rates in Table 1 below.

Table 1 - Multi-Family Parking Requirement

	Unit Type			
	Studio	**1-Bedroom**	**2-Bedroom**	**3-Bedroom +**
Proposed Parking Rate	1.2	1.3	1.6	1.8

The Planning Commission's recommendation differs from the Houghton Community Council's (HCC) recommendation in that the HCC recommended 1.8 stalls/2-bedroom unit. The HCC was concerned that the 1.6 stalls/unit requirement may not be adequate for a 2-bedroom unit. They also agreed that the rate increase to 1.8 stalls/unit takes into account the potential for unit floor plans to be modified by converting dens or other similar rooms, for which parking was not originally attributed, into bedrooms. However, the Planning Commission agreed that the parking data do not support the HCC recommended 2-bedroom parking rate and therefore no increase is needed.

Visitor Parking Requirement

The Planning Commission recommends requiring visitor parking in addition to the base number of required parking spaces described in the previous section. The recommended amount of visitor parking would equal 10% of the base number of required parking spaces. The exception would be for multifamily projects where the required parking (base amount and visitor) is provided within the unit's associated garage and an adequately sized driveway to the garage. These units are treated differently because they function more like a single-family home where four spaces are often available for the residence.

The Planning Commission's recommendation differs from the HCC's recommendation in that the HCC recommends a 15% visitor parking requirement. The HCC's recommendation reflects a more conservative approach given anecdotal and property manager experience that guest parking is often inadequate. Again, the Planning Commission did not find data to support a higher guest parking rate.

Parking Modifications

The Planning Commission recommends that for future multi-family parking modification (reduction) requests, the final parking demand rate as determined by the parking study be increased by 15% to account for and be consistent with the data, analysis, and methodology associated with this project. As a result, applications for multi-family parking modifications should be greatly reduced, and any remaining applications could have more parking than dictated by the old method. The HCC's recommendation concurs. Irrespective of whether the City makes any regulatory changes, future parking studies will be able to use the data from this project in their analyses.

Parking Reduction in the CBD when close to Frequent Transit

The Planning Commission recommends having an option to reduce the required multi-family parking by 15% if the development is located within ½ mile of the Downtown Kirkland transit center and if, among other things, an annual regional transit pass for each stall reduced is provided to qualified tenants and subsidized by the property owner. Due to challenges in ongoing funding and implementation of the transit pass by property owners, staff recommended that this option only be available to apartment developments.

During the Planning Commission's deliberation following the public hearing, one of the Commissioners introduced language that would make this option also available to condominium developments and shift the financial transit pass subsidy responsibility from the developer/owner to the Home Owners Association once established. The Planning Commission acknowledged that this would be an acceptable solution since it would result in an approach that will be similar to apartment developments, given that the financial responsibility of the subsidy would realistically be passed onto the tenants in the form of increased rents. Condominium owners would be also bound in perpetuity, similar to apartments with this approach.

One Commissioner was against the proposal in general because the parking utilization data did not support a reduced parking demand rate for properties near frequent transit. Another Commissioner was unsure on this topic also given the lack of data support but felt that there was adequate policy support for providing a parking reduction option.

Although not within the HCC disapproval jurisdiction, the HCC decided to provide a recommendation on this topic. The HCC recommended not approving the proposed transit related parking reduction option because the data did not support the change. Their concern was that if spillover residential parking were to occur in and around the CBD, it could have a negative effect on commerce.

However, the Planning Commission agreed that this parking reduction option would essentially require parking at a rate closer to the actual documented demand (without the 15% 'buffer' being applied). Allowing this option would also be consistent with adopted City policies regarding compact development and multi-modal transportation in and around the downtown core.

DECISIONAL CRITERIA

The Planning Commission finds that our recommended amendments are consistent with the decisional criteria found in Kirkland Zoning Code Section 135.25. The criteria were considered during the joint Planning Commission and Houghton Community Council August 28, 2014 public hearing and subsequent deliberation meetings. Staff provided additional Comprehensive Plan policy support in their memorandum to the Planning Commission dated October 16, 2014 to help establish the Commission's position on the proposed amendments.

PUBLIC PARTICIPATION

A summary of all oral and written comments received and considered by the Planning Commission over the course of this code amendment project is included in the staff transmittal memorandum to the City Council. All of the written correspondence has been included in Attachment 8 to the same memorandum.

PARKING MODIFICATION AND PROPOSED CODE REQUIREMENT COMPARISON TABLE

October 15, 2014

	Tera Apts.	Soho	West Water Apts.	Kirkland Central	Boulevard	128 State Apts.	The 101 Apts.	324 Central Way	Ondine	Luna Sol*	Slater 116*	Juanita Bay Apts.
Address	538 Central Way	511 7th Avenue	221 1st Street	211 Kirkland Avenue	375 Kirkland Avenue	128 State Street	117 Kirkland Avenue	324 Central Way	11702 98th Avenue NE	11415 Slater Avenue NE	12345 NE 116th Street	9720 NE 120th Place
Studio	22	0	8	10	0	9	10	0	40	16	18	0
1-bedroom	92	42	28	68	89	81	42	59	50	20	90	2
2-bedroom	46	16	24	32	30	33	13	14	6	16	0	14
3-bedroom	1	0	2	0	0	0	1	0	0	0	0	0
Total Units	161	58	62	110	119	123	66	73	96	52	108	16
Total Bedrooms	209	74	90	142	149	156	81	87	102	68	108	30
PARKING MODIFICATIONS OR CASE-BY-CASE REVIEW												
Parking Mod. Parking Rate per Unit (includes visitor parking)	1.26	1.57	1.52	1.47	1.28	1.37	1.41	1.23	1.41	1.10	0.72	1.44
+15%	1.45	1.81	1.75	1.69	1.47	1.58	1.62	1.41	1.62	1.27	0.83	1.66
PROPOSED PARKING REQUIREMENT												
Base Parking Supply based on Proposed Code	222	81	88	152	164	169	90	100	123	71	139	25
Parking per Unit	1.38	1.40	1.42	1.38	1.38	1.37	1.36	1.37	1.28	1.37	1.29	1.56
Visitor Supply based on Proposed Code (+10%)	23	9	9	16	17	17	9	10	13	8	14	3
TOTAL Stalls Required	245	90	97	168	181	186	99	110	136	79	153	28
Required Parking per Unit (TOTAL)	1.52	1.55	1.56	1.53	1.52	1.51	1.50	1.51	1.42	1.52	1.42	1.75

* Case-by case parking review (not approved as a parking modification)

To: Kirkland City Council

From: Kirkland Alliance of Neighborhoods

Re: Opposition to Right Size Parking

January 19, 2015

The Kirkland Alliance of Neighborhoods (KAN) is strongly opposed to the Right Size Parking (RSP) recommendation to reduce the required amount of parking for multi-family housing in the City of Kirkland. We believe that it will worsen parking conditions city-wide, will increase spillover parking, will not reduce housing costs, and does not benefit current or future Kirkland residents. We appreciate the intent of the proposal; however, we foresee more detriments than benefits for Kirkland residents and visitors.

The proposal was presented to us in detail by Jon Regala. This letter summarizes comments gathered from our discussions at two meetings of KAN and from our neighborhoods. Some of us also attended the Planning Commission meetings or listened to them online.

We appreciate the time and work that City staff and the Planning Commission have devoted to this proposal. However, after careful thought, study and discussion, we respectfully disagree with the recommendation that will be before you if this process continues.[1] We encourage you to place this proposal on hold indefinitely, or reject it altogether, rather than consume more of your valuable time.

Overwhelming Public Opposition

KAN reps and their neighborhood boards or associations have studied this issue extensively. An overwhelming majority of what we have seen and heard is opposed to RSP. A copy of the public comment received by Planning is attached for your reference.

KAN is concerned that the Planning Commission did not give appropriate weight to this citizen input. At the October 23, 2014 meeting, one Commission member stated, *"We got overwhelming public comment against this, but that was public comment from people who do live here, not the ones who would be living here and trying to afford the rents or prices to buy these units."*

[1] At your January 20 meeting, staff will present a detailed overview of the current multi-family parking regulations. Following that, your calendar indicates at least two more meetings to review the RSP study, including additional reductions proposed for multi-family housing in the downtown core.

RSP Would Not Lower Housing Costs

However, no evidence has been presented that RSP would lower housing costs for current residents or for those who would want to move to Kirkland in the future.

The **Parking Pricing Analysis** document (http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Parking+pricing+handout.pdf) discusses how RSP would increase developer profits. When one of King County's consultants was contacted and asked whether housing would be more affordable if RSP was enacted, he said he did not know because they were only asked to look at the benefits to developers.

In fact, for developments that would qualify for the proposed additional 15% reduction in required parking, the cost of the transit subsidy would simply be passed along to tenants or homeowners. At the October 23, 2014 Planning Commission meeting, Commissioner Miller stated: *"If you really truly think that the owner developer of an apartment project isn't building that into the rents you're sorely mistaken because all those costs are built into the rent structure that they have. So the residents ultimately are paying whether you're renting a unit or buying a unit."*

The Study Itself is Flawed with Errors and the Use of Estimates

The RSP proposal is based on a study of 24 multi-family sites in Kirkland. We have learned that the bedroom-to-unit distribution for the properties in the 2014 count were all estimates. We believe that a study recommending a per-bedroom parking formula should be based on actual bedroom-to-unit data.[2]

There were also errors in the total number of parking stalls for some of the sites; those errors have been acknowledged by the consultant.

In addition, we are concerned that "dens" (similar to bedrooms but without closets) do not count as bedrooms in the study or in the Kirkland Zoning Code. However, dens are frequently used as bedrooms, and occupied by residents who own vehicles.

If RSP is rejected, we hope that the parking study will be rejected as well, and not used as a reference for future proposals. We trust that our City and its Planning Department would not rely on a study that is known to contain estimates and errors.

Impacts to Neighborhoods

Neighborhoods are already seeing the daily impacts of spillover parking from multi-family housing as a result of parking modifications, "unbundled"[3] parking, or residents who simply have more vehicles

[2] The consultant indicates that the use of estimates was due to limitations in their total contract budget. Although the use of estimates was disclosed early in the process, we believe that the Planning Commission relied on the data as though it was based on actual unit distribution. Further, we are reasonably concerned that other estimates may have been used in the process.

[3] The practice of "unbundling" allows owners to charge an additional fee for parking. Property owners pass on the costs of parking stalls via these fees and "manage" parking when there is more demand than supply. In order to save money on rent or mortgage, residents often use on-street parking instead of paying for parking spaces, thereby increasing spillover into neighborhoods or on-street spots that could otherwise be used by customers at nearby businesses. RSP would encourage unbundling as a means of supply management and therefore increase spillover.

than allotted spaces. Further, if parking is "unbundled," and residents are asked to pay for parking, many simply use street parking as a cheaper alternative.

KAN believes that developers should build sufficient parking to ensure no spillover to the streets. We believe that developers, not taxpayers, should supply parking for their residents.

With regard to the transit subsidy provision, an attorney who specializes in condominium associations stated: *"Parking is a sensitive issue for owner associations, a common source of dispute, and owner associations are ill-equipped to manage, administrate, and enforce such requirements. Imagine the City trying to enforce this. Now imagine a small volunteer board of directors trying to enforce this with one difficult owner. Insufficient parking is a problem that plagues most of our urban condominium association clients. The solution that works best is to provide sufficient parking."*

Effect on Downtown Parking

The Downtown Parking study is looking for ways to increase parking downtown, yet RSP would decrease parking for multi-family developments. We believe these two initiatives are at cross purposes to each other.

If we want to encourage transit use, we need to provide transit parking. Currently the only parking for the downtown transit center is on surrounding neighborhood streets (where there are no time limits). RSP would only increase parking pressure in surrounding neighborhoods.

Further, while the citywide RSP proposal is based upon the data from the consultant, the proposed additional 15% reduction for downtown developments (with transit subsidy) is not. The consultant noted in their report *"The transit adjustment to the parking code suggested in the document is not necessarily supported by the observed data, particularly for condominium units"* and *"Kirkland does not appear to have as strong of a relationship between increased transit service and lower parking rates compared to other areas in the region."*

Transit Does Not Replace Vehicle Ownership

Parking reductions do not eliminate the need for a vehicle. People rely upon cars for more than commuting. The hope that people will increase use of transit simply because there is reduced parking is unsubstantiated, even if transit service improves.[4] Not only is there insufficient existing transit, there is also great uncertainty about future transit availability.

Effect on City Revenue and Expense

Sufficient parking is essential for business. If parking is too difficult because residents or transit riders use the on-street parking, people will go elsewhere to shop and businesses (and tax dollars) will relocate.

Sufficient parking is also essential for families when making decisions about where to live. RSP will make multi-family housing less attractive for many families, who will choose instead to live in single-

[4] The consultant's study states *"Kirkland does not appear to have as strong of a relationship between increased transit service and lower parking rates compared to other areas in the region."*

family homes[5] (thereby confounding our density goals) or in other cities (impacting our property tax revenue).

Process Concerns

We do appreciate that the Planning Commission held the public hearing open to allow written comments to be submitted for an additional period. However, once the opportunity for comments was closed, there were items discussed over the course of two meetings that cause us to be concerned about the process itself, including:

- The provision to allow reduced parking for condominium projects with a transit subsidy. The modified language was not in the online packet and instead was provided to the Commissioners at the table that evening. This provision is in conflict with City Planning staff's recommendation. (In addition, condominium legal, accounting, and management professionals have indicated it is problematic in its text and in application.)
- The Planning Commission asked city staff to review the parking modifications that have been approved over the past few years to see how those would align with their RSP recommendations.[6] This is a complex topic and debatable rationale that we believe must involve public input.

While no rules were broken with respect to the Public Hearing process, we believe that better practices could have led to better outcomes. Further, this means that the City Council will be seeing certain data, theories and proposed code language, upon which no public hearing has been held.

In Conclusion

We urge the City Council to reject the Right Size Parking proposal. If enacted, and projects are built using these formulas, the negative impacts of the parking reductions would be difficult or impossible to reverse.

The cost of underestimating the parking need, and creating spillover parking, far exceeds the costs of overestimating. As we see in the Downtown Parking Study, adding to the City parking supply is expensive.

Thank you for your consideration of these comments.

[5] Kirkland Zoning Code requires a minimum of two parking spaces per single family detached residence.

[6] Their rationale was that parking modifications take up City resources and time, so if RSP were enacted, it might streamline processes in the future. They also thought the comparison would comfort the concerned public, as it could reveal that the proposed changes would have comparable impacts to the existing parking modification process. However, the 12 parking modifications that have been approved over the past 15 years are a prime cause of existing spillover parking. Therefore we do not think it makes any sense to adopt RSP just because it aligns with existing parking modifications, as this would only create spillover problems in future developments.

Jon Regala

From: outlook_d6b972515f7a91bf@outlook.com on behalf of Bill Weinberger <bill@billw.net>
Sent: Monday, November 17, 2014 6:05 AM
To: City Council
Subject: parking reduction proposal

I have read the proposal to amend the parking requirements for multi-family buildings in the City of Kirkland.

I don't like the proposal. I agree that we should promote transit use, especially denser areas like downtown. But I don't think that artificially making a bad situation worse is the way to do it. Many developments already have a shortage of parking, creating a mess on the surrounding streets and making it difficult for visitors to park.

The proposal quotes a study that shows an oversupply of parking spots. That may be factual, but it doesn't mean the there is or will be an abundance of parking space in a neighborhood. Even in my townhouse development, where every unit has a two car garage and most homes have only one or two cars, many residents regularly park in guest spots and on the street, crowding out space needed for guests.

The way to promote transit is to promote transit. Let's focus on that.

Thanks for listening,
Bill Weinberger

Jon Regala

From: Eric Shields
Sent: Friday, October 24, 2014 1:46 PM
To: Jon Regala; Jeremy McMahan
Subject: FW: Parking Regulations

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Eric Shields

From: Chuck Pilcher [mailto:chuck@bourlandweb.com]
Sent: Friday, October 24, 2014 1:41 PM
To: City Council
Cc: Planning Commissioners; Maureen Kelly
Subject: Parking Regulations

Maureen Kelly has said this so well that I can only say "Ditto." And she knows as much about this as any simple citizen.

Thanks for all you do.

Chuck Pilcher
Lakeview Neighborhood

> This is the email I sent to the Planning Commission and City Council late yesterday afternoon. It was written on the fly but I wanted to get it to the PC before the meeting last night. Did anyone attend? Are minutes from the PC meetings available? I think I made my point and offered up a solution - I feel very strongly about the solution being at the corner of Lake and Central. If you haven't visited U Village, do...the above ground garages on the south end are magnificent. John Pascal acknowledged the email. I plan to dog the council about this (and other issues, time permitting) so will resend it to the council and resend it.
>
> I still think it questionable and inappropriate that the city is allowing Dargey to use the council chambers to introduce his new proposal. Am I wrong? I won't be in town for the presentation. Please take photos of his presentation board? He will probably present on the projector, if so, we need a copy of the renderings and specs.
>
> ---
>
> From: Maureenkelly@outlook.com
> To: awalen@kirklandwa.gov; psweet@kirklandwa.gov; jarnold@kirklandwa.gov; skloba@kirklandwa.gov; tnixon@kirklandwa.gov; dasher@kirklandwa.gov; dmarchione@kirklandwa.gov
> Subject: Parking
> Date: Thu, 23 Oct 2014 15:47:26 -0700

I've scanned the Oct 6, 2014 document from Jon Regala and Jeremy McMahan regarding Amendments to Multi-Family Parking Requirements Continued Deliberations. My comments are basic and simple, slanted toward condominium multi-family based on 25 years of personal experience listing/selling Kirkland condominiums in the CBD, Lakeview and Moss Bay zones.

Condominium Parking Space Allotment: Condominium market values would be significantly diminished if the following baseline minimum criteria is not met:

* 3 bedroom / 2 parking spaces
* 2 bedroom / 2 parking spaces
* 1 bedroom / 1 parking space (many 1 bedroom apartments/condos will have two adults)
* Visitor parking for guests of owners only. Additional public parking must be separate. (Who manages the large Portsmith visitor parking? Who would manage a mid-size condominium complex parking - the city, the board or the off-site building property manager? Without an on-site manager none are feasible and even with an on-site manager it would be problematic.)

Transit Subsidy. A Transit Subsidy for condominium owners is not fair and, if implemented, should include retail business. A Transit Subsidey for either would be a penalty that would do nothing to attract small businesses and discourage retail. Our "charming" retail shops and restaurants attract people to Kirkland - take that away and we will not sustain a vibrant, thriving environment.

Overflow: *I hope the CBD is never large enough to attract high density business*. The notion of a high percentage of residents riding bikes to work is a pipe dream - we will never be downtown Copenhagen or North Lake Union. Get real about this.

Pay for Parking Space Option. The result would be an opt-out and spill over on downtown streets and non-metered residential streets. This applies to rental units and affordable housing condominiums. Think Capitol Hill.

Where To Park for Retail/Restaurants: All one has to do is visit *University Village*. The recent addition of above retail parking disguised by innovative architecture has solved their parking problem. Note: Customers will not walk two blocks to shop or dine, it is a fact. Another fact is that customers prefer above ground parking - it feels safer and more connected to the town. This concept can work with city owned land at the corner of Central and Lake Street, and will pay for itself over the long term with the increase in business tax revenue. A roof top "park" with views would be a bonus.

Respectfully submitted,

Maureen Kelly

Windermere Real Estate | Kirkland Yarrow Bay

residence 6201 Lake Washington Blvd NE #102

direct 206 465 5550

mkelly@windermere.com

maureenkelly@outlook.com

Jon Regala

From: Eric Shields
Sent: Wednesday, November 12, 2014 3:20 PM
To: Jon Regala; Jeremy McMahan
Subject: FW: Right-sized parking

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Eric Shields

From: dougrough@aol.com [mailto:dougrough@aol.com]
Sent: Wednesday, November 12, 2014 12:42 PM
To: Planning Commissioners
Cc: klightfeldt@comcast.net; patrick.fitzgerald.st2s@statefarm.com; ken.albinger@casne.com; ken.albinger@gmail.com; amanda@theroughs.com
Subject: Right-sized parking

I am co-chair of the Juanita Neighborhoods Association as well as a representative on the Kirkland Alliance of Neighborhoods. Both of these groups have expressed their opposition to the right-sized parking proposal. I wanted to make some personal observations on the proposal that I have not yet put before these groups, and so they are my opinion only (at least for now).

There are six benefits I saw listed in the right-sized parking proposal (officially the Multi-Family Parking Amendments Deliberation Memo
File No. CAM13-02032). I disagree with five of them. They are:
1. It "promotes compact development";
I disagree. One aspect that has not been addressed is the likelihood that there will be more illegal parking, as fewer spaces are available. Thus, there will be increased towing and a need for more parking at tow yards. Also, there will be more tickets, conflicts, fights and arguments over parking spots. Police will be forced to increase patrols. Nearby businesses are likely to lose money as frustrated potential customers take their business elsewhere. Increased towed vehicles, parking tickets, conflicts and frustrated businesses do not "promote compact development," quite the opposite. I have spoken to more than one business owner in Juanita Village, for example, who feels that limited parking near their business has hurt their profitability.
2. "multimodal transportation options";
I disagree. I have an ORCA card and rode the bus to work for 30 years. However, the one time I tried to go to a Mariner's game via bus, I had to leave in the 5th inning to make the last bus back to Kirkland. I could visit very few friends and could do only limited shopping via the bus in Kirkland. Until the bus can totally replace a car, people need to have a car and a parking place for it. Recent bus schedule cuts have made this problem worse.
3. "green building policies";
I disagree. They are not going to plant flowers where the parking spot would have been. There will be increased traffic as cars slowly drive around longer looking for fewer spots. More fuel will be burned as cars circle and park farther away in neighborhoods. Fuel will also be burned as more cars are towed, and as police are called for inevitable increased conflicts.
4. "environmental stewardship";
I disagree. More pollution, conflicts, tickets, and frustration does not promote environmental stewardship.
5. "economic development";
I agree here. More money in the developer's pocket. I don't see who else benefits.
and
6. "sustainable" and "high-quality character to residential neighborhoods"
I disagree. More conflicts, towed cars, tickets and frustrated businesses do not add high-quality character. People in existing nearby neighborhoods are unlikely to claim the extra cars on their streets making it more difficult for them to park

adds "high-quality character" to their neighborhoods. Nor is it sustainable until the transportation system allows a person to do without a car. Downtown Seattle may have a bus system with enough capacity that someone might be able to do without a car, which is required to make this work. Not in Kirkland.

--Doug Rough 425-821-5529 RoughHouse.org -- RetreatsAndReunions.com

Jon Regala

From: Amy Bolen
Sent: Tuesday, November 25, 2014 9:29 AM
To: 'Essie Swanson'
Cc: Jon Regala
Subject: FW: Parking and new apartment development

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Swanson,

The proposed change to parking regulations is scheduled for review by the City Council at their January 20, 2015 meeting. Your email will be included as part of the informational packet to be provided to the City Council for their review that evening. For more information, please visit the project website at:

http://www.kirklandwa.gov/depart/planning/Code_Updates/Projects/MF_Parking_Amendments.htm

Jon Regala, Senior Planner
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Kirkland, WA 98033
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E: jregala@kirklandwa.gov I: www.kirklandwa.gov/planning.htm

AMY BOLEN
EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

-----Original Message-----
From: Essie Swanson [mailto:swansonessie@gmail.com]
Sent: Monday, November 24, 2014 6:17 PM
To: City Council
Subject: Parking and new apartment development

I am responding to a proposal from a developer who is requesting a decrease in the number of the required parking stalls . If the residents of the newly built apartments can only find parking on the street it will have a negative impact on the neighborhood. In regard to increasing the use of public transit, my impression is that most people who are utilizing the downtown area are residents of the greater Kirkland area. In most cases there is no public transportation from their neighborhood to downtown Kirkland, therefor they will drive to downtown. If the developers are granted their requests and the City is acting in the best interest of it's citizens, then the developer would be required to pay for the cost of increasing or creating, public transit from those neighborhoods to downtown Kirkland. Essie Swanson

Jon Regala

From: Fred Boyce <fred.boyce@frontier.com>
Sent: Monday, November 17, 2014 3:24 PM
To: City Council
Subject: Reduction of Parking Stalls

Do not reduce number of parking stalls. Transit capabilities are far from satisfactory at this time and does not encourage people to use them. I have tried it and went back to driving my car.

Jon Regala

From: Grant Erwin <grant@nwnative.us>
Sent: Sunday, November 16, 2014 2:17 PM
To: City Council
Subject: reducing parking proposal

I worked in the building trades in Seattle during 2003-2008. During that time Seattle adopted radical new less-parking-required building codes. There is no question as to how that has affected life in Seattle. It is now enormously harder to park in many places.

I believe that Seattle's leaders were acting under the belief that if it gets hard enough to park then people will start going without cars entirely.

Only if people completely abandon car ownership or they will need parking even when riding the bus, no matter how much better the bus situation gets. (And have any of you tried parking at any of Kirkland's Park-N-Ride lots lately? Fat chance!)

My point is simple. Kirkland isn't San Francisco or New York. Almost nobody here will go without a car. But the proposed rule changes would certainly make life here a lot worse.

I realize you are under severe pressure to comply with the Growth Management Act, and I further realize that making life miserable for auto drivers is a fashionable new trend among local governments. But please, don't give in to this. Kirkland has barely enough parking as it is!

Grant Erwin
Kirkland Highlands

Jon Regala

From: City Council
Sent: Monday, November 17, 2014 11:26 AM
To: Council
Cc: Kurt Triplett; Marilynne Beard
Subject: FW: HNA: Seeking input on parking reduction proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Council,
I have acknowledged receipt of the email below, and forwarded to staff.

AMY BOLEN
EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE
CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

From: Jeff Lyon [mailto:lyonjeff@hotmail.com]
Sent: Sunday, November 16, 2014 5:23 PM
To: karen@nwnative.us; City Council
Subject: RE: HNA: Seeking input on parking reduction proposal

Hi Karen. Thanks for this opportunity to comment regarding the proposed parking reductions. I am totally opposed to this idea, for the reasons you cited: people are still going to have cars and under this misguided strategy, and they're going to park them out in the surrounding neighborhoods wherever they can. Kirkland needs way more parking than we have today; not less. This is especially true if the City Council is going to keep approving multi-family developments in areas that are already overly congested and short on parking.

In my view the City Council has lost their way over the past few years. They seem to live in a fantasy world where crazy ideas like granting every developer the right to bring more congestion to an already congested city, and punitive approaches like reducing the carrying capacity of our streets with "traffic calming" techniques, and now reducing the amount of parking that developers are required to build in a lame attempt to incent people to use transit... are all somehow supposed to improve the situation for the rest of us.

I've lived in this town for over 30 years now, and I long ago got the feeling that there's no one on the City Council who's thinking about the best interests of the long term residents who are already here. Instead, the focus is always about catering to developers to bring more people and more congestion into Kirkland, while making the rest of us pay for the resulting problems.

This idea of reducing parking spaces is right up there with the never-ending efforts to build a new aquatic center. When did the citizens of Kirkland decide that an aquatic center was a top priority, over, say, creating more free downtown parking, creating more carrying capacity on our crowded streets, providing more police and fire protection, etc.? Is anyone thinking about the percent of Kirkland residents who would actually use another municipal pool, vs. how many of us would benefit from another 100-200 free parking stalls downtown?

I can only assume that it's the developers who are asking to be relieved of their responsibility to build adequate parking for their buyers, in order save money, and to generate more income from the additional housing units that could be built in that same space. And the City Council is just trying to mask their support of the developers with a ridiculous argument about transit incentives.

Bottom line: the Council members don't appear to think much about what's best for the citizens of Kirkland, as much as they think about the projects they want to build, and the developers they want to support.

Simply put, we already have severe traffic and parking problems in Kirkland -- they're getting worse by the day -- and you don't solve those problems by allowing the building of even more multi-unit housing, bringing ever more people and cars into the city, and then taking away parking. At best I would call this "management by wishful thinking", and there's been too much of this in Kirkland over the past few years. This City Council needs to get their head out of the clouds and start focusing on what the real residents of Kirkland need from them in today's real world, in order to solve today's real problems with real solutions.

Thanks again for the opportunity to share my thoughts.

Jeff

Date: Sun, 16 Nov 2014 09:02:06 -0800
From: karen@nwnative.us
To: kirklandhighlands@googlegroups.com
Subject: HNA: Seeking input on parking reduction proposal

The City of Kirkland is considering reducing the number of parking stalls required for multifamily housing (apartments and condos).

Currently 1.3 to 2.0 stalls per unit are required (depending upon the number of bedrooms), plus guest parking. The proposal is to reduce this to 1.2 to 1.8 stalls per unit plus guest parking. (That's a reduction of 10 to 20 stalls for a 100-unit development.) The proposal also includes an additional 15% reduction for developments within a half-mile walk of the Downtown Transit Center if the development offers a transit subsidy.

See http://www.kirklandwa.gov/Page8852.aspx for details about the proposal. (Please note that this proposal does not apply to commercial properties such as office, retail, restaurant.)

The goal of these changes is to reduce vehicle use and encourage transit use. However, there are concerns that reducing the number of parking stalls causes overflow parking into neighborhoods (since most people still own cars even if they use buses).

The Kirkland Alliance of Neighborhoods (KAN) will provide a recommendation to the City Council regarding this proposal, so I need input from our neighborhood. Because the Highlands has limited multifamily development, overflow parking may not affect us directly, but it could affect our ability to park downtown or in other parts of town. **Please send me your input as soon as possible. You can also email comments to citycouncil@kirklandwa.gov.**

Thanks!
Karen

--
You received this message because you are subscribed to the Google Groups "Highlands Neighborhood Association" group.
To unsubscribe from this group and stop receiving emails from it, send an email to kirklandhighlands+unsubscribe@googlegroups.com.
For more options, visit https://groups.google.com/d/optout.

Jon Regala

From: Amy Bolen
Sent: Thursday, November 20, 2014 10:39 AM
To: Council
Cc: Kurt Triplett; Marilynne Beard; Jon Regala
Subject: FW: Parking In Residential Buildings

Follow Up Flag: Follow up
Flag Status: Flagged

Council,
Below is staff response to Mr. Jung's recent email. This response has been altered from previous responses, per Kurt's request, to only state there will be "review" on Jan. 20 (no action).
Thank you.

AMY BOLEN
EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE
CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

From: City Council
Sent: Thursday, November 20, 2014 10:36 AM
To: 'Jim Jung'
Subject: RE: Parking In Residential Buildings

Mr. Jung,
Thank you for your email. It has been forwarded to Councilmembers and appropriate City staff for consideration.

The proposed change to parking regulations is scheduled for review by the City Council at their January 20, 2015 meeting. Your email will be included as part of the informational packet to be provided to the City Council for their review that evening. For more information, please visit the project website at:

http://www.kirklandwa.gov/depart/planning/Code_Updates/Projects/MF_Parking_Amendments.htm

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From: Jim Jung [mailto:jimjungcpa@yahoo.com]
Sent: Wednesday, November 19, 2014 4:27 PM
To: City Council
Subject: Parking In Residential Buildings

Kirkland City Council,

I am against reducing the required number of parking spaces required for Kirkland residential buildings. My wife and I toured a number of retirement communities last year and noticed that those with limited parking had real parking problems in the surrounding areas.

The cities assumed that retired people would drive less or use public transportation. Wrong. The residents wanted their cars and they kept their cars. So they just parked them on the streets and created parking problem for the surrounding communities. We in the PNW are great at doublespeak. We will reduce the carbon footprint by limiting garage space causing people to burn more gasoline while driving around looking for places to park.

You see the same thing in the Rainier Valley with the Link-Rail. King County limited parking around the Link-Rail stations and even prevented private citizens from offering parking to commuters. However, it didn't work and the city had to back off.

Jim Jung

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 8:10 AM
To: Jon Regala; Jeremy McMahan
Cc: Paul Stewart
Subject: FW: 1) HCC & Planning Comm INSUFFICIENT Parking Ratios

Let's discuss.

Eric Shields

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 7:40 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Subject: 1) HCC & Planning Comm INSUFFICIENT Parking Ratios

Please review information sent previously to Planning Commission.

Also please note that previously KAN asked Planning Commission to hold for more public comment. I also agreed to get public comments that have been made previously and that should be in front of the Council and the Commission prior to making their decision.

-----Original Message-----
From: Levenson <uwkkg@aol.com>
To: gpeterson <gpeterson@kirklandwa.gov>; jpascal <jpascal@kirklandwa.gov>; callshouse <callshouse@kirklandwa.gov>; Elaliberte <Elaliberte@kirklandwa.gov>; Cbagg <Cbagg@kirklandwa.gov>; Ccullen <Ccullen@kirklandwa.gov>; Mmiller <Mmiller@kirklandwa.gov>; 'Robin Jenkinson' <RJenkinson@kirklandwa.gov>; cao <cao@kirklandwa.gov>; coa <coa@kirklandwa.gov>; 'Kurt Triplett' <KTriplett@kirklandwa.gov>
Cc: uwkkg <uwkkg@aol.com>; neighboringproperties <neighboringproperties@gmail.com>
Sent: Tue, Oct 21, 2014 9:44 am
Subject: Planning Comm Mtg: Parking Ratios

Dear Planning Commissioners:
Thank you for the work you do and the thoughtfulness with which you receive public input.

It is appreciated that you pushed off deliberations of proposed changes to required parking ratios due to input from KAN. We also appreciate hearing back from some commissioners and their anticipation of the results of our public records request. This was to provide you input that has been ongoing from citizens regarding parking. These citizens are anticipating that their prior comments be part of your record for review.

UNFORTUNATELY…
Even though a request for emails on this subject was made in September, we have just received the following notice that the request will not be fulfilled until December 12, 2014. We find this to be unacceptable since we also offered to have the request broken into smaller chunks in order to get at least some of the public emails to you in a more timely manner.

PLEASE PUSH OFF DELIBERATIONS until such time that the public comment on the topic of parking is in front of you.

1) We believe you will see that there is great concern about insufficient parking requirements even at current rate
2) We believe that the planning staff never received instruction by Council to participate as one of two cities in the "pilot project"
3) We believe that the parking survey by "ninja staff" was a flawed manner to access parking ratio (and likely was trespass onto private property)
4) We believe that true parking survey could be done by noting the number of cars that are forced to park overnight on city streets
5) We believe that decreasing parking ratios does not decrease automobile ownership but only decreases street parking for customers and visitors
6) We believe that decreasing parking ratios (if done along LWB/Lake St) will create a barrier to later creating a "Boardwalk" as envisioned
7) We believe that decreasing parking ratios causes vehicle clutter along our streets. Rather than looking at the neighbor's house, landscape and trees we end up looking at weather-worn cars parked in front of our houses.

Again, we recognize that staff could have taken the initiative to provide you with public input by doing a records search of their own (not subject to the public records queue). They did not do that. We respectfully

ask, therefore, that you wait on your deliberations until you have public input on this matter. The public input has already been provided, we are just trying to make sure that you have it.

Thank you,
Karen Levenson
On Behalf Of Numerous Citizens and Citizen Groups

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 8:13 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: (2) HCC & Planning Commission Insufficient Parking Ratios

More from Karen.

Eric Shields

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 8:10 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: (2) HCC & Planning Commission Insufficient Parking Ratios

I'm going to break out the review of INSUFFICIENT Parking Ratios into 3 sections (2) (3) and (4)

(2) Flawed decision to participate in the "pilot project" and flawed study
(3) Negative Impacts of insufficient parking ratios
(4) Withholding of public comments by City

So here's (2)

FLAWED DECISION TO PARTICIPATE IN "PILOT" PROJECT
So the understanding of the neighborhood participants that I represent is that it is City Council that gives direction to staff. This ensures that staff time and our tax dollars are spent on things that the KCC has identified rather than pet project to support the beliefs (or goals) of our planning staff. We have reviewed city council meeting videos from the study sessions to the council meetings themselves (and even the retreat) and we cannot find any instruction or agreement by City Council that would have our staff agreeing to place us in a "test case" with one other city. It is our opinion that planning staff finds accommodating growth in a more shared manner throughout the urban areas is more challenging to them then allowing uber high density in a couple of areas. Reducing the parking ratio allows them to take the easy path towards allowing very high density in any parcel where the number of units is constrained mostly by the need to provide parking. We feel that staff's decision to enter into this "pilot project" was motivated mostly by trying to please developers who would rather build a ultra dense box building than a graceful addition to Kirkland.

FLAWED RESEARCH STUDY
So look to the methods used to determine whether a multi family building had sufficient or too much parking
1) There was only a small number of multifamily developments under review
2) City claims that they had permission for going onto these properties, but not all of this appears documented (in our review)
3) It appears that if the parking lot was full, the lot was not counted (please confirm)
4) It appears there was no inquiry to the multifamily unit to investigate the reason for any vacant parking spots
****If your spot(s) were vacant overnight because you were on a trip, it was counted as oversupply. This gives away a parking space because of your vacation
****If your spot(s) were vacant because you work the night shift, it was counted as oversupply. Better not hold a night job or you are no longer entitled to a stall.
****If your unit was vacant because your previous renters moved out with their 2 cars and your next were not moved in yet. SORRY, no spots for your future renters.
****If you were in a relationship and decided to stay overnight at their house.... Hope the lovin' was worth it because you just lost the right to park at your home!!!
****Older couple has "mom" in hospital & "dad" is by her side. They have too much to deal with, they shouldn't worry about maintaining a car at home for the "count"

REALITY

If you look at the city streets around our neighborhoods that are primarily multifamily you will see that they are full of street parkers. If you run the license plates you will see that many of these vehicles belong to residents in the nearby buildings. WHY? Because there is insufficient parking even with current parking ratios. Having served as my Condo HOA President for 9 years I would testify on a stack of bibles that our #1 problem was parking. We had flared tempers and attorney involvement in parking issues. We had owners park on the street because someone arrived home and took their parking spot... then the owner parking on street got a ticket and wanted the HOA to pay for it.

If we had oversupply of parking spaces in our multifamily units we would not have all this residential spillover parking onto city streets... PERIOD. The nightime "Ninja" parking monitors should have done a survey of the cars parked on city streets rather than trespassing onto private property and making faulty presumptions.

Karen Levenson
On Behalf of Neighboring Properties

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 8:27 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: (3) HCC & Planning Commission Insufficient Parking Ratios

More...

Eric Shields

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 8:26 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: (3) HCC & Planning Commission Insufficient Parking Ratios

So here's the next point for review:

(3) Negative Impacts of insufficient parking ratios

Please compare your experiences in city's where parking along the arterials is not allowed or where parking on neighborhood streets is either discouraged or not allowed. I think you may have had the same experience as many of us have

1) It sure looks a lot more appealing to have streets that are not cluttered with cars
2) It makes getting into and out of driveways much safer as you are not inching forward to see around the car parked on the street
3) It makes biking much safer as there is generally a wider shoulder on which to bike and car doors are not opened into your path
4) You can look out of the window of your home and enjoy the view of your neighborhood rather than staring at Joe's weathered vehicle parked in front of your house

Businesses would prefer that street parking is not consumed by residents but might be monitored parking allowing visitors enough time to visit their shops, restaurants or service businesses. If residential cars are consuming the spaces, this allows for less street parking for commerce.

Additionally,let us comment on an area that is within HCC Jurisdiction....
You may, or may not, be aware that for several years there has been movement towards creating a boardwalk along Lake Washington Boulevard. As we understand it, this would remove parking from at least one side of the street to allow some widening of "boardwalk" features. It may even require removing parking from both sides of the street. While Houghton Beach park has some parking, there is still Houghton Beach parking that spills out onto the street (in addition to residential parkers). Marsh Park has only about 7 stalls of parking and depends on street parking as well as that which is filled by residential parkers. David Brink Park has no parking stalls. We ask you to consider the extreme importance of having multifamily units along Lake Washington Blvd/Lake Street with parking ratios that provide really strong parking stall ratios. This is so that we can continue to accommodate as many visitors to our parks (and to our shops/restaurants that they walk to). If we allow building that pushes cars onto the streets surrounding the boulevard, we restrict the number of visitors that are attracted to this area. We also make it harder to eventually consider removing car parking in order to create a "Boardwalk"

Thank you,
Karen Levenson

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 10:47 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: (4) HCC & Planning Commission Insufficient Parking Ratios

And one more.

Eric Shields

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Thursday, October 23, 2014 8:44 AM
To: Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; Houghton Council
Subject: (4) HCC & Planning Commission Insufficient Parking Ratios

Here's the final comments

(4) Withholding of public comments by City

So KAN asked for the opportunity to get public comments in front of Planning Commission and HCC and PC agreed to give more time for that. I then submitted a public records request to gather relevant emails/letters that have been submitted by the public.

As you will have seen, my request will not be fulfilled until December 12th yet you are being asked to provide direction to the City Council before then. WHY?

While I wanted to make sure and gather as much of the public input as possible, I described the need for some of the information in a timely manner. I offered to have public records reduce the size of my request and provide installments so as to make my request actionable at an earlier time.... Still I got nothing.

Also, while Public Records Requests must be queued with other requests, there is nothing that keeps the city from doing their own research and providing you with the comments that they've received over the years. This would seem to be the fair and appropriate thing to do. City research doesn't need to wait for a public records request delay. Technology makes it very easy to run a search on all communication that relates to parking. We consider it to be less than honest for the city not to have supplied the public comments from the outset. It should not even require a public records request!!! We believe that city staff is withholding important public comment that you have the right (and duty) to review prior to making any decisions.

We hope that you will either throw out the current consideration for parking ratios. If you do not do that we hope you will postpone your decisions until you have the public comments from the records request. And we hope you will require the city to provide can overnight survey of parked cars on city streets matched with the license plate (which will validate current need of residents to use city streets). We finally urge caution and strongly discourage parking ratio reductions around the area of the potential future "Boardwalk."

Thank you for your thoughts and for firmly addressing these points in tonight's discussion. We look forward to listening to the dialog on this topic.

Best,
Karen Levenson
On Behalf of Neighboring Properties

Jon Regala

From: City Council
Sent: Monday, November 17, 2014 11:26 AM
To: Council
Cc: Kurt Triplett; Marilynne Beard
Subject: FW: Opposition to Right Size Parking proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Council, FYI:

AMY BOLEN
EXECUTIVE ASSISTANT, CITY MANAGERS OFFICE
CITY OF KIRKLAND
123 5TH AVENUE, KIRKLAND, WA 98033
P: 425.587.3007
ABOLEN@KIRKLANDWA.GOV

From: Karen Story [mailto:karen@nwnative.us]
Sent: Monday, November 17, 2014 7:20 AM
To: City Council
Subject: Opposition to Right Size Parking proposal

Dear Council,
I am forwarding this on request of my neighbor, Katie Perez (no postal reply needed).

-------- Original Message --------
Subject: Re: HNA: Seeking input on parking reduction proposal
Date: Sun, 16 Nov 2014 18:03:11 +0000
From: Katie Stone Perez <kstone@microsoft.com>
To: karen@nwnative.us <karen@nwnative.us>

As someone who lived in a townhome early in my career i can say that you need to maintain the higher limit [of parking stalls]. It forces lower income people to park cars in more unsafe situations increasing the risk of theft of damage to that audience when they already struggle more financially.

If someone makes the choice to not have a car they can then rent that space putting money back in their pocket and providing a true incentive for them to not own a car and use public transport.

Thanks,
Katie

Jon Regala

From: Duekerk@aol.com
Sent: Sunday, November 02, 2014 10:53 PM
To: Jon Regala
Subject: right size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,

When does Right Size Parking go to the Council? I would like the following second opinion to go with the staff report.

The statement in the Right Size Parking report "both the Houghton Community Council and Planning Commission did not want the City to get into managing parking for multi-family developments"

should not preclude encourage developers of condominiums and managers of apartments to manage parking efficiently.

Correctly, the City should not manage parking in multi-family developments, but the City should only reduce parking requirements if the parking is managed efficiently, privately.

Parking requirements should not be reduced without influencing more efficient utilization of parking spaces. More efficient utilization can be achieved by selling or assigning one space per unit and having the remaining spaces pooled for use by all residents. Developers unwilling to agree to manage parking in this manner would not be given a reduction.

Without influencing how parking is privately managed well, and underutilized spaces will exist and spillover parking will be a growing problem.

Ken Dueker
501 Kirkland Ave #302
Kirkland WA 98033
425-889-4427
duekerk@aol.com

Jon Regala

From: Laurie Hanson <laurie.hanson4@frontier.com>
Sent: Monday, November 17, 2014 9:18 PM
To: City Council
Subject: Regarding the proposed change in parking requirements

I am vehemently opposed to the parking reduction as outlined in the notice below. Kirkland is an urban community where everyone owns cars because they have to commute to work, or simply have options for travel. Also not everyone who visits downtown lives in walking distance. There is not enough parking now for the downtown area so it overflows into residential. And the residential runs up to and through downtown. Many condo owners park on the street now. So residential parking is needed right up to the downtown area. Much of this drive to reduce is championed by developers like those who want to build the Potala (sp) village, cramming 98 units in the space for much less and they don't have the space for the required parking. So they push for reductions. We can't even drive along LW blvd during rush hours now and with all those added living here it will be a parking lot most of the time. How do they figure it will encourage transit use when we have the worst transit system in the nation for a metro area our size? I lived in the DC area for 8 years and their mass transit is a thing of beauty compared to our archaic bus system. People are not going to take the bus to visit the city and shop or go to restaurants. We are not that kind of destination location, like Bellevue. This will hurt business owners and overcrowd the city. Reducing parking spaces does not encourage transit use. Building effective transit does , and we simply do not have that option.

Laurie Hanson
40 year Kirkland Resident

The City of Kirkland is considering reducing the number of parking stalls required for multifamily housing (apartments and condos).

Currently 1.3 to 2.0 stalls per unit are required (depending upon the number of bedrooms), plus guest parking. The proposal is to reduce this to 1.2 to 1.8 stalls per unit plus guest parking. (That's a reduction of 10 to 20 stalls for a 100-unit development.) The proposal also includes an additional 15% reduction for developments within a half-mile walk of the Downtown Transit Center if the development offers a transit subsidy.

See http://www.kirklandwa.gov/Page8852.aspx for details about the proposal. (Please note that this proposal does not apply to commercial properties such as office, retail, restaurant.)

The goal of these changes is to reduce vehicle use and encourage transit use. However, there are concerns that reducing the number of parking stalls causes overflow parking into neighborhoods (since most people still own cars even if they use buses).

Jon Regala

From: riversinc@netzero.com
Sent: Sunday, November 16, 2014 8:05 PM
To: City Council
Subject: reduction in parking stall requirements

Reducing the required parking, which already seems on the low side is a bad idea. Taking away parking does not mean people will suddenly starting using buses, instead it does just create a parking crunch. It is already hard at times to park in downtown Kirkland, please don't make it worse.
Lynda Myra / Kirkland Resident

Oct 28, 2014

Dear City Council members,

This was intended to be a short letter but it looks like I didn't meet that goal.

I have already said enough about Right Size Parking policies in general. I am almost positive that you will all agree with the Planning Commissioners and approve the new policies.

We will always have parking problems in the downtown core of the city. Once a development is built there won't be a chance for a do-over. Your guess is as good as mine in what degree street parking will be affected by the lack of free parking for all residents in new multifamily developments. Since the 'right size parking' plan is made up of percentages, future city council members can control some of the street parking issues by disallowing buildings that have an increase in height and density over what is allowed by zoning codes at this time. It is my understanding that 'Right Size Parking' is a pilot program. There doesn't seem to be any provisions for evaluating the success of the program and making adjustments at some future date.

I have one major concern: item #4 KCZ section 105.20. I realize that this provision relates to very few property owners. In summary: a fully subsidized 2 zone transit pass will only be provided to residents in proportion to the amount of reduced parking (15%)that a developer within the ½ mile radius (measured by the shortest distance along public walkways) is allowed. Mixed-use developments are not discussed in any great detail and don't seem to be a part of the same parking formulas as stand-alone multifamily developments.

One of my concerns is how fair the whole idea of providing transit passes is. The policy states that it only applies to 'driving age' residents that don't 'have' a car. Do they have to prove that they do or don't have a driver's license? What if they are in high school but of driving age? Someone might not own a car but have access to one. It doesn't say anything about them actually being the owner of a car. They might park the car that they use on the street if not enough parking spaces are allowed by the property owner. Would they still qualify for a parking pass if they commute by bus since they park on the street instead of the apartment garage? What if a resident is given a pass but later is forced to get a car in order to commute to work. Is their pass taken away? There may be more than 15% of the residents that qualify. Does more than one resident in an apartment get to be considered for a pass? Some people get a transit pass from their employer. Does the additional person in the apartment without a car qualify to receive a pass? It is a confusing regulation. Will there be a lottery for the few passes available? How can they be distributed fairly if everyone that doesn't use a parking space in the garage qualifies? This transit subsidy requirement will not change people's behavior. People who can't afford an Orca pass or a car are not likely to be able to afford any market rate housing within ½ a mile of the transit center.

There are a few other aspects of the policy that I question.
Section B, regarding bicycle parking doesn't really make sense. What does it mean? "Covered bike storage cannot be used if the parking reduction described in this section is being applied'?

Section C, regarding a transportation coordinator within the City of Kirkland (in perpetuity) seems to me to be a waste of time and money on the city's part. We have already seen how budget cuts were needed during a recession for much more important positions. Should the city spend time monitoring the parking situation in various developments in order to enforce the code?

I disagree with the reduction of 15% of the required parking stalls for multifamily developments in the downtown core because it seems unfair to other developers that might be ¾ of a mile or more away from the transit center. Houghton Center doesn't have a transit center but is served by several major bus lines within ½ mile radius. Why shouldn't they get a special exception too? I think it would be better to have a consistent policy that minimizes applying one set of rules to one developer and another set of rules to another based on the location of the current transit center. At some point developers building near park and ride transit centers may also ask for special considerations. For example, the area around the new South Kirkland Park and Ride facility is ripe for redevelopment. We have no idea what the future of public transportation in Kirkland will be. Or where the money will come from to provide an expanded transportation system that will allow more people to commute to work and school. At some point the transit center could outgrow its current location and be moved to somewhere else. An introduction of light rail may result in radical changes to how commuters are transported and the location of needed connections to bus service. Who knows?

My concerns may not be enough for you to consider striking out the 'Changes to parking reductions related to frequent transit KZC Section 105.20.4' from the proposed code amendment package. But I ask that you at least seriously consider dropping the convoluted adjustment formula in regards to the requirement for the developer, and subsequent building owners, to subsidize transit passes in exchange for reduced parking considerations in perpetuity.

There is one last thing I would like to mention. Some of the goals of the Planning Department are well meaning. But I question the thinking behind them:

Policy T-5.6
: Promote transportation demand management (TDM) strategies to
help achieve mode split goals. TDM
may include incentives, programs, or
regulations to reduce the number of
single- occupant vehicle trips.
Transportation demand management seeks to modify travel behavior and
encourage economical alternatives
to the single-occupant vehicle.
Transportation demand management strategies try to influence behavior in
a way that keeps expansion of the tran
sportation system at a minimum. The
more successful TDM strategies are, the
more successful the City will be at
achieving the mode split goals
described in Policy T-5.2.
The following are some TDM strategi
es: (1) working cooperatively with
employers to implement programs that
encourage employees not to drive
alone; (2) requiring certain new deve
lopments to implement programs to
reduce single-occupant vehicle use; (3) adjusting parking standards to meet

existing demand and reducing them further when transportation options increase; and (4) supporting paid park ing or other parking policy measures.

What the city wants is for people to change their behavior. It isn't a vehicle that is an SOV. Most cars have at least 4 seat belts. Many drivers transport children (and other family members that are not able to drive) in SOVs because using the bus with children is a big challenge. The fact that there is often only one person in the car is the issue. There is no policy that the city can come up with that will truly influence a life-style change. The city is not in the business of providing public transportation options. Without more options people will be forced to use SOVs. There really aren't economical alternatives to the 'single occupant' vehicle. No matter what type of transportation is being used someone has to pay for it—either the taxpayer or the transit user. If you have 5 people in your family, buying them all transit passes isn't economical.

It is very hard for the city to do anything that will truly modify travel behavior under the current transportation situation. Metro buses are overcrowded and pass up commuters waiting at bus stops because they are overloaded. It doesn't matter that their employer or apartment owner has given them an Orca pass if they can't get on a bus that will get them to work on time. You can promote non-motorized options all you want. It won't mean a big surge in bike ridership. Often people waiting at the bus stop with bicycles are left at the curb because the bike racks on buses are already full. Can you influence Metro to change more buses to include bike racks? Workers at the local hospitals work odd shifts. Can you influence Metro to add more buses in the middle of the night? Can you influence the school district to provide better school bus service to its students? Why would :Transportation demand management strategies try to influence behavior in a way that keeps expansion of the transportation system at a minimum? It seems to me that we need a better transportation system which necessitates expansion.

How does the City of Kirkland work cooperatively with employers to implement programs that encourage employees not to drive alone? I'd like to see an example of how that has worked in the past on a large scale. Do you have a program to encourage more Boeing employees living in Kirkland to buy a subsidize Orca pass and take the custom Metro bus to Everett? Not everyone living in Kirkland can work in Kirkland. And not everyone working in Kirkland can afford to live on a bus line that comes directly into Kirkland. Do the taxpayers want the City of Kirkland to subsidize an Orca pass for all their employees? Why don't the City Council members and Planning Commissioners take the bus for night meetings at City Hall? Probably for the same reasons that other citizens are unwilling to make a lifestyle change. The people that work for the city should set an example by modifying their travel behavior.

There are so many opportunities out there that Kirkland residents don't think about. Why not require restaurants and shops in Kirkland to provide subsidized Orca passes to all minimum wage workers, legal and illegal? Why doesn't the city require mixed use developments to provide free parking in their garages for low wage workers that carpool? The obvious answer is that no one would want to spend the money to do that. There is a real limitation to how much the City of Kirkland can influence businesses to work on TMD strategies. Businesses exist to make money, not to make life easier for their employees. The problem with reducing parking standards when transportation options increase, is that you don't usually have a way to increase parking standards when things change and transportation options diminish.

TMD strategies to modify behavior are not realistic goals. Modifying behavior has to take in account life style choices and societal issues that the City of Kirkland has absolutely no control over. Some of the strategies that the Planning Department suggests may do more harm than good. Paying for parking is one of those. Most people don't want their friends to have to pay for parking or get a parking pass when they come to a party.

We need to think more out of the box.

The City could work with State government to change the driver's license requirement age limit to 18. That would take more SOVs off the road and free up space in high school parking lots and adjacent roadways. More students would develop a life-long habit of taking public transportation or walking and biking. An additional benefit would be the reduction in auto related fatalities.

We could require new office buildings to include daycare within their facilities. We could encourage employers to implement flextime schedules and telecommuting. These arrangements let employees care for their families' needs in a way that reduces car trips dramatically.

We could encourage neighbors especially those living in multifamily developments to get to know each other better. That is a lifestyle issue. If there are ten people that work at Boeing or Microsoft or Amazon in the same apartment complex, but have never met, than they may be missing an opportunity to carpool. We need to take into account the fact that they may all need to have a place to park their cars at the apartment complex. Carpooling would at least be reducing the amount of cars on the road and the need for parking at their place of business. Often people have days where they can't carpool because they have to travel between sites and go to appointments. This is part of the reason I object to reducing parking requirements in order to change behavior.

What is the goal? Are you trying to keep people from owning cars or just want them to find ways to limit their use? I don't feel that the city is in the position to force Americans to give up car ownership. We really need to think about the fact that one of the main goals of limiting parking in multifamily housing is to give a developer a break so he doesn't have to spend as much money providing for future parking needs. Property in the downtown core will be developed whether or not you let the developer put in less parking than is required in another part of Kirkland.

Sincerely,
Margaret Bull

Jon Regala

From: Eric Shields
Sent: Thursday, October 23, 2014 3:39 PM
To: Jon Regala
Subject: FW: Parking

Importance: High

Eric Shields

From: Maureen Kelly [mailto:maureenkelly@outlook.com]
Sent: Thursday, October 23, 2014 3:35 PM
To: Planning Commissioners
Cc: Jeremy McMahan
Subject: Parking
Importance: High

I've scanned the Oct 6, 2014 document from Jon Regala and Jeremy McMahan regarding Amendments to Multi-Family Parking Requirements Continued Deliberations. My comments are basic and simple, slanted toward condominium multi-family based on 25 years of personal experience listing/selling Kirkland condominiums in the CBD, Lakeview and Moss Bay zones.

Condominium Parking Space Allotment: Condominium market values would be significantly diminished if the following baseline minimum criteria is not met:

* 3 bedroom / 2 parking spaces
* 2 bedroom / 2 parking spaces
* 1 bedroom / 1 parking space (many 1 bedroom apartments/condos will have two adults)
* Visitor parking for guests of owners only. Additional public parking must be separate. (Who manages the large Portsmith visitor parking? Who would manage a mid-size condominium complex parking - the city, the board or the off-site building property manager? Without an on-site manager none are feasible and even with an on-site manager it would be problematic.)

Transit Subsidy. A Transit Subsidy for condominium owners is not fair. If implemented, the subsidy should include retail business. A Transit Subsidey for either would be a penalty that will do nothing to attract more small businesses and would discourage retail. "Charming" retail shops and restaurants attract people to Kirkland - take that away and we will not sustain a vibrant, thriving environment.

Overflow: I hope the CBD is never large enough to attract mass high density business. The notion of a high percentage of residents riding bikes to work is a pipe dream - we will never be downtown Copenhagen or North Lake Union. Get real about this.

Pay for Parking Space Option. The result would be an opt-out and spill over on downtown streets and non-metered residential streets. This applies to rental units and affordable housing condominiums. Think Capitol Hill.

Where To Park for Retail/Restaurants: All one has to do is visit University Village. The recent addition of above retail parking disguised by disguised innovative architecture has solved their parking problem. Note: Customers will not walk two blocks to shop or dine, it is a fact. Another fact is that customers prefer above ground to below ground parking. This concept can work with city owned land at the corner of Central and Lake Street, and will pay for itself over the long term with the increase in business tax revenue.

Please pardon typos or incorrect grammar as I'm writing this on the fly.

Respectfully submitted,

Maureen Kelly

Windermere Real Estate | Kirkland Yarrow Bay
direct 206 465 5550
mkelly@windermere.com
maureenkelly@outlook.com

Jon Regala

From: Rodney Rutherford <rodneyr@gmail.com>
Sent: Wednesday, November 12, 2014 10:08 PM
To: Bea Nahon; Jon Regala; Jon.Pascal@transpogroup.com
Subject: bus pass idea for right-size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Perhaps Kirkland could work with King County Metro to extend the bus pass deals currently offered to employers so that multi-family buildings could also take advantage of the program. In Kirkland that would come out to $293 annually per bus pass. That'd be even less expensive than buying Puget Passes valued at $0.75 per ride, which obviously wouldn't offer much of an incentive for residents to ride.

Jon Regala

From: Jeremy McMahan
Sent: Friday, November 21, 2014 2:48 PM
To: Jon Regala
Subject: FW: Plan for Moss Bay and downtown

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Virginia DeForest [mailto:ginniedeforest@yahoo.com]
Sent: Thursday, November 20, 2014 9:28 AM
To: Jeremy McMahan
Cc: donw@mossbay.org
Subject: Plan for Moss Bay and downtown

You can't support a thriving downtown retail shops and restaurants etc by reducing the amount of parking required of developers as they need customers from beyond the downtown area. Are you going to provide more public parking? Seems to me development should include underground parking with some of it for public, underground to keep ground level appealing to walking, but provide for downtown users beyond those living downtown.
Ginnie De Forest
945 1st St. So., #101
Ginniedeforest@yahoo.com

Sent from my iPad

Parking Pricing Analysis

Right Park
Tools to balance supply

Summary Findings

Parking revenue alone rarely covers the true cost of providing parking in multi-family projects within King County. According to interviews with market participants, the reason developers provide parking generally has less to do with generating revenue and more to do with increasing the marketability of the residential units. Although building owners recapture as much of this cost through parking revenue as possible, a portion of the cost of providing parking is typically subsidized through unit rents. Minimum parking requirements that force developers to provide more parking than the market dictates can render projects that would otherwise get built, financially infeasible.

As shown in the analysis below, parking can have a considerable affect on the overall profitability of an apartment project; particularly those with high parking ratios. Given the significant effect that parking can have on project's profitability, from a development perspective, it is worth investigating strategies to reduce parking ratios and increase parking revenues without negatively affecting a project's marketability.

Introduction

The sensitivity analyses in Figures 1 & 2 illustrate the impact of parking revenue, parking ratios, and cost of constructing parking on the financial feasibility of a surface parked, and underground parked apartment project, respectively. The analyses target a 15% profit margin, at which point a project is considered to be financially feasible.

Surface Parking

- Increasing parking ratios decreases residential density in surface parked projects.
- Parking revenue can have a moderate affect on the profit margins of projects' with low parking ratios, and tends to increase in significance as a project's parking ratio increases.

Underground Parking

- Increasing parking ratios does not always decrease the residential density of projects' with underground parking.
- Parking revenue can have a moderate affect on the profit margins of projects' with low parking ratios, and tends to increase in significance as a project's parking ratio increases.
- The cost of constructing parking stalls can have a moderate affect on the profit margins of projects' with low parking ratios, and tends to increase in significance as a project's parking ratio increases.

Figure 1:

Surface Parked Apartment

Project Description*			
Residential Units	150	120	100
Parking Spaces	151	179	198
Parking Ratio	1.0	1.5	2.0
Revenue/ Month	**Profit Margin**		
$50	20%	18%	17%
$25	18%	15%	12%
$0	15%	11%	7%

**Avg unit size 800nrsf; Cap rate 5%; 15% target profit margin; 3 story height limit; 2.8 acre site; Avg rent $156nrsf; Vacancy factor 5%*

Figure 2:

Underground Parked Apartment

Project Description*			
Residential Units	150	150	150
Parking Spaces	75	150	225
Levels of Parking	1.3	2.6	3.9
Parking Ratio	0.5	1.0	1.5
Rev/Month Cost/Stall	**Profit Margin**		
$150	23%	19%	15%
$100	21%	15%	9%
$50	19%	11%	3%
$20,000	24%	21%	19%
$35,000	21%	15%	9%
$50,000	18%	9%	0%

**Avg.unit size 640nrsf; Cap rate 5%; 15% target profit margin; 6 story height limit; 25,000sf site; Avg rent $2.20nrsf; Vacancy factor 5%*

It is important to note the preliminary nature of the assignment. The information [illegible] on the available information and the consultant's professional judgment. The outcome of the study is impacted by the limited nature of the scope of work. The information supplied herein is from sources deemed reliable. It is provided without any representation, warranty or guarantee, expressed or implied as to its accuracy. Given the preliminary nature of the investigations, further study and investigation is required to verify of all matters deemed to be material.

Jon Regala

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Monday, November 03, 2014 10:06 AM
To: Jon Regala; Eric Shields; Jeremy McMahan
Subject: FW: Would love your feedback on this proposed regulatory change in Kirkland

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Green Category

Jon, Eric and Jeremy,

At this point, I am sending this communication just to the three of you - Before sharing it with the Planning Commission, HCC and/or City Council, I wanted your feedback. This relates to extending the proposed 15% reduction in required parking spaces for condominiums which are in the vicinity of the Transit Center.

As much as I would truly love having fewer cars on the streets and would be delighted to see increases in transit use, I am very concerned about the potential consequences and impacts of the Planning Commission's recommendations with respect to the 15% reduction for multi-family developments within a ½ mile walk of the Transit Center. This part of the proposal is tenuous enough for multi-family rental properties – and while I appreciate the desire to make this provision available to condominiums as well, and with all due respect to the Commission and its deliberations in this area, I believe it is an overreach.

Being connected to the Condominium Association community, I have forwarded the text (as approved by the Planning Commission) out to various professionals in that community who work extensively or exclusively in this area for some feedback. I will continue to keep you informed as I receive comments.

Below is a communication that I received from Brian McLean - and with his permission, I am forwarding this on to you. He is an attorney practicing in Seattle where he works extensively with condo associations http://leahyps.com/our-people/brian-p-mclean/ . He is also the owner of a blog regarding condominiums and legal issues http://www.wahoalaw.com/about/

I've not met Brian however ironically, during my outreach for information, I was referred twice to Brian, once by a CPA who works exclusively with condo associations and then by the WSCAI Executive Director https://wscai.org/ where Brian is co-chair of their Legislative Action Committee.

Brian has seen the proposed code changes with respect to the 15% reduction and he has provided his comments below. Although his examples refer to smaller developments, the same issues will also apply for larger developments as well.

I will also note that there are some drafting issues with the language as it was approved by the Planning Commission. Although I don't support this particular change, I also believe strongly that should City Council enact the change, it should be administratively feasible (for the City and for the Associations and their managers) and consistent with the Washington Condominium Act. To that end, I hope to send you some proposed amendments to the text for your consideration, not to change the outcome, but to make them workable should the provisions be enacted.

Best regards to all,

Bea

From: Brian P. McLean [mailto:brianmclean@leahyps.com]
Sent: 10/31/2014 11:54 AM
To: Bea Nahon
Subject: RE: Would love your feedback on this proposed regulatory change in Kirkland

Hi, Bea,

Thanks for reaching out to me. I like the City of Kirkland and I applaud their efforts to try to balance the policies of encouraging greater use of public transit. I also think urban living is cool!

The proposal being floated decreases the number of parking stalls required by code by one for each alternative transportation subsidy. That subsidy would be a perpetual right, in a condominium development apparently funded initially by the developer then funded and administered in perpetuity by the homeowner association. There are some drafting issues as well. A condominium is created when the declaration of condominium is recorded. I don't think it's recorded until the City issues a certificate of occupancy. The Owners association is created at the same time. So, the developer will never really have a duty to "fund" the account.

I think the concept being floated is impractical for condominium associations as they are currently developed and run. Parking is a sensitive issue for owner associations, a common source of dispute, and owner associations are ill-equipped to manage, administrate, and enforce such requirements. Imagine the City trying to enforce this. Now imagine a small volunteer board of directors trying to enforce this *with one difficult owner*.

Insufficient parking is a problem that plagues most of our urban condominium association clients. The solution that works best is to provide sufficient parking.

Let's look at some examples and see how the proposal works. Developer approaches city and asks for a permit to develop a six-unit condominium. City says, development approved subject to a parking covenant. The recorded parking covenant must be included in the declaration of condominium and shall require the association in perpetuity to (a) fund an account for the sole purpose of meeting the requirement under KZC 105.20.4 that the association provide a transit pass (or equivalent) to one of the occupants, (b) provide adequate notice to the owners of the availability of the one transit pass, and (c) report the distribution of the pass to the City. The parking covenant may not be amended without written authorization from the City. Parking administration and enforcement is handled by a three-person board of directors made up of half of the unit owners.

Scenario One. Developer sells six units with five resident parking stalls and one guest stall, all located in the common area. No stall is assigned to any unit but board has rule-making power. **Result**: in the typical development the six owners will not understand the significance of the parking covenant until they've all purchased units. They will not realize that the development was permitted without sufficient parking provided for all units. No single owner will willingly give up a parking stall, the sixth stall will always be used by one of the occupants, the owners will argue about why they all have to pay the $600 transportation subsidy for the benefit of one owner, and the owners will not be able to agree which owner should be able to use the annual transportation subsidy.

Scenario Two. Developer sells six units. Five of those units are assigned a parking stall. One unit (unit 6) is sold without a parking stall for $20,000 less, because it has no parking stall. The *unit 6* owner is entitled, however, to one annual transportation subsidy. **Result**: The sixth stall will always be used by one of the occupants. The owners will get in disputes over the parking subsidy if the *unit 6* owner uses the guest parking spot occasionally for moving furniture, receiving deliveries, etc. The owners will get into an escalated dispute if the *unit 6* owner insists on parking in the guest spot. The Transportation Coordinator, being asked to resolve the issue, will say, this is a civil matter between the owners and the owners need to resolve this under their own covenants.

Other Scenarios. The *unit 6* owner, who rents the unit, keeps the subsidy for her own use and her tenant parks in the guest stall. The association brings a lawsuit and $25,000 later in legal fees the court finds that the *unit 6* owner doesn't have a parking spot but is entitled to a transportation subsidy. The court will be unable to amend the covenants because City Code won't allow it. The sixth stall will still always be used by one of the occupants. Or the *Unit 6* occupant becomes disabled and can no longer rely on public transportation, making it mandatory under Federal Law that the association reasonably accommodate the *Unit 6* owner by permitting her to park in the guest spot and not enforce the parking covenant.

Just my thoughts.

Brian P. McLean | Attorney at Law

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Jon Regala

From: Dan Ryan <dan.ryan@gmail.com>
Sent: Thursday, September 25, 2014 12:11 AM
To: Planning Commissioners
Cc: Jon Regala
Subject: Right Size Parking

I am, perhaps, arriving rather late to a party that's almost over, but I'd like to offer a few comments on the Right Size Parking effort.

When I first encountered this initiative, I hoped Kirkland would find a way to benefit, and was consequently pleased when the City agreed to participate in the pilot. It's been a constructive effort to bring a data-based approach to parking requirements and, by extension, to development in Kirkland.

But I can't help feeling it's gone off the rails somewhere. I wonder how we have progressed from a factual finding that Kirkland has 40% excess parking in multi-family, to a recommendation that increases or maintains parking requirements for many common configurations (1bds and studios in downtown, or 2+ bedrooms generally).

Mechanically, I understand why it happened. We've laden down the data-driven initial findings with a 15% comfort level to capture every outlier, and then another 10-15% for guest parking. And Houghton is still caviling about the very modestly reduced requirements for downtown. I still wonder whether we shouldn't just adopt the Redmond standards, particularly their downtown standards. They've avoided residential parking 'problems' for 30 years, and Redmond has a fast-developing and successful downtown to show for it.

Some specific comments follow.

GUEST PARKING

There is nothing in the data that supports any additional guest parking requirement. The RSP study correctly recognized that early evening is not the peak parking time even if some residents occasionally make heavier demands at this time. On net, people are going out, not inviting additional people in. So why are we overlaying the overnight parking counts with hearsay assumptions about evening guest usage? Who exactly are the people hosting all of these dinner parties? Don't they ever go out? Don't they ever get invited back by the people for whom they prepare dinner? The whole guest parking discussion seems unmoored from how real (or at least, typical) people live in multifamily.

I realize that guest usage is variable, and it can take a lot of parking to accommodate the highest peaks. My neighbors in a six-unit multi-family development have hosted Independence Day parties and it gets pretty busy. But July 4th happens once a year. Everybody has a vivid story, but those are outliers rather than normal usage. It seems terribly wasteful to require that we build expensive parking around anecdotes of occasional large parties.

At a minimum, we should have been more creative in finding ways to encourage guests to use vacant stalls that might be reserved or associated with other units. We don't need parking for all of the residents AND all of the guests if we can sensibly manage around the reality that many residents are out when most guests are in. I lived in a maybe 200-unit apartment complex in downtown Redmond, and went three years without ever lacking a parking spot at any hour. There was no reserved guest parking other than maybe two spots by the leasing office. Every spot was open for use by every resident or visitor and it averaged out well.

(And yes, overnight was the peak usage time, not the evening hours. Parking use built up gradually during the evening and evening use never approached the overnight levels).

TRANSIT/DOWNTOWN

It was inappropriate for Houghton to comment in any way on the downtown modification for transit. It's simply not their area of expertise or jurisdiction. In any case, you should reject their recommendation on this issue.

First, the proposed general requirements are far too high for a downtown area. Neighboring cities have had much lower downtown requirements for decades. If you prefer not to rely on the transit effects from the RSP study, then why not just rely on similar downtowns for their experiences?

It's helpful, but not essential, that downtown has workable transit service. Denser walkable neighborhoods have lower car demand even when they're not well-served by transit. Households may not go car-free very often, but it's easy in downtown to go 'car-lite'. I live a little outside of downtown. Our cars rarely leave the garage on weekends, even though we don't take transit for most trips (Our jobs are not conveniently reached that way). But there's just a lot within walking distance. If we had workable transit service to our offices as many do, we could get by with one car rather easily.

It's not social engineering to recognize that walkable places need fewer cars.

Most development in downtown has come with very few bedrooms (an obvious outcome of today's parking regulations - demand for higher bed-count residences has gone into single family adjacent to downtown). It would be an absurd outcome to a Right Size Parking program if similar future buildings in the CBD ended up with requirements higher than today given the observed under-utilization of existing parking. But a building with mostly one-bedroom units could well see that.

However, it is a positive that downtown parking rules will no longer be absurdly punitive to higher bed-count units for families with children. We may see some of these now, and that's a step forward.

PARKING STUDIES

I don't recall these having been discussed in your previous meetings, (perhaps I missed it), but there was a recommendation from Houghton on Monday night that estimated parking needs from parking studies be inflated by 15% when reviewing modifications.

This highlights the nonsense of inflating the original RSP numbers in this way, and I guess there's a consistent argument for being consistently wrong. But there's nothing that I've seen in the record to suggest that requirements based on parking studies have ever produced any spillover issues. Technically, there's no logic to support extending the variances from one modelling effort to an entirely different process. You should leave the current data-based practices in place.

PARKING MANAGEMENT

The recommendation is silent on flexibility for reductions associated with better parking management. I concur that the City shouldn't be mandating unbundled pricing. (As an economist, I do find it conceptually interesting that we're so happy to aggressively regulate quantity, and so reluctant to regulate prices. These are not such different exercises as we think).

But I think there's a role for parking management as an option for developers and building managers.

It's not clear to me where a building like Arete would even fit in this recommendation (I assume that you'd continue to permit it as some sort of exception case). There needs to be a middle ground in the code for building configurations that fall between micro-housing and the over-parked "regular" housing. It should be possible to build something bigger than 200-300 sq ft with 0.5 spots, and not immediately leap to 1.2+ and guest parking.

If you adopt the Houghton recommendation to apply the general rules to downtown, the gap in requirements between micro- and "regular" housing will be much larger than today. Logically, this seems backwards.

AFFORDABLE HOUSING

Smarter parking requirements are a boon to the City's affordable housing goals. I've seen the observation elsewhere that we are a small city that can't affect a regional housing market much. That's true as far as it goes, but it's simply not our place to opt out of the regional effort to maintain reasonably priced housing proximate to employment centers. More importantly, it's explicitly not the goal of the City or the region to have all of our lower income workers commuting in from Kent and Everett.

BALANCE OF RISKS/CONSUMER BEHAVIOR

A lot of emphasis has been placed on the risk of spillover parking, and very little on the risks of discouraging development and preventing people from living in Kirkland. This process generally hasn't given enough credit to how consumers react to incentives. Neither has it given enough credit to the incentives for developers to provide more than the minimum parking if the minimum is below market.

Obviously, given today's inflated minimums, nobody builds any more than required. But I find it far-fetched that buyers of $400K+ condos would leave their cars on the street if the garage doesn't have enough storage. Who pays that kind of money, and then spends years scurrying around limited-time parking zones every night?. It's much more likely that they'll either live elsewhere, or residents with lower parking needs will select into these developments, or developers will build more than the minimum so as to support the prices of their units.

So we shouldn't be so afraid to risk that a development might end up with less parking than some selection of today's residents might want. They'll adjust, or they'll select out.

We see ample evidence of both developers and consumers reacting rationally to current requirements. In downtown, the parking regulations taxed 3+ bedroom units out of existence. The predictable result has been that downtown has been exclusively developed with living units catering to those most willing to pay high prices for units with few bedrooms (retirees and young childless couple and singles). Meanwhile, the streets around downtown have filled up with very expensive single-family homes. State St is dominated by new single-family developments, several within a block or two of the transit center.

Apart from being a historic policy failure, it's evidence that both the supply- and demand-side of the market are highly adaptable. Why do we believe we have to inflate parking standards so far above current average usage? Why not recognize that there is no real risk of under-providing parking because the residents will select developments that meet their needs?

Thank you for your time, and for your service.

Dan Ryan

493 2nd Ave S

Kirkland WA 98033

425.260.9441

Jon Regala

From: Michael Radcliff <mradcliff7@comcast.net>
Sent: Tuesday, September 23, 2014 4:02 PM
To: Jon Regala
Subject: Multi-family structure parking

Follow Up Flag: Follow up
Flag Status: Flagged

Jon: West of Market neighborhood met with Jeremy McMahan last week. He discussed the parking proposals. Please note, every citizen at that meeting is against reducing the parking requirements for multi-family construction. Jeremy referred us to a study to review. Jeremy also stated that the City reviews requirements from time to time.
1: If no request has been made, why change something that has worked for years.
2: In reviewing the study, it appears that when the structure is any distance from the downtown core, parking is more utilized. I note the study actually shows the code required 2.2 parking places using the current code. The 1.7 always discussed is a model. The present proposal of numbers less than that is not wise. Younger people in condos or apartment usually have to commute to work by auto, and normally commute in the different directions. If a couple has 1 stall, but two cars, one will be on the street.

In closing, I have personal experience with condos at NE 92nd St and 124th Ave NE. There is never enough parking in the evenings or weekends. People park on the side street with their 2nd car. Please do not change the current code or we will have cars jamming the streets like San Francisco. Thanks Michael Radcliff

To: Kirkland Planning Commission and Houghton Community Council
From: Kirkland Alliance of Neighborhoods
Re: Right Size Parking - Amendments to Multi-Family Parking, File No. CAM13-02032
Date: September 22, 2014

Thank you for allowing the Public Hearing to remain open to receive additional written comments on this matter.

Jon Regala attended the KAN meeting on August 13 and presented this subject. Present at that meeting were the KAN Representatives and/or Neighborhood Association Chairs representing 9 of the City's 12 Neighborhood Associations. We had an opportunity to hear the information, ask questions and have preliminary discussion of the matter. Following that meeting, various Associations and/or Association Boards reviewed the materials and considered the matter with the objective of informing their residents, discussing the proposed changes, and gathering comments and recommendations to bring back to KAN.

KAN held its next meeting on September 10. That meeting was attended by KAN Representatives and/or Neighborhood Association Chairs representing all 12 of the City's Neighborhood Associations. One representative indicated that their neighborhood did not have parking issues and one recused himself from the discussion.

KAN believes that this is an important issue for Kirkland neighborhoods and accordingly, provides its comments to you for your consideration.

Overall the neighborhood associations were not in favor of a reduction in parking requirements for multi-family developments, even near Transit Centers, primarily because of existing overflow parking into the neighborhoods and the lack of adequate or dependable public transit options.

The positive comments included:

- A desire to reduce our carbon footprint.
- A desire to reduce traffic congestion.
- Consideration of imposing costs on development.
- Other (see Addendum attached).

The concerns included:

- Spillover parking that already exists from multi-family development which would be increased by this proposal. These comments included real-life examples of seeing numerous vehicles parked on the street adjacent to multi-family developments at times which could not be explained otherwise (e.g. guests or nearby employees), at least not for the quantity observed.

- Concerns were noted with the survey which was used as the basis of the proposal. Participants noted that cars parked on-street adjacent to the studied sites should have also been counted and factored into the recommendation.
- In addition, they noted that they could not find where reserved or deeded parking stall occupancy was studied separately from “first come first serve” parking i.e. with reserved or deeded parking, an unoccupied stall is not necessarily available for other occupants and its unoccupied status is likely temporary.
- Accessibility to transit, with the accompanying proposed transit management, was not supported as a justification for even further reduction of the parking requirements. Participants noted the reductions in transit service and that even if residents used transit for commuting, they would still have cars parked at home for use for other purposes. Of note, the Board of the one Neighborhood Association most impacted by the proposed additional 15% reduction, did not support this portion of the proposal.
- Other (see Addendum attached).

It was also noted that developers already have the ability to conduct studies in order to request reductions of the existing parking requirements on a case-by-case basis. Research on right-size parking should also consider the impact where some of these reductions have already been placed in service in nearby developments.

A copy of the notes which were taken on the flip chart is attached for your reference and identified as “Addendum B” from our September 10 meeting. Addendum A is not attached, as it was not related to this topic.

Thank you for your consideration of these comments. A representative of KAN is planning to attend the September 25 meeting of the Planning Commission and can respond to questions, if any.

KAN’s mission statement provides as follows: *The Kirkland Alliance of Neighborhoods (KAN) is a coalition of the City’s Neighborhood Associations. KAN fosters communication and awareness of issues affecting the neighborhoods among the Neighborhood Associations, the City and appropriate entities. KAN is an effective, collegial voice for the neighborhoods and a valued resource for the City.*

Addendum B

Kirkland Alliance of Neighborhoods

Notes from Discussion
Right Size Parking
September 10, 2014

Norkirk

- Limiting parking in MF near transit center makes it difficult for their neighborhood.
- They already get spill over parking from the transit center.

Juanita

- Methodology is flawed – didn't count spill over parking already happening in MF complexes (only counted vacant parking in their garages).
- Does count events/parties and other factors that bump up the need for parking in MF
- Transit in Kirkland is going down – losing two more bus routes. Needs to be factored into the formula.
- Asked the neighborhood at the meeting if they wanted the City to implement the right size parking recommendations – and 100% (24 people) in the audience said no.

South Rose Hill/Bridle Trails

- How was the "average" level of parking in MF counted? What day of the week, what time of the day, etc.
- Could we encourage MF managers to offer parking as an option on the rent/ shows true cost of parking.

Evergreen Hill/Kingsgate

- Haven't had a meeting since June – so hasn't asked her group
- We don't have on street parking in many areas where MF exists today
- Can't decrease the requirement because we don't have adequate parking now.

Central Houghton

- Mostly single family homes
- New trend has retail below and MF above – which makes the issue of parking much more complex with many retail factors that should be considered too
- Even if you use transit – you leave your car at home/in the garage
- Mostly people say don't reduce parking requirements
- Neighborhoods experience parking upstream from the transit centers – how is this counted
- There are multiple reasons for spill over parking in neighborhoods

Market

- Electronic surveys
- City shouldn't be in the business of pricing parking (versus popularity of development)
- Residential streets shouldn't be the parking for transit or MF
- Increase – not decrease – parking requirements
- Juanita Village is a problem. If we reduce requirements it will get worse and we will have more areas like this around town.
- No reductions near transit centers
- Add parking in retail area (waterfront)

- Market asked their neighborhood which of the following options the City should spend money on: 68 Survey Respondents
  Ranking from most (5) to least (1) preferred place City should spend $40 -50 million
  - 3.50 Cross Kirkland Corridor – bike/pedestrian only
  - 3.40 Cross Kirkland Corridor – bike/pedestrian and transit
  - 3.24 Parking facility in the waterfront district
  - 2.86 Aquatic Center
  - 2.00 Other

North Rose Hill

- No opinion at this time
- Not a lot of parking problems in NRH

Lakeview

- No objection to apodments (buy parking or not)
- Problems with the formula – as some use street parking for specific reasons
  - Their garage is being used as storage
  - They have more than 2 cars
  - Business vehicles often park on the street
- Opposed to right size parking

Highlands

- Posted to list serve today so don't have input from neighborhood
- Mostly benefits the developers – not residents
- If the reason is to reduce carbon footprint – Then I am supportive
- Overflow parking is a concern
- Maybe we should sit tight and watch to see what happens to other communities who do this before we decide
- Like the motivation to get people to bike and walk more but perhaps this goes too far

Moss Bay

- Concern about areas near transit, with service unpredictable into the future
- Still have to have a car – so where does it park?
- Survey needs to count cars on the street to fully understand the impacts
- Think hard about this now because if it fails – the building can't be retrofitted to accommodate more parking afterwards
- How did the survey account for reserved spaces – they aren't first come first serve
- What would this do to the price of housing?
- How does this impact merchants?
- There are cars on the street at 2am all around MF complexes so you know people are parking on the streets

Everest (notes provided after meeting as Rep had to leave before discussion)

1. Should the City be reducing the minimum requirements for parking in our multi-family developments? Why or why not?

No, parking is already an issue and you cannot find parking at peak hours downtown. Reducing the minimum requirements would defeat the purpose of supporting our business core. The developers care about making money and once the project is finished they do not care about parking.

2. If the City does reduce the minimum requirements, what do you think the public benefits would be for Kirkland neighborhoods? Your own neighborhood?

- No benefits at all. Our neighborhood already has limited to no parking at all from 8- 6 6 days a week.

3. If the City does reduce the minimum requirements, what are your concerns about impacts to Kirkland neighborhoods? Your own neighborhood?

- More traffic on gridlocked streets, people going elsewhere instead of the Kirkland core. Drive to Bellevue where you can find parking in the core.

4. What are you currently seeing in your own neighborhood vis a vis on-street parking?

- Bus riders and employees park on our streets which results in residents not being able to park. The idea in point #1 is just awful

5. What do you think about the studies in the materials? Are these in line with your own observations, if you have any?

- Not realistic.

6. Should the requirements differ for each neighborhood or apply city-wide? If so, why?

7. Should the requirements be different for garden-style apartments than for multi-story with underground parking?

- No people are not going to park in their gardens.

8. Should the requirements be different for rental properties than for condominium developments?

- No again why should you segregate rentals, garden apts etc.. I do not understand the rationale of this by the city or a developer.

9. This comes from a pilot project from King County. If a change is enacted to Kirkland's requirements for parking, should there be a sunset date and if so, when?

- What does this mean?

10. What about the additional 15% reduction within a one-half mile of the Downtown Transit Center? What benefits do you foresee and what concerns does this raise for you?

- I don't believe the stats and frankly people have to drive to get to the "core" . Metro just does not service enough of the neighborhoods at dinner or on the weekend when Kirkland is jammed.

11. If you would change this proposal, what would you change or recommend instead, and why?

- Provide normal parking for our community not bow to the developers.

Notes compiled primarily by Kari Page with the Everest notes added after the meeting as the Everest KAN rep was unable to stay for this part of the meeting.

Jon Regala

From: Laurie Hanson <laurie.hanson4@frontier.com>
Sent: Saturday, September 13, 2014 9:30 AM
To: Jon Regala
Subject: regarding potential parkin changes

I would like to register my disapproval of the parking changes proposed. I've lived in Kirkland for over 40 years and have watched as we build more and more condensed housing and less parking. It just gets more difficult for patrons to park downtown so they can support the local businesses. We have to make it easier for business owners as they are the lifeblood of Kirkland. Last night to I tried to park in the library parking lot and found exactly 2 spaces at 7:00pm. Force employees to park offsite and increase public parking

Jon Regala

From: Mary Ousley <maousley@frontier.com>
Sent: Thursday, September 11, 2014 4:37 PM
To: Jon Regala
Subject: Concerns regarding lowering parking requirements for multi-family residences

Follow Up Flag: Follow up
Flag Status: Flagged

Greetings, Jon,

I'm concerned about the proposal to lower parking requirements for multi-family residences in all neighborhoods including those near the Kirkland Transit Center. Although Metro is the ideal way to travel to Seattle or other job centers on the Eastside, it is far from convenient for other destinations or at certain times of day and at night. I don't think that one can assume that those living close to the transit center, even if they use the bus to go to work, would not have a car. Nor can one assume that their visitors would arrive via Metro.

Even now, it appears that current parking requirements do not provide enough parking: Several mornings a week, I walk from my condo near Doris Cooper Park to downtown Kirkland and observe that most on-street parking in front of multi-family units on Lake Washington Blvd. is occupied. When I've visited a friend at the Portsmith, there is usually no on-street parking available.

From time to time at my condo complex, we've faced issues with residents having more cars than their allotment of spots. It wouldn't be out of the question for future developers to plan for two parking spots for one bedroom units.

As a long-time Kirkland resident, I know that the lack of parking especially in the downtown area has been a constant concern. Let's not exacerbate this problem by reducing the requirements for parking at proposed multi-family residences.

Regards,
Mary Ousley

Jon Regala

From: DougRough@aol.com
Sent: Tuesday, September 09, 2014 3:05 PM
To: Jon Regala
Cc: ken.albinger@casne.com; patrick.fitzgerald.st2s@statefarm.com; amanda.rough@live.com
Subject: Notes from JNA meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,
Thank you for taking the time to present on the proposed multi-family parking zoning change. Here are my notes.

At the Juanita Neighborhoods Association's September general meeting at Juanita Elementary Monday night, residents rejected the idea, by a vote of 24 to zero, of changing the zoning for multifamily building if it means lowering the number of required parking spaces. Jon Regala gave a presentation on the methodology used by the City of Kirkland to recommend changes to the parking requirements for multi-family dwellings while Doug Rough, co-chair of the Juanita Neighborhoods Association, spoke briefly about the issues associated with reducing parking requirements, including peak time (festivals, garage sales, etc.) congestion, reduced metro transit routes in Kirkland, and apparent problems with the study methodology.

One of my issues with the methodology, and correct me if I am wrong, is lack of accounting for overages. For example, imagine a bus with 50 seats, 48 filled and two open seats, with 20 people standing, and 32 people left at the last bus stop. I have been on a bus like this, where the standing folks do not see the open two seats in the back. By your methodology, you would say that the demand for this bus was 48, rather than 100 (48+20+32=100). In other words, by only counting the cars in parking spaces at an apartment building, you do not capture the total demand for parking. I realize that you have this "15% adjustment" but I do not think that fully captures the undercount. Similarly, whatever data you used cannot include the loss of two major Kirkland metro routes, 238 and 277, which will happen in October. The effect on parking cannot be known yet and as such was not captured. (I hope the metro folks have not used this methodology to justify their route reductions!)

--Doug Rough **425-821-5529** www.**RoughHouse.org** -- www.**RetreatsAndReunions.com**

Jon Regala

From: Eric Shields
Sent: Tuesday, September 09, 2014 2:42 PM
To: Jon Regala
Subject: FW: Proposed Parking decrease for multi-units

Follow Up Flag: Follow up
Flag Status: Flagged

Eric Shields

From: Camille Diclerico [mailto:cbdiclerico@frontier.com]
Sent: Tuesday, September 09, 2014 12:23 AM
To: Planning Commissioners
Cc: Camille
Subject: Proposed Parking decrease for multi-units

Tonight I sat thru a Juanita Neighborhood Association meeting and one presentation was about decreasing the number of parking spaces for multi-unit housing. Not a great idea. You should be increasing it not decreasing it. I heard a lot about number of bedrooms per unit. I'm more interested in number of occupants per unit. It is not uncommon for a one bedroom unit to have two occupants – with 2 cars. How can you possibly squeeze 2 cars into 1.4 spaces? Two bedrooms – 2 – 4 occupants etc. So why would you decrease the amount of parking? It should be increased to a minimum of 2 parking sites for one bedroom units – and then upwards for more bedrooms.

Need I remind you of the fiasco at Juanita Village – a mixed use residential and commercial area? Not enough parking for residents/certainly not enough parking for shoppers & employees/definitely not enough parking for guests of residents…a traffic nightmare created by the city of Kirkland. Residential/commercial mixed use is by far a great way to go – able to walk to services etc…but the parking needs to reflect that. I've pretty much stopped shopping there – never any parking. Sometimes I do walk the 1.25 miles there from my home for the exercise – but certainly can't tote my packages home – so I don't buy.

Instead of being a follower of a flawed study be a leader of the community and actually look at what is going on. Camille DiClerico

Jon Regala

From: Eric Shields
Sent: Friday, August 29, 2014 2:55 PM
To: Jon Regala; Jeremy McMahan
Subject: FW: Please reconsider your linking of multi-family parking and CBD parking
Attachments: Glen Buhlmann.vcf

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Eric Shields

From: Glen Buhlmann [mailto:glenbu@exchange.microsoft.com]
Sent: Friday, August 29, 2014 1:39 PM
To: Planning Commissioners; Houghton Council
Cc: Eric Shields; Kurt Triplett; Amy Walen; Penny Sweet
Subject: Please reconsider your linking of multi-family parking and CBD parking

These are separate issues and while they are related they can and should be addressed separately.

Our street network is not safe for people. Not for people in cars and definitely not for people on foot, on bicycle or in wheelchairs. If Kirkland continues to implement a lack of data-backed planning and sets high parking minimums like your groups are proposing then this will not get better. Traffic congestion will get worse. Pedestrian safety will get worse. Bicyclist safety will get worse.

Please don't use anecdotal, and completely disprovable by hard data, comments like Councilmember Brian Gawthrop's comment that people won't take transit or ride bicycles in the winter be used to make your decisions. You have a lot of data available to you that the city has already collected which shows what the public views on these issues are. Ask Eric Shields to dig up all the feedback the city has received in its Park Lane outreach. A vast majority of Kirkland residents (my off the cuff estimate from having seen the data at the public events as it is being collected would be somewhere in the range of 75-80%) want Park Lane closed off to cars permanently. This means removing these 37 or 38 CBD parking spots. You can't argue that the residents of Kirkland are asking for the crazy high parking minimums that you are proposing solely due to CBD parking problems.

If you want to see a recent example of how parking policies impact safety you need look no further than the young woman on a bicycle killed on 2nd Ave in Seattle this morning. Or the teen killed in Kenmore on a bicycle this spring. Or the young woman killed crossing Juanita Drive in Kenmore (killed by a Kirkland driver) this spring as well. Or John Przychodzen killed on Juanita Drive in Kirkland in the summer of 2011. Or Bradley Nakatani killed on NE 124th St in Kirkland in the winter of 2012/2013.

Kirkland has high frequency transit. The CKC is mass transit and needs to be considered as such for this policy as well. You were elected and appointed to represent all of the residents in the city and in Houghton respectively. Nothing I heard last night showed that anyone was representing anyone other then themselves.

Please reconsider your proposal and actually come up with a right-sized parking policy, not a "look at current car use which is induced demand from historical parking policy and set the minimums to be the maximum that those historical

policies created". That is not planning. That is the exact opposite of planning. The CBD parking issues should be treated separately and not be used as justification for making policy decisions that impact all of Kirkland for generations.

Thank you for listening to me,
Glen Buhlmann
South Rose Hill (with kids who attend school in Houghton and previous resident of both Houghton and downtown)

Glen Buhlmann
MICROSOFT
SENIOR SDE
Sharepoint Dev - US

+1 (425) 7056621 X56621
(425) 891-7529 Mobile
glenbu@microsoft.com

Jon Regala

From: Ivars Skuja <ivarsbev@gmail.com>
Sent: Tuesday, September 09, 2014 3:37 PM
To: Jon Regala
Subject: Parking

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jon,

We have lived in Kirkland for 38 years, and during this time, parking has increasing gotten to be a real problem here.

We were appalled to learn that the city is considering a reduction in parking requirements for multi family developments,
and we want to go on record as being opposed to ANY reduction in spaces required.

We feel there should be no changes to current requirements, and if any changes are to be made, MORE spaces should be required not less

Ivars and Beverly Skuja
8861 Juanita Lane
Kirkland

Jon Regala

From: Jon Ericson <ericson.jon@comcast.net>
Sent: Tuesday, September 09, 2014 1:55 PM
To: Jon Regala
Subject: Mulit-Unit Parking Capacity

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Regala,

After listing to your presentation at the Juanita Neighborhood Association meeting last night, September 8, 2014, I do not agree with the proposed parking capacity change by the City of Kirkland. Parking capacity should be increased for new development to reflect what is actually happening with resident lifestyle, employment centers and mass transit availability. The parking requirements need to be increased so that new development is sufficiently prepared to accommodate "more than estimated" minimum calculations. It is not right for street parking and neighborhoods to shoulder this burden, in favor of a developer maximizing living units. Kirkland is not inner city living, we are still car bound for enjoyment and commuters to work.

Jon Ericson
11008 100th Ave NE, Kirkland, WA

Jon Regala

From: Duekerk@aol.com
Sent: Sunday, September 07, 2014 1:39 PM
To: Jon Regala
Subject: Right size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Right sizing parking is a commendable objective, But achieving it takes more than adjusting parking ratios. Although the City does not want to get involved with the management of private parking, right sizing parking will require incentivizing efficient management of parking.

The least efficient utilization results from assigning all spaces to apartments. The most efficient utilization is achieved by not assigning spaces to apartments. Residents have a hunting license. A compromise is to assign one space to each apartment and pool the remaining spaces.

The City could administer the pooling of parking by maintaining current parking ratios, but allowing a large reduction for total pooling of parking and a lesser reduction for partial pooling.

Another strategy to right size parking is to incentivize developers and property managers to unbundle the cost of housing and parking. Again, a parking reduction would be granted where developers or property managers agree to price housing and parking separately. This could be done for condo developments and for rental apartments.

As a member of the Parking Advisory Board we investigated this issue and proposed the change from spaces per unit to spaces per bedroom. We also discussed the incentivizing strategies but did not develop them fully.

Ken Dueker
501 Kirkland Ave #302
Kirkland WA 98033
425-889-4427
duekerk@aol.com

Jon Regala

From: Kari Page
Sent: Friday, September 05, 2014 9:00 AM
To: 'msailor@comcast.net'; Caryn Saban
Cc: Jon Regala
Subject: RE: Information about the proposed reduction in parking requirements for multi-family housing -important to read to understand

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Caryn
Can you forward the email from Liz Hunt (below) to the Planning Commission?
See email thread below.
THANKS
Kari

Kari Page
Neighborhood Outreach Coordinator
City of Kirkland
City Manager's Office/Public Works Department
Office: 425-587-3011
Cell: 425-736-6477
Email: Kpage@kirklandwa.gov

Neighborhood E-Bulletins | ***Kirkland on Twitter*** | ***Capital Projects***| ***Neighborhood Services***

From: msailor@comcast.net [mailto:msailor@comcast.net]
Sent: Friday, September 05, 2014 8:49 AM
To: Kari Page
Subject: Fwd: Information about the proposed reduction in parking requirements for multi-family housing -important to read to understand

Kari,

Do you have email address for planning committee that I can forward Liz's email?

Michelle

Sent from my iPhone please excuse the brevity.

Begin forwarded message:

> **From:** Liz Hunt <liz@starwhite.net>
> **Date:** September 4, 2014 at 3:57:01 PM PDT
> **To:** Michelle Sailor <msailor@comcast.net>
> **Subject: RE: Information about the proposed reduction in parking requirements for multi-family housing -important to read to understand**

Michelle,

Thank you for the information about the proposed reduction in parking requirements for multi-family housing within a ½ mile of downtown Kirkland. Would you please let me know where I should direct my comments, or please forward them for me?

I am concerned that the proposed reductions would significantly strain the already limited parking available in the downtown core and in the surrounding area. Kirkland has some good bus routes, but they are not growing to meet even the current need. Kirkland has some parking lots, but they are already heavily used. Residents of multi-family housing would increase the load on the already busy buses and parking lots. I'm not saying that we should stop multi-family residential development. Rather, we need to ensure that sufficient infrastructure accompanies such development.

On a separate but related note, I was impressed to see the long stream of traffic coming west on 908 at 9:15 am this morning (Thursday). The traffic was backed up from the stop light at 908 and 114th Ave, all the way down to the light at 908/Central Way and 6th St. The majority of the traffic was turning south onto 6th St. I decided to follow it, and a large percentage of it turned into the Google offices. It's great for Kirkland to have the Google offices in our city, providing jobs and tax revenue. But we need to be aware of the impact of new development, both business and residential.

Thank you,

- Liz Hunt
1704 8th St W
Kirkland, WA

From: Michelle Sailor [mailto:msailor@comcast.net]
Sent: Tuesday, September 2, 2014 11:13 AM
To: Michelle Sailor
Subject: Information about the proposed reduction in parking requirements for multi-family housing - important to read to understand

Hello all,

Kirkland is looking at reducing the parking requirements for multi-family housing. I have included a couple of documents to help you understand this issue. Thanks to Mark Nelson our KAN rep and KAN for reviewing this proposal further. KAN meets next Wednesday to discuss this proposal further.

- KAN's letter to the Planning Commission requesting that they hold the Public Hearing open to allow time for KAN to offer its comments. That request was granted by the Planning Commission, so the record remains open for written comments (but not for comments from the podium).
- The Planning Commission packet for the public hearing, which outlines the proposal. This is in two files, Part 1 and Part 2.
- An earlier document from King County with their parking pricing analysis

I have copied and pasted the attached letter from Norkirk Neighborhood (east side of Market) as I believe Market shares some of those same concerns. Please let me know your thoughts on this issue so we can document it. We will work to have our own survey to help poll you but your individual comments are extremely helpful for me to get an idea on how best to represent the neighborhood concerns and views. I highlighted what I thought were valid points for those who like to skim☺

Lastly, I have asked to have a speaker from the city present on this proposal at our next Market Neighborhood meeting on Wednesday, September 24. Important to note that the city will deliberate on this on September 25 so ideally would like for you to comment before this meeting. We have had several Market residents ask to speak with someone about this proposal but they have not been successful so the best way to get your concern or comment noted would be to email City Planning Commission so it becomes part of public document or send to me and I will forward it to them for you.

Best,
Michelle

Michelle M Sailor
Market Neighborhood Chair
www.marketneighborhood.org
http://www.facebook.com/westofmarket

As members of the Norkirk Neighborhood we wish to express our concern about the amendments that the planning department is proposing for the following reasons:
A 15 % reduction within ½ mile of the downtown area for Multi –Family buildings will further aggravate the lack of parking currently available in the downtown core. The assumption that one and two bedroom residences will only have one stall and 1 ½ stall respectively, is a flawed assumption. Most homeowners/renters have two cars especially if both are wage earners and need to commute to work.
Secondly how does the planning department intend to hold the developers responsible for ensuring that the owners/renters only have correct numbers of cars for the parking spaces provided? The proposal to have developers pay for public transportation subsides will not work. Time and time again the residents are left dealing with the implications and the frustrations of inadequate parking spaces. Owners/renters with additional cars will look for alternate locations to park their cars which mean parking on the streets, thus taking up parking spots for business customers and visitors to the area. I have witnessed owners/renters who take public transportation, parking on streets north and south of the downtown core and walking to the bus terminals.
Thirdly utilizing the Seattle standard ratio is an incorrect assumption. The public transportation in downtown Seattle is better especially with the sky train and frequency of buses. In addition most residents in the Seattle downtown are of a different demographic – young, do not own cars and have specifically moved into the area because of good public transportation and the ability to walk to work.
Kirkland has a different demographic base; families with young children and two cars at a minimum.
I do not believe that the city should further incentivize the developers at the expense of the residents.
Kirkland has not provided adequate park and ride facilities in the downtown core to accommodate the needs of residents who would like to take public transportation to work. My recommendation is to incorporate options to accommodate this need in the 2035 plan.
Thank you for your consideration.

Jon Regala

From: Dawn Nelson
Sent: Thursday, September 04, 2014 4:13 PM
To: Jon Regala
Subject: FW: parking

Follow Up Flag: Follow up
Flag Status: Flagged

From: Loralee L [mailto:medieval.woman@gmail.com]
Sent: Thursday, September 04, 2014 3:38 PM
To: PlanningInfo
Subject: parking

I read that the city is proposing a reduction in the amount of parking required at multi-residence buildings--i.e., the city proposes having apartment buildings supply fewer parking spots. I think this is a bad idea. I often have the experience of visiting friends in apartments and not finding good visitor parking, or not finding street parking nearby. If there are two drivers living in an apartment, they need two parking spots.

I also find that parking in general is becoming a little more of a problem in my own neighborhood, South Rose Hill. Since new construction mandates the addition of sidewalks, all the parking in front of the old house is lost. Instead, people now park next to the sidewalk, which means the cars protrude out into the street. For instance, the new sidewalk on 126th between 73rd and 75th means that visitors must park next to the sidewalk, and this in turn effectively narrows traffic there from a 2 lane to a 1 lane spot. Cars must take turns driving in one direction or the other. I think that if Kirkland requires sidewalks, the sidewalks should be pushed back to allow for street parking which still lets the road be passable.

Please continue to provide for parking, both in apartments and on streets, as the Kirkland planning continues. Narrow streets and full lots make it harder to park and harder to drive.

Sincerely

Loralee Leavitt
12425 NE 73rd Street, Kirkland
425-739-9746

Jon Regala

From: Pat Wilburn <patrick_wilburn@hotmail.com>
Sent: Friday, August 29, 2014 10:27 AM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard; Jon Regala
Subject: RE: Kirkland Parking Study

Follow Up Flag: Follow up
Flag Status: Flagged

Hi David -
I wanted to add a couple of other inputs into the early thinking on potential parking changes to the downtown area.

I am including Jon Regala on this mail as well, so that this feedback is seen by the Multi-Family Parking committee as well.

1. It appears the City intends to move ahead with changes to the Multi-Family Parking Requirements to limit the number of spots required for such properties. Can you help us understand what protections will be put in place to ensure this does not create spill over into the neighborhoods surrounding downtown, including Market neighborhood? Do we need "Zone" parking for the surrounding neighborhoods? Do we need time-restrictions for those without zone placards? There are likely many other viable options, but the primary point is that we don't want to "hope" that the surrounding neighborhoods are not impacted. Rather, we want to be planful about the change, and have appropriate protections in place so that the neighborhoods don't become spillover parking lots.

2. As you may have seen, Juanita Village is receiving negative publicity due to parking shortages, causing challenges for employees and the general public. http://www.kirklandreporter.com/news/273064951.html. For the Central Business District (CBD), we would be concerned about parking constraints that led employees to park in the surrounding neighborhoods (which don't currently have any time restrictions), in order to be able to come to work and do their jobs.

Thank you,
Pat Wilburn

Mobile: 206-679-2626

Jon Regala

From: Laurie Hanson <laurie.hanson4@frontier.com>
Sent: Saturday, September 13, 2014 9:30 AM
To: Jon Regala
Subject: regarding potential parkin changes

I would like to register my disapproval of the parking changes proposed. I've lived in Kirkland for over 40 years and have watched as we build more and more condensed housing and less parking. It just gets more difficult for patrons to park downtown so they can support the local businesses. We have to make it easier for business owners as they are the lifeblood of Kirkland. Last night to I tried to park in the library parking lot and found exactly 2 spaces at 7:00pm. Force employees to park offsite and increase public parking

Jon Regala

From: Mary Ousley <maousley@frontier.com>
Sent: Thursday, September 11, 2014 4:37 PM
To: Jon Regala
Subject: Concerns regarding lowering parking requirements for multi-family residences

Follow Up Flag: Follow up
Flag Status: Flagged

Greetings, Jon,

I'm concerned about the proposal to lower parking requirements for multi-family residences in all neighborhoods including those near the Kirkland Transit Center. Although Metro is the ideal way to travel to Seattle or other job centers on the Eastside, it is far from convenient for other destinations or at certain times of day and at night. I don't think that one can assume that those living close to the transit center, even if they use the bus to go to work, would not have a car. Nor can one assume that their visitors would arrive via Metro.

Even now, it appears that current parking requirements do not provide enough parking: Several mornings a week, I walk from my condo near Doris Cooper Park to downtown Kirkland and observe that most on-street parking in front of multi-family units on Lake Washington Blvd. is occupied. When I've visited a friend at the Portsmith, there is usually no on-street parking available.

From time to time at my condo complex, we've faced issues with residents having more cars than their allotment of spots. It wouldn't be out of the question for future developers to plan for two parking spots for one bedroom units.

As a long-time Kirkland resident, I know that the lack of parking especially in the downtown area has been a constant concern. Let's not exacerbate this problem by reducing the requirements for parking at proposed multi-family residences.

Regards,
Mary Ousley

Jon Regala

From: Jon Regala
Sent: Wednesday, August 27, 2014 1:39 PM
Cc: Jon Regala
Subject: FW: right size parking

Dear Planning Commissioners & Houghton Community Council,
Please see the email below regarding the Parking Amendment public hearing tomorrow night.

-Jon

From: Margaret Bull [mailto:wisteriouswoman@gmail.com]
Sent: Tuesday, August 26, 2014 10:12 AM
To: Jon Regala
Subject: right size parking

Dear Planning Department,

I plan on going to the meeting on August 28, 2014. Even so, I wanted to comment on the recommendations that the Planning Department has made regarding 'right size' parking.

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov
MEMORANDUM
Date
: August 21, 2014
To:
Planning Commission and Houghton Community Council
From
: Jon Regala, Senior Planner
Jeremy McMahan, Planning Supervisor
Subject
: Amendments to Multi-Family Park
ing Requirements – Public Hearing
File No. CAM13-02032
I.
RECOMMENDATION
●
Conduct a joint public hearing to rece
ive public testimony on the proposed
amendments summarized below (see also Section V):

o
Change the multi-family
parking requirement Ci
tywide (including the
Central Business District) to the
following unit based approach: 1.2
stalls/studio, 1.3 stalls/1-bedroom, 1.
6 stalls/2-bedroom, and 1.8 stalls/3-
bedroom unit. In addition, increase the minimum parking requirement by
10% for visitor parking

The provision for studios and one bedroom apartments might be appropriate. What I question is the 1.8 stalls for 3 bedroom units. I feel that 3+ (some include office or loft space that can be used as a bedroom) bedroom units should be required to have 2 spaces. You can have a lot of people living in a 3 bedroom apartment and the possibility that at least 2 cars will be used (or at least taking up a parking spot) by the residents of those apartments is high especially if one resident is under 21.
Also I want to know how many spaces for ADA are required and are there any specifications as to where they should be located. If there is no elevator then they need to be at various locations near stairwells. Many people have ADA parking stickers that aren't actually in wheelchairs. This is especially true now that the population of people over 40 has been increasing.
o
Require that 10% of the total number of required parking spaces be set
aside for visitor parking
I agree that more parking should be provided for visitors. I can't guess if a 10% increase is adequate. I assume you had some formula for coming up with that. That is a positive improvement as long as the parking space is a true space and not one that is actually unusable.
o
Allow a 15% reduction to the parking re
quirement if within ½ mile of the
Downtown Kirkland Transit Center with an approved parking covenant

I don't understand this provision. Why are you offering a deal to developers who are building in a more densely populated area where street parking is in high demand? I don't think there is sufficient proof that people that live near a transit center own less cars than people who live 5 or 10 miles from a transit center where a bus line goes past their house. In fact, people who live near a transit center are more likely to have a car that they leave parked at their apartment complex all day long because they commute by bus to work. If housing in downtown becomes more and more expensive due to demand, then there is an increased chance that two occupants in a one or two bedroom apartment will each have a car because they can afford it. Owning or not owning a car is not directly influenced by the availability of transit. On the Eastside we do not have sufficient transit service on the weekends and late at night for people to use the bus in order to participate

in activities such as going to church, shopping at Costco, and going to late night parties with friends. Also, we attract new residents that come from other communities in the Northwest. They are more likely to need a car so that they can visit friends and family in their old neighborhoods.

o

Clarify the criteria for multi-family parking modifications

Sincerely,
Margaret Bull

Jon Regala

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Wednesday, August 27, 2014 12:00 PM
To: Planning Commissioners; Houghton Council
Cc: Jon Regala; Jeremy McMahan
Subject: Right Size Parking - Amendments to Multi-Family Parking, File No. CAM13-02032
Attachments: Parking pricing handout.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

I have an unavoidable conflict on the evening of 8/28/14 and at best, will be quite late arriving at the public hearing and may not be able to get there at all. Therefore, I am submitting my comments in advance via e-mail.

I've had the opportunity to attend each of the meetings on this subject. As a 17-year resident of a condominium in Kirkland, as a CPA whose firm serves as the managing agent for several condominium associations in the area, and an active member of my Neighborhood Association, I hope that you will find my comments to be useful and constructive and thank you for your consideration. My comments are in two sections, the first being the general proposal, the second being the portion of the proposal to grant an additional 15% reduction in the area around the Transit Center.

Regarding the general proposal

I would love to see less traffic congestion in our neighborhood and elsewhere in Kirkland. It would be wonderful if more people used public transportation, walked and rode bikes. I am, however, skeptical of whether reducing the number of required parking spaces for multi-family housing to these proposed amounts will achieve that result and am very concerned that instead, it will either cause people to park on the surrounding streets ("park and hide"), or that they will simply choose to live elsewhere (e.g. single family homes or multi-family in another city). Each of those outcomes would be detrimental the adjacent homeowners, detrimental to achieving our goals for increasing multi-family housing and further, especially in the downtown core or any other areas adjacent to retail zoning, would be detrimental to our merchants. I think that we may be close, I'm still skeptical though of whether or not we are actually "there" yet.

Some of the materials attempt to assure us that since we are not proposing a maximum number of parking stalls, just a minimum, that a developer could certainly opt to create more parking stalls if they believed that was best for their project. When I've mentioned that to others, the reaction is consistent: laughter ensues. I would challenge our Planning Department to cite examples where developers have provided for more residential parking than our current code – I suspect that there could have been a few over several years but likely those are a rarity and the over-supply has been de minimis. The reality of our experience is that the applicants don't supply parking stalls to code, instead they apply for significant modifications, below even what is being proposed now. More on that further on in this letter.

That said, I also appreciate that it's not fair to require an applicant to overspend on a project for a resource that their consumers won't use, i.e. for them to pour concrete and potentially dig another level deeper to meet code when the spaces will go unoccupied. The initial eye opener in this part of the discussion, for me, came early on. I saw the document that was provided to the City of Kirkland by Metro – it's attached and it's also on the City's website at http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Parking+pricing+handout.pdf . This document notes how a reduction in the number of parking stalls will increase the owner's profit. Per se, that's a fair thing to point out. What disturbed me greatly, however, was that there's no consideration given to the cost of housing for the people who would live there. Would the residents also then enjoy a decrease in their cost of housing? I contacted one of the people who was involved in this particular study and asked him – what did they learn about the price of housing, how would a reduction of the number of stalls impact the tenants or unit owners? The answer was – they did not look at that.

Really? Why not? Each and every one of you should be asking that same question. Unless this proposal will bring positive benefits to the residents of Kirkland, both short-term and long-term, then we need to reconsider. Our goals in making this change should not be to increase owner profit – sure, that's a nice consequence and nothing wrong with it, of course we want owners to have profitability – but shouldn't we instead be concerned with the cost of housing and how will this help? And shouldn't we then be alarmed when the answer seems to be that it won't reduce the cost of housing?

As I look at the parking counts, the information is interesting. For those of you who were at the most recent joint Planning Commission/HCC meeting, you will recall the revelation that took everyone by surprise – that for any property that had 100% of the stalls occupied, those results were omitted entirely from the study. This would obviously distort the results of the study! Worse yet, one of their reasons for excluding these properties was that it meant that resident could be parking (overflow) onto the streets and they had no way to identify exactly how much over 100% the project was parked. This is exactly the point – and part of why your citizens are concerned about overflow parking into residential neighborhoods. As I recall, you were all stunned and you asked for more information including the number and locations of the properties that were omitted from the results. I trust that you will insist on having this information before you deliberate.

My other concern about the parking counts goes to the methodology itself. The observers counted total stalls and total occupied stalls, with some factoring allowed for vacancy. At first blush, this information is very interesting and could lead one to believe that it's indicative of the trends in utilization. If the property is first-come, first-serve for parking, these counts might give you an indication of supply and utilization. However many properties – especially condominium properties – have reserved or deeded parking stalls that are assigned to specific units. In those properties, the parking stall that is vacant during one week is likely occupied the next. For properties that have reserved parking, the only way to accurately assess utilization is to do a specific, stall by stall, count over a period of time. Keeping in mind that the project that begins as apartments could later become condominium, and that condo purchasers generally insist on having reserved parking (remember, they can buy elsewhere!) and further, that there is no way to create new supply once the project is built without doing significant damage to the property, I believe this to be a fatal flaw to the study.

If you decide to recommend a reduction in the number of required stalls as recommended by staff, I would ask you to consider a different approach to parking modifications other than what the staff have proposed. If we make this significant reduction in the requirements, then it is time for parking modifications to also become a thing of the past. Recently, I submitted a public document request for the parking modification that was granted earlier this year to a mixed use (apartments over retail) development that is just one block from the Downtown Transit Center at 324 Central Way. The reason for my request is that I wanted to see how access to transit impacted the parking study and the evaluation of the request. The results were shocking! First of all, the word "transit" or any equivalent, does not even appear in the study. Second, the consultant for the applicant proposed that the project use the available parking on the surrounding streets to accommodate the project! Fortunately, the City frowned upon using on-street parking as a reason to grant the request however, the applicant was still granted a significant reduction. To be fair, part of the granted reduction was based on the City's analysis of the use of shared parking with the retail tenants. However, all the same, this property will have 73 units with a total of 87 bedrooms – and has been approved with just 81 residential parking spaces (plus whatever is shareable in the retail area). For the project in its entirety, the code (using 1.3 per unit as is current code for this part of the CBD) would have required 135 spaces (104 residential and 31 commercial) and it will go forward with 118 in total. Time will tell if we got that one right or not and what will happen if and when this property becomes condominiumized remains to be seen. There were public comments submitted by neighbors expressing concern however those comments did not impact the City's decision.

<u>The proposed additional 15% reduction</u>

This would apply anywhere within a one-half mile walk of the Downtown Transit Center with a transit plan/parking covenant, and essentially would cover the entire CBD. I love the goal but the reality is that this is a very very bad idea. Your own consultant states (Page 10 of Attachment 2 in your packet): "The transit adjustment to the parking code

suggested in the document is not necessarily supported by the observed data, particularly for condominium units. If the City choses to elect this option, it may do so using similar logic to other cities that have a similar provision, which is to encourage additional density in transit corridors. This goal generally aligns with Kirkland's goals to encourage transit supportive development and also matches King County Metro's Transit Service Guidelines. However, given that Kirkland does not appear to have as strong of a relationship between increased transit service and lower parking rates compared to other areas in the region, the City again may need to enact more strict on street parking management in areas that have a transit service parking reduction." (emphasis added)

I don't see the City being prepared to dedicate resources to enact more strict on street parking management and in fact, I suspect most citizens would agree that this would not be a good use of taxpayer dollars. As the consultant duly notes, we don't have a demonstrated link between access to transit and lower parking utilization. That point is crucial to note.

Our downtown core is already stressed by overflow parking. Merchants want to be sure that people can find places to park and that includes on-street parking or else it's just one more reason to consider other locations. Anything that overflows onto the streets poses a risk for merchants. If you do wish to move forward with this part of the proposal, a survey of the downtown merchants should be a requisite part of the process.

More important is the recognition that while transit can meet some needs, it won't meet the needs for all transportation for the individual or household. It is not a fait accomplit that if someone uses transit to commute to and from work, that therefore that person will not own a car and will not need a parking place for that vehicle during the day. To the contrary, where will that car be during the day? It needs to be parked on-site at home – and therefore needs a parking place on-site. Some might give up a car and some might go from being a two-car household to a one-car household, but to assume that will happen across the board is overly optimistic and ultimately short-sighted. It further makes residing in the downtown Kirkland core less desirable and again, defeats the goal of encouraging multi-family density in the core.

Further, this part of the proposal places a perpetual burden upon the owner of the property, i.e. to provide bus passes or equivalent subsidy. Do we believe that the landlords should – or will – absorb that cost? We know the reality is that the residents will be paying for this as part of their rent, which will be a disincentive for people to live there. There's no free lunch and there's no free bus pass!

The proposed code for this part of the proposal, as drafted, provides that these properties either could not convert to condo (i.e. because at that point, how would the subsidy be provided?) or the owner would have to add spaces to raise to code. How would they do that? Demolish part of their property and retrofit? Rooftop parking perhaps? I say that in jest because the reality is that the owner would either not be able to convert or would find a consultant who would offer up a study supporting a modification.

I love the goals behind this idea. I just don't believe it's supportable in reality and outcome.

Some other thoughts

We hear that younger people drive less and are more open to public transportation, walking and biking. And that may be true, but younger people do grow older and have families. Their needs change as their lives change. Multi- family housing MUST be attractive to families of all ages and dimensions in order to be successful.

We also hear that the younger generation is plugged into resources such as Uber and Lyft, etc. FWIW, I am also a user of Uber whenever I travel and as a traveler, it's a very convenient option. However, it's not a solution for residents, it's actually part of the traffic congestion problem. Those Uber vehicles don't get beamed here by Scotty, they are driving around waiting or parked on our streets waiting for the next text message with a possible fare. And cost-wise for most households, the cost of relying on Uber to get around would easily surpass the cost of personal vehicle ownership.

Reliance on transit is a slippery slope. We see, even as we "speak," significant reductions in service levels increase and decrease over time. We can't increase the supply of on-site parking for an apartment building if the population needs more vehicles as a matter of necessity because of declines in the frequency and availability of transit.

To close, I'll simply reiterate my own experience. We moved here nearly 17 years ago and our condo unit included two parking spaces. In fact, every unit in our complex has at least 2 parking spaces and the few owners with just 1 vehicle typically rent out their other space to another owner who needs a 3rd space. We moved here with two teen-age daughters and jobs that required us both to have cars to get to client locations throughout the area. If this condo unit did not have two spaces, we would have been forced to look elsewhere. My point in mentioning this is that my husband and I are not unique in this respect: vehicle transportation – and parking said vehicles at home at various times of the day - is a necessity for many households. Whatever we do in this proposal, we must be sure that it is aligned with the goals of making Kirkland an appealing place to live whether one lives in a single family home or multi-family housing. And more to the point, since encouraging multi-family density is part of this plan, let's be absolutely sure that multi-family housing represents a viable and compelling option, rather than one that is linked to what would be a certain deal-killer for many households.

Thank you for your consideration and please contact me with any questions.

Bea Nahon
129 Third Ave
Kirkland WA
425-828-4747

Jon Regala

From: Schmidt, Glenda <glenda@schmidtfinancialgroup.com>
Sent: Wednesday, August 27, 2014 4:27 PM
To: Planning Commissioners; Houghton Council
Cc: Jon Regala; Jeremy McMahan
Subject: Right Size Parking - Amendments to Multi-Family Parking, File No. CAM13-02032

Follow Up Flag: Follow up
Flag Status: Flagged

I've moved from Mercer Island to 225 4th Avenue (Brezza Condominiums) in 2004 and relocated my financial services business from Bellevue to 620 Kirkland Way in 2005. As much as possible I try to patronize Kirkland businesses and walk rather than drive my car. I genuinely enjoy living and working in downtown Kirkland. I've had clients relocate from other cities because they see/hear my enthusiasm for Kirkland. My comments/observations are offered as constructive; my desire is that we keep Kirkland vibrant for those who live/work and/or patronize Kirkland today and for those who may live/work and/or patronize Kirkland tomorrow.

Point #1 – Kirkland allows private amendment requests every other year rather than strict adherence to zoning codes and the vision set forth in our comprehensive plan.

Result: Owners/developers and/or consultants are encouraged to push the envelope further and further in terms of taller buildings, increased density, less green space, contorted definitions of what qualifies as retail (e.g. Physical Therapist at street level in Merrill Gardens building with apparel in the windows--ugly; Realty Firm behind wine tasting—worth giving the vintner free footage on Lake Street), insufficient designated parking spaces (shared parking! Bus pass subsidies!—no proof any of this would work in downtown Kirkland), contorted traffic studies (which always seem to show 'no problem'). Property owners think they know what to expect; they may know the zoning code and may have read the comprehensive plan only to see chain link fences one day and unexpected buildings popping up. Too late when the chain link fence goes up! City employees and elected officials surprised at the public outcry—surely property owners could have found the information at the website and/or attended meetings! Yet one wonders: If there's public outcry, is transparency real and/or effective? Are decisions being made that benefit taxpayers at least as much as developers? My observation is PARs are a slippery slope. Seattle doesn't allow them; why should we?

Point #2 – Kirkland continues to allow 'grandfathered parking' based on an agreement dating back to the 1980's between the City and downtown business owners (which resulted in the City owned parking lot at Lake and Central). Kirkland already has a parking shortage in the downtown core.

Result: The Kirkland Transit Center looks better but has it reduced the number of cars? Not in my observation. I see people parking their cars on neighborhood streets and walking to get on buses. I see people trying to find parking spaces in downtown and ending up parking on neighborhood streets then hiking into downtown venues. My clients come to meetings (all ages driving cars; husband and wife driving separately). My millennial clients living in downtown apartments/condos eventually buy a car because they want to go places on weekends or need to get to meetings with professionals on the Eastside or they have a child and end up looking like the rest of us (home on the Eastside with two cars). My observation is communities are diverse; cities have to plan broadly not narrowly based on 'recent trends'. Taxpayers have given notice to Metro; cities can't just say we'll build more density with fewer parking places and expect landlords to manage shared parking arrangements or bus pass subsidies in lieu of car ownership.

Point #3 – Kirkland already has a traffic congestion problem.

Result: Clients are late to meetings because they are stuck in traffic AFTER GETTING OFF 520 AND 405 heading into downtown Kirkland. I have clients who live off Lake Street and they can't get out of their driveways. I walk a lot. I use the pedestrian signals and the yellow flags. My observations: It's difficult for drivers to see a pedestrian in downtown Kirkland crosswalks! When the pods get built this situation will become worse (more pedestrians in

downtown Kirkland crosswalks and maybe more 'park and hide' cars on neighborhood streets—is there a plan to police this? and at added taxpayer cost? Is there a contingency for lawsuits?)

Thank you in advance for considering my comments as part of your decision making responsibility.

GLENDA SCHMIDT, **mba**
President

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August 27, 2014

RE: CAM13-02032, Right Size Parking

Planning Commissioners:

I am writing to follow up my letter dated June 25, 2014, regarding the Right Size parking requirements. As the owner of a small property in the downtown, I am in favor of the changes proposed with one exception regarding the visitor parking requirement.

I have owned a parcel in CBD 4 at 200 2nd Ave S for 30 years. As you can see in the diagram below, the site measures 40' x 95', and is restricted to a height of 35'. A little background:

- Although the zoning code allows single family development, setback requirements specific to single family units prohibit building single family unit on the lot. (Note that single family development would require 2 stalls in total.)
- For mixed or multiunit residential uses, setbacks of 10 feet are required on the side facing 2nd Ave South and 2nd Street South.
- The site dimensions prohibit developing underground parking.
- 3 or 4 two-bedroom units will be the best use of the property.
- A small development is usually not able to manage a transportation management plan and would not be an option for condominium or fee simple development.

As an example, consider a 3 unit building with 2 bedrooms each unit (see diagram below). The proposal would require 5 parking stalls plus 1 visitor stall. I have no concern with providing 6 stalls. A townhome configuration would likely contain 2 covered stalls per unit for a total of 6. However, due to the lot dimensions, the driveways would not be long enough to be counted as visitor parking. (The proposal language supports this approach where there is ample driveway length.) Therefore, a single visitor stall would need to be designated within the footprint of the dwelling, thereby either significantly reducing the size of the remaining units, or necessitating the elimination of an entire unit (see diagram). (A number of scenarios could be presented that further present this point based on the number or units and bedrooms per unit. I illustrated one for expediency.)

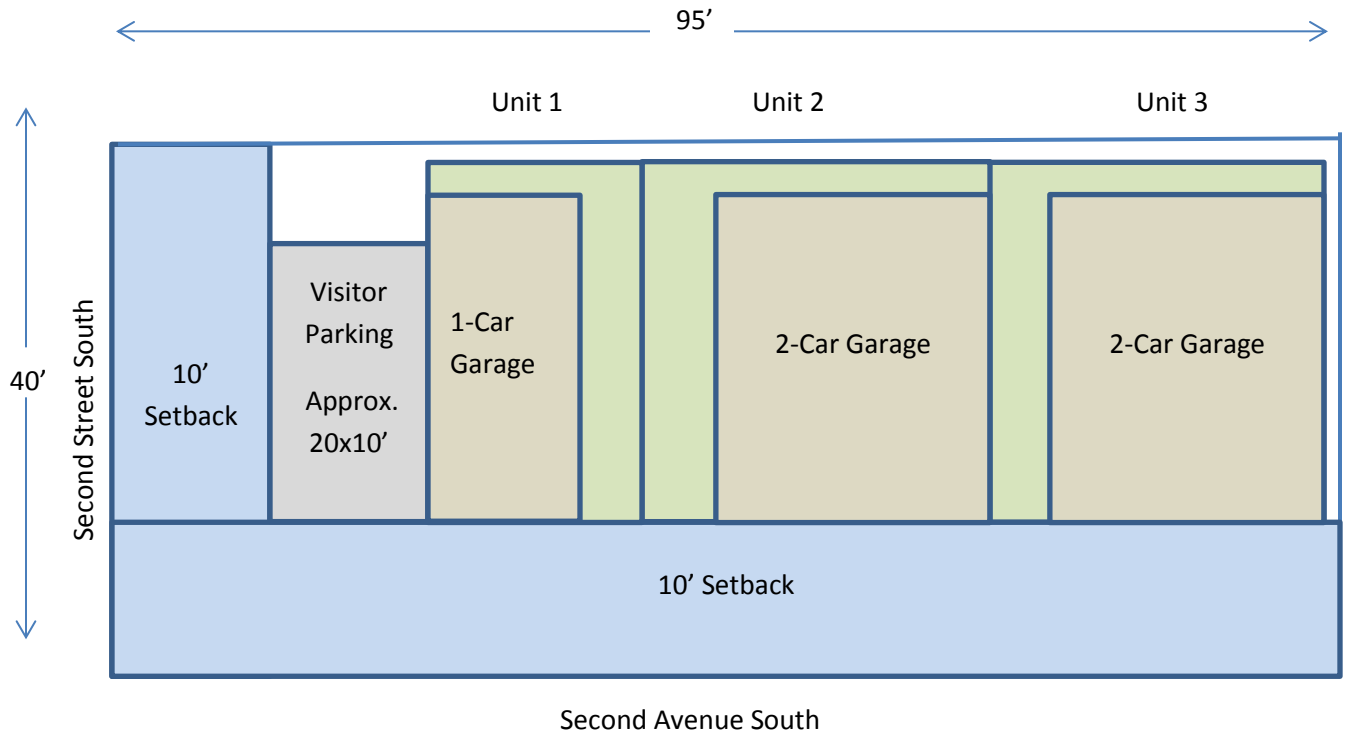
I propose that the commission consider eliminating the requirement for designated visitor parking in the CBD for developments less than 6 units that contain 2 or 3 bedrooms (these developments would be required to have a maximum of one visitor stall per the proposed scheme}. At a minimum, an option to eliminate visitor parking should be available to sites that have such limitations as described above.

This change will avoid the allocation of living space to accommodate a single vehicle in a part of the city that is in line with density goals of the downtown.

Thank you for your attention to my concern.

Fred Romano
11617 NE 92nd St., Kirkland 98033

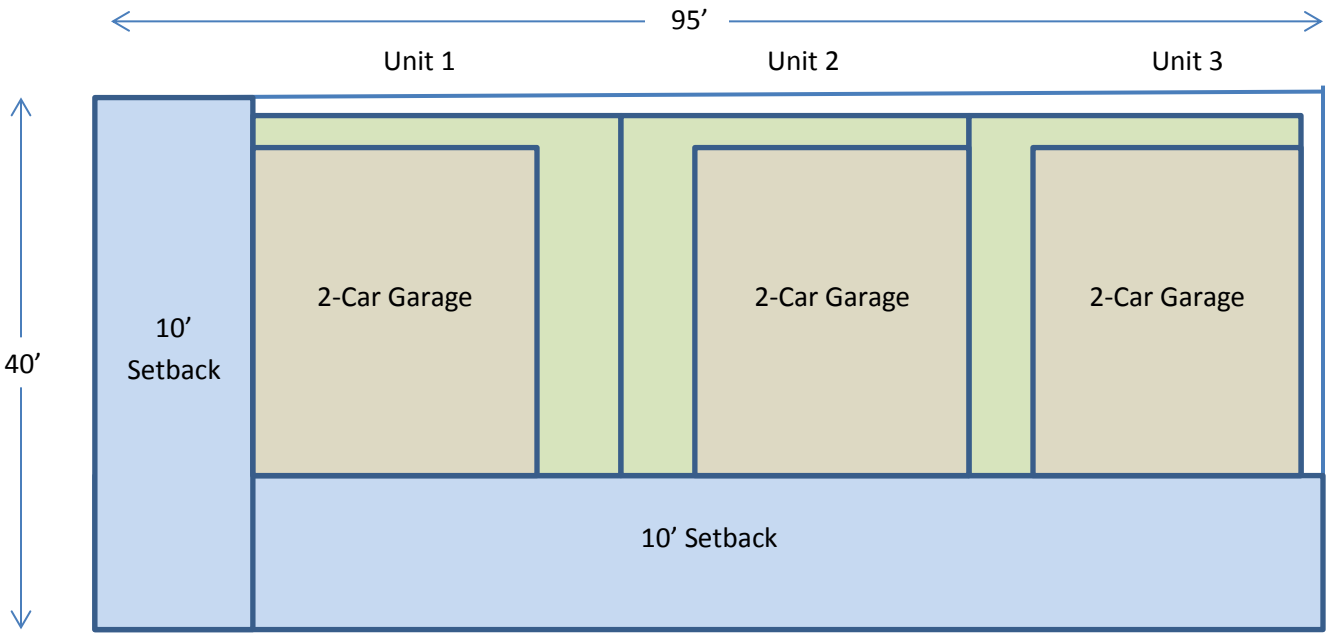
Visitor Parking Requirement Currently Proposed
For Building Containing Three, 2-bedroom units



Height limit = 35'

NOT TO SCALE

No Visitor Parking Requirement for Small Lot



Public Comment

August 17, 2014

To: Jon Regala

From: Ramola Lewis & Lynn Booth - Norkirk Neighborhood

Subject: Right Size Parking – Amendments to Multi – Family Parking Requirements

Dear Mr. Regala

As members of the Norkirk Neighborhood we wish to express our concern about the amendments that the planning department is proposing for the following reasons:

A 15 % reduction within ½ mile of the downtown area for Multi –Family buildings will further aggravate the lack of parking currently available in the downtown core. The assumption that one and two bedroom residences will only have one stall and 1 ½ stall respectively, is a flawed assumption. Most homeowners/renters have two cars especially if both are wage earners and need to commute to work.

Secondly how does the planning department intend to hold the developers responsible for ensuring that the owners/renters only have correct numbers of cars for the parking spaces provided? The proposal to have developers pay for public transportation subsides will not work. Time and time again the residents are left dealing with the implications and the frustrations of inadequate parking spaces. Owners/renters with additional cars will look for alternate locations to park their cars which mean parking on the streets, thus taking up parking spots for business customers and visitors to the area. I have witnessed owners/renters who take public transportation, parking on streets north and south of the downtown core and walking to the bus terminals.

Thirdly utilizing the Seattle standard ratio is an incorrect assumption. The public transportation in downtown Seattle is better especially with the sky train and frequency of buses. In addition most residents in the Seattle downtown are of a different demographic – young, do not own cars and have specifically moved into the area because of good public transportation and the ability to walk to work.

Kirkland has a different demographic base; families with young children and two cars at a minimum.

I do not believe that the city should further incentivize the developers at the expense of the residents.

Kirkland has not provided adequate park and ride facilities in the downtown core to accommodate the needs of residents who would like to take public transportation to work. My recommendation is to incorporate options to accommodate this need in the 2035 plan.

Thank you for your consideration.

Ramola Lewis & Lynn Booth

Jon Regala

From: Kelley Price <kelleyprice@gmail.com>
Sent: Monday, August 11, 2014 11:59 AM
To: Jon Regala
Subject: 2013-2014 Planning Work Program

Follow Up Flag: Follow up
Flag Status: Flagged

Regarding this:

The County's Right Size Parking project found that parking requirements for multi-family developments generally resulted in an oversupply of parking. On average, parking was found to be oversupplied with 1.4 spaces built per dwelling unit but used at only about 1 space per unit.

I do not believe this to be true. Whenever I've lived in or near multi-family housing, I've found that parking is a pain, there are never enough spots for the cars. I mean, what planet does council live on that there's only one car per family? Our family of TWO has TWO cars, and I'd bet every single person on our council has at least that many cars in their family. Instead, do more to ensure there's enough parking being built so that our streets aren't clogged up with parking.

We live in Kirkland, because we don't WANT to deal with the parking and other hassles of car unfriendly Seattle.

Try to remember that.

Kelley Price
12110 NE 66th ST
Kirkland, WA 98033

Jon Regala

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Wednesday, June 04, 2014 11:00 AM
To: Jon Regala
Cc: Bruce Nahon
Subject: Followup to response to guest parking survey for Marina Heights condo

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,

Just to follow up with the data that Bruce provided to you yesterday, coincidentally Marina Heights had its semi-annual Homeowners' meeting last night.

One of the owners commented that he noticed that the parking on 3rd Avenue had become more difficult recently, for guests of the residents (and as a reminder, this property has no visitor parking at all). He noted that he believes that the increase in use of the spaces on 3rd Avenue is because of transit riders who park here and then walk to the transit station. Until that comment, I was not aware that 3rd Avenue had become a "park and hide" location but it's certainly possible.

I've personally noted an increase in the parking usage on 3rd Avenue as well, with many of the users attired in exercise attire. They are likely headed for workout sessions at the Bassline Fitness on Central Way.

Thank you again for your outreach, it's greatly appreciated!

Bea

Bea L. Nahon, CPA, PS
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(425) 696-4109 office fax
All deliveries, express mail or any items requiring signature should be sent to the Carillon Point address
All standard US mail should be sent to our PO Box.

Please consider the environment before printing this e-mail or attachments.

Jon Regala

From: Linda Christensen <lindac8@icloud.com>
Sent: Friday, May 23, 2014 9:47 AM
To: Jon Regala
Subject: Right size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Hello
I heard about the right size parking study at the Moss Bay association meeting on Monday. It appears that the standard ratio you are working from comes from Seattle where density is greater and transit is better. I do not think the same calculation should apply to Bellevue/Kirkland, at least not yet. I am seeing people living well away from my street continuously parking in front of our building because they do not have enough parking where they live. The streets are full of parked cars almost to the point where maybe we should institute street parking permits like they have on Capital Hill.
I have now made the transition to riding the bus to downtown Seattle because it actually easy. It is not yet so easy on the east side. Think long and hard about reducing parking requirements before other options, rules and infrastructure are in place.

Linda Christensen

From: Mark Taylor [mailto:mark.s.taylor@hotmail.com]
Sent: Friday, June 13, 2014 8:32 AM
To: City Council
Subject: Parking requirement for multi-tenant buildings

Kirkland City Council Members:

I understand that a reduction in the required number of parking spaces per housing unit from 1.7 to a lower number is being considered. While I can understand that 1.7 may be unnecessary, lowering the required number to 1.0 seems like overkill. I would recommend a revised requirement of between 1.25 and 1.5 to allow for multi-vehicle families as well as guest parking.

Thank-you,

Mark Taylor
206-979-8740 (mobile)

June 25, 2014

Dear Commissioners:

I am writing about your current discussion regarding Zoning Code Amendment to Multi-Family Parking Requirements, File CAM13-02032.

I am the owner of a 3800 square foot lot (95 by 40 ft.) in CBD-4 at 200 Second Avenue South where I lived for more than 10 years. There are 5 such lots of this size in CBD-4. I believe these are the smallest lots in all of the downtown and represent a unique parking perspective.

Due to the development pattern of the surrounding lots and their location relative to the downtown core, these small lots seem to be most appropriate for smaller multifamily units. I conducted a preliminary architectural study indicating that my site would support up to four, two-bedroom townhome-style units subject to parking requirements. No underground parking is feasible for the site.

The following identifies some unique parking issues associated with the development of smaller multi-family buildings that you might consider.

- The current parking requirement results in smaller developments sharing a larger parking load on a stall per unit basis than larger developments. Current code stipulates that a minimum of two visitor stalls are required regardless of the size of the development, resulting in a larger share on a parking per unit basis by the smaller developments (2.5 stalls per unit for a 2 bedroom four-plex, for example). <u>A shift to parking stalls per unit eliminates this bias</u>.
- Additional visitor requirements for smaller buildings will result in displacing a disproportionate area of the building footprint with the required visitor parking. (Underground parking is not possible on these small lots.) In my case, this will result in one of the four units being eliminated. I doubt this was the intent of the framers of the existing parking requirement. I also do not think this result is in keeping with stated Comprehensive Plan policies regarding growth, density, transportation goals, reduced housing costs, and pedestrian activity, especially in a central business district.
- The current parking scheme rewards units with fewer bedrooms (i.e. 1 bedroom vs. 2, etc.) in terms of parking stall requirements. This too appears to be in conflict with policies of the Comprehensive Plan.
- Current zoning allows single family development in CBD 4 with 2 parking stalls per unit in total. It could be argued in terms of parking demand, that the individual units of a small duplex, triplex or four-plex development are similar to single family units. So why impose a more onerous parking requirement on these uses? I am not however suggesting that 2 parking stalls per unit is appropriate in the CBD zone.

- Few small units if any exist in the City, and the data does not address them. The data presented samples complexes that contain a minimum of 26 stalls.
- The CBD has a unique situation in the city where much of the street parking is not always generated by multifamily units. From my observation when I lived there and at present, the spillover to the neighboring streets is largely due to commercial and retail demand in the downtown.
- Transportation Demand Management is worthwhile for larger developments, but not practical for smaller development. The latter do not have management on the premises or the ability to spread costs across many units. Providing new tenants with information about local alternative transportation choices might be something to consider. I would voluntarily do this as part of my service as a landlord.

In summary, I hope you consider the following during your discussion:

- Shift to a per unit basis parking requirement as presented by Fehr & Peers at most, with no minimum requirement for visitor parking, especially for smaller developments.
- TDM requirement would only be feasible for larger developments that have the space and resources to manage such a program.
- Bicycles and public transit should play into the transportation mix for developments and should be encouraged and rewarded with parking concessions. The ½ mile distance to the transit station in the downtown seems reasonable.
- Consider EV stations on the premises as an option to negate some of the parking requirement and achieve environmental goals.
- Apply street parking management in areas that are affected by overflow on a case-by-case basis.
- Consider the nature of the units, especially those that resemble single family unit size and configuration. Parking requirement should not exceed those for single family for smaller developments that resemble single family development.

I appreciate your attention to my concerns.

Sincerely,

Fred Romano

11617 NE 92nd Street
Kirkland, WA 98033

May, 19, 2014

Dear City Officials,

I haven't read all the info about the Right Size parking discussion that will be presented on May 22nd. Even so, here are my main concerns that I want to share with those involved in this discussion. As always, I want to share my own personal experience with parking difficulties.

My friend lives in a condo in the Everest neighborhood. Sometimes during the day less than half the spaces are filled. But many more cars are parked there during the night time. Therefore it is difficult to judge how many spaces are needed because many people might park there in the night that aren't there during the day but others may actually use their allotted spaces more often during the daytime.

What I like about her condo building is that she is assigned 2 spaces right near the entrance to her apartment. She is 80 years old and uses a walker, or a cane. It is a bit difficult to negotiate the 5 steps down to her apartment from the street level but she manages. The building is only three floors and does not provide an elevator. Even if it did, it might be too far for her to walk with her canes. Sometimes when we go out to places like a movie theatre I push her in the wheelchair that she keeps in her van. Much of the time she 'lives' in her van. She sits at the park and reads a book and travels places like the YMCA to get exercise. So even though she might be considered elderly it is essential that she have a car. This is one of the things people often mention during parking discussion—they assume the elderly don't drive cars. People who use walkers and canes have a hard time walking all the way to a bus stop and standing around waiting. Getting to a doctor's appointment is often difficult without transportation you can depend on. Taxi service is expensive and not readily available in certain areas. Many people are afraid to use public transportation. Driving their own car feels safer even if it is only for an occasional trip around town.

My friend benefits by having a second parking space near the entrance to her apartment. I use the space when I pick her up and put her walker into my car. The extra space is also used by her cleaning lady, her grandson, and other relatives when they are visiting or doing jobs for her. It helps that some of the

spaces are empty in the parking lot because it makes it easier to turn around after I pick her up. I know this might not be the case if she had underground parking. Many garages don't have enough 'back-up space' and my car has a poor turn radius.

One of the things people don't understand about the elderly is that people that use 'handicap' parking signs aren't always in a wheelchair. When you aren't in a wheel chair, no matter what your age, but have bad knees or hips or an injury or may lose your balance easily you may be using a walker or canes or crutches. Many people don't have handicap parking tags. For those that do, it is a problem when the handicap parking is far from where you want to go or the elevator is in an inconvenient location. For example, we often go to a restaurant in Juanita Village. The handicap space is near the Starbucks not next to the restaurant we are going to. Since there is only one handicap space along that stretch of driveway it is often taken by someone else—and not always by someone with a handicap tag. But Juanita Village often does not have enough parking during the lunch hour so I have to stop and let her out in front of the restaurant while I drive around finding a place to park. Making more handicap spots doesn't always solve all of the problems that I've mentioned so there has to be other accommodations. Anyone who goes to Costco at a busy time knows that there are more people with handicap stickers than there are handicap designated spaces. Cars are queued up waiting for those spaces.

The reason I'm making this point is that as the baby boom generation ages convenient parking needs to be available. This may mean that an excess of parking spaces is the only way to make this possible. What is even more important is to have more full size parking spaces as well. People who use walkers and canes and those that drive larger vehicles that can accommodate a wheelchair find that the only available spaces are often compact size and too small to provide enough room for the car door to open up adequately. For example, try parking in the Merrill Gardens ground floor public parking next to the concrete divider and see what it is like trying to get out of your car, especially when there is another car next to you.

There are some other things that bother me about many of the development plans in Kirkland that include 'shared' parking in order to accommodate a mixed use of a building. One of the suggestions that I have heard mentioned is charging separately for parking in order to make the apartments more affordable. Many people don't want to pay for a parking spot in the garage of their building. Also, there are often not enough designated spaces for every employee of a company, store or restaurant in that building. The question is: Where are they going to park? Even when people take the bus they often own a car that they leave parked somewhere near their residence or other location. As Kirkland becomes more congested then there is a good possibility that street parking with become more scarce. Frequently, I find that waiting zones are not designed in front of buildings to allow for people to be dropped off or picked up. If a building only has limited underground parking this can cause a great deal of inconvenience to those that ride share. Many garages require you to go through a gate. One of the things I've noticed is that when tenants of a building change, the parking situation can be radically altered. For example, the parking lot for Trader Joe's in Redmond is much busier than it was when Parker Paint was in that location. Another example is the parking lot at the MRM property at Park Place. The lot is not big enough to accommodate all the employees—there are twice as many employees as spaces so many of them park on the street. Some employees may in fact shuttle from another Microsoft location but they are still parking their cars someplace other than their residences. I have noticed that in areas where there is public parking on the street employees of companies in downtown Kirkland take spaces only during the day and residents of apartments, condos, and houses use them at night. This works now, but will it work in the future?

Young people often don't need cars when they are single but definitely need them once they have children. Anyone who has had to cart a child to daycare or afterschool activities knows this. There may be enough street parking with undesignated time limits now for the employees of 2 story buildings but what happens when those buildings are 5 stories. I was at Juanita Village on a sunny weekday evening. All the parking in the Village was taken, and at the park and at the two lots near the ball field and on the surrounding streets. I looked for a parking garage and only saw one marked for residence. That makes me wonder if the employees of all those businesses in the Village have designated parking spaces in that garage. Several of the new store fronts are still vacant. The garage parking spaces can't really be 'shared' spaces since many of those businesses are

open quite late when residents would also want them. I feel that the city didn't require the developer to provide enough parking for the various uses that the buildings were intended for.

The problem of where people will park when a new development goes in should be considered very carefully before deciding on a standard now. In some cases it will have to be on a very individual basis. For example, there are very few streets near Bridle Trails Shopping Center where people can park. Street parking along 132nd Ave NE is on the opposite side of the street requiring people to walk across traffic to get to the shopping Center. There is neighborhood parking on 130th Ave NE but some of that is on the other side of NE 70th Place requiring pedestrians to cross a busy street. I know this isn't the safest intersection when the traffic is busy because my husband, who is a very careful driver, actually hit a pedestrian at night that was crossing the NE 70th Place carrying groceries. Fortunately she wasn't hurt badly. Another example is the Houghton Shopping Center. There is no parking allowed on 108th Ave NE and very little allowed on 6th Street. Parking is not available on NE 68th Street. As more business develop along 6th Street competition for the on-street parking spaces with increase. That means that the nearest available parking for Houghton shopping area is on a residential street--106th Ave NE. At what point will that street be overwhelmed by the need for employee parking? When parking for new developments is calculated by spaces per unit it ignores the fact that people often have relatives visiting or live-in boyfriends, etc. When I have a party I want my friends to be able to park close by. As it is, the people that live along 108th Ave NE have to ask their friends to park on my street--NE 62nd Street or whatever other cross street is near their residence. I don't mind that they park there but know it is a big hassle for their guests. I'm just mentioning this because it affects how we think about our residential community. I don't want the parking here to be like it is on Capitol Hill or in the U District. Property owners to the east and west of Houghton Shopping Center want to build high density housing. I hope you realistically think about how this will impact the available street parking situation. I would like to live in a diverse community and I realize that apartment complexes need to be part of the mix in meeting a variety of residential needs in any neighborhood. Whether or not a developer puts in adequate parking per bedroom may determine how well an apartment complex blends into a single family residential neighborhood. One of the best ways to reduce the need for cars and thus parking spaces is to require that dense housing developments in neighborhood centers with access to public

transportation be limited to studio apartments or those with only one bedroom. Younger workers and seniors are more likely to forego car ownership than those who have children living with them.

I believe it is important for a developer in Kirkland that is planning a mixed-use project to include an adequate amount of short term surface parking for retail use in addition to a garage. The development should not be dependent on street parking for employee and retail use. Arterials in Kirkland often do not allow parking and as the density increases this may be even more common in order to relieve traffic congestion.

Right-size parking is an interesting idea but does it really work over the long term? I remember when Bellevue Regional Library was built. They purposely made the parking garage small in an effort to get more people to come to the library using alternative transportation. At the time there was a good bus route that I could take to get there. I didn't use it though because I had two small children and tended to check out 15 books at a time. Eventually the routes in and out of Bellevue Transit Center changed so the bus from Houghton to the Library was less direct. Not only would I have had to use extra time to ride the bus but I would also have had to transfer. Even when my kids were at school this was a daunting task. At a regional library like Bellevue and Redmond many people bring children for special programs. Very few of them come by bus. So the idea of building smaller parking lots or garages in order to force people to use alternative transit isn't a smart idea.

Sincerely,

Margaret Bull
6225 108th Place NE
Kirkland WA

Additional comments by Margaret Bull

Policy H-2.7: Create flexible site and development standards which balance the
goals of reduced housing development costs with other community goals
...

This is impossible. Who will oversee that there is a balance? We have already seen changes over the years as Planning Commission and Design Review board members come and go. Developers will always want to reduce housing development costs but who will be able to figure out what the community goals are and stick by them through the years? City council is all powerful. You may get new city council members that want to rewrite the community goals so they can support increased development as we head toward 2035. When something is flexible than it can't really be thought of as a standard.

Encourage pedestrian travel to and within the commercial area by providing:
♣
...
Structured and underground parking to reduce walking distances and provide overhead weather protection; and promote non-SOV travel by reducing total parking area where transit service is frequent.
●

How can you promote non-SOV travel by reducing total parking area where transit service is frequent.

1. You can never predict where transit service will be frequent. For example the routes along 108th NE have changed over the years. The 234 used to go down 108th Ave NE and I could take it into Bellevue. Now I have to transfer so it is less convenient.
2. You are discouraging SOV travel by reducing total parking area whether there is frequent transit service or not.

Dear Planning Commission members,

"Too many parking stalls leads to impacts on the environment, increased housing and construction costs, adds to traffic congestion, the potential for reduced open space, and undermines other modes of transportation."

How does it add to traffic congestion? If you have a place to park your car all day while you take the bus that is a good thing. Many people take the bus because their place of business charges for parking or has very little available. Owning a car doesn't mean you drive it every day and therefore add to congestion.

Too many parking stalls don't necessarily have the potential for reduced open space because if parking costs less to build then the developer can build a bigger building which therefore reduces open space. This is especially true if you consider the sky as open space. The taller the building the less sky you see. The sunlight to surrounding areas may be blocked. It might make a difference if you required bigger set-backs in front of a building and at the sides of a building but you will never do that because every plan I've seen developers want their buildings right up to the sidewalk. It is too expensive for developers to provide open space and the city doesn't have the budget to care for the open space it has now.

There is no proof that over supply of parking undermines other modes of transportation. Transportation is dependent on the political system. Look at how Tim Eyman's initiative gutted funding for transportation several years ago. We can all dream about a wonderful transportation system that is available to the citizens of Kirkland but it won't happen without long term funding. The people that need transportation the most are people under 18 and people that are not allowed to drive for a variety of other reasons. Bus routes are planned to cover the most frequent routes used by commuters and at the times of day that benefit commuters. This means that anyone transporting someone under 18 or anyone with a physical, mental, or medical reason that limits their ability to drive needs to have a vehicle. Our tax system at the moment is dependent on gas taxes as well as license tab fees. What is going to happen if people don't own and drive cars?

Margaret Bull

Jon Regala

From: Eric Shields
Sent: Tuesday, May 06, 2014 8:18 AM
To: Jon Regala; Jeremy McMahan
Subject: FW: Sadly Another Issue - City "Trespass" to gather parking data????

Eric Shields

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Monday, May 05, 2014 5:23 PM
To: Chuck Pilcher; Kurt Triplett; Eric Shields; Amy Walen; Penny Sweet; Doreen Marchione; Shelley Kloba; Toby Nixon; Dave Asher; Jay Arnold
Cc: Tom Grimm; Jack & Diane Rogers; Atis Freimanis; Dione Godfrey; Shawn Greene; Maureen Kelly; Robin Herberger; Peter W. Powell; Charles & Laura Loomis; Chuck Pilcher; Alan Meier; neighboringproperties@gmail.com; Karen
Subject: Sadly Another Issue - City "Trespass" to gather parking data????

I have been biting my tongue since I heard the description of how Kirkland was gathering the data on how parking spaces in multifamily buildings were being used.

There seemed to be a chuckle amongst either city council or planning commission as my recollection is that the "counts" of parking spaces used were done under cover of darkness. Sounds like TRESPASS to me!! Also it does not seem to have real facts gathered. No one asked the questions about why a certain number of parking spaces might be vacant. Were there deaths of certain residents, currently a few older residents who don't have driving licenses (but will soon be resold to young couple with two jobs and two needed cars. Did any condominium development receive a survey to ask 1) what their level of parking ws currently and whether it is sufficient? I know for my condo we are just one parking space shy of two spaces per unit and the shared parking spaces are ALWAYS a problem!!!

As I live in a research world bound by scientific studies, this is not a scientific study and should not be used for decision-making. I also object to any data IF IT WAS gathered without the city getting permission to enter the properties to gather the data... and to any development providing less than 2 parking spaces per unit and have seen first hand with 9 years as HOA President how less than 2 is a BIG problem.

Karen Levenson

On May 5, 2014, at 12:15 PM, Chuck Pilcher <chuck@bourlandweb.com> wrote:

> Guess we'll get less parking in Kirkland as we get more multi-family development.
> Dargey will probably ask for less parking if he has to redesign when the City wins their appeal of his vesting.
>
> Chuck Pilcher
> chuck@bourlandweb.com
> 206-915-8593

Begin forwarded message:

From: "City of Kirkland" <kirkland@service.govdelivery.com>
Subject: Developers Partnership Forum Update
Date: May 5, 2014 at 9:24:51 AM PDT
To: chuck@bourlandweb.com
Reply-To: kirkland@service.govdelivery.com

You are subscribed to the Kirkland Developers Partnership Forum for the City of Kirkland.

AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS

As part of the adopted 2013-2014 Planning Work Program, the City is in the process of considering Zoning Code amendments to multi-family parking requirements.

As a project resource, King County METRO has completed one of the most comprehensive surveys of multi-family parking utilization. The data includes a survey of 228 multi-family sites throughout King County. This study, funded by a grant from the Federal Highway Administration, is part of a project called Right Size Parking. This project included resources for cities to implement pilot projects to put the data to practical use. Kirkland was one of four King County cities selected to participate.

The County's Right Size Parking project found that parking requirements for multi-family developments generally resulted in an oversupply of parking. On average, parking was found to be oversupplied with 1.4 spaces built per dwelling unit but used at only about 1 space per unit.

If you would like to be kept informed via email of upcoming public meetings and meeting packet information, please sign up for the Multi-Family Parking Code Amendment project listserv.

Questions? Contact Jon Regala, Kirkland Planning Dept. at jregala@kirklandwa.gov or (425) 587-3255.

Kirkland Developers Partnership Forum

For more information contact:
Rob Jammerman - Development Engineering Mgr
City of Kirkland Public Works
Phone: (425) 587-3800
email:RJammerman@kirklandwa.gov
http://www.kirklandwa.gov/depart/Public_Works.htm

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This email was sent to chuck@bourlandweb.com using GovDelivery, on behalf of the City of Kirkland · 123 Fifth Avenue · Kirkland, WA 98033 · 425-587-3000

Jon Regala

From: Levenson <uwkkg@aol.com>
Sent: Tuesday, June 24, 2014 9:12 AM
To: Jon Regala
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: PLEASE FORWARD TO KPC & HCC ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Hi Jon:
Can you forward my comments to the participants (KPC & HCC) with a copy to me so that I can be assured that they received this in a timely manner?
Thanks, Karen Levenson
======

COMMENTS REGARDING MULTIFAMILY PARKING STUDY

Let me start by thanking the Planning Commission and the Houghton Community Council for giving rational thought to parking. While it may be attractive to lower parking ratios so that there is less cost to developers, we need to look at what is (or is not) working so that we develop the city of Kirkland that we want to have.

1) **I propose to you that there is only one way to know if sufficient parking is provided. If there are not multifamily residential cars on our streets then we have provided enough on-site parking.** Being fortunate enough to have my other residence in California, I have the benefit of knowing what it is to live in an area that provides sufficient on-site parking. There is occasionally a visitor car or two in our 150 unit neighborhood, but other than that, the streets are free of cars. It allows for widening of streets (just imagine if we could widen Lake St / Lake Washington Blvd) because we didn't need to provide street parking for residents. This is not currently happening. My own condominium usually houses at least one car on the street each day and we have 17 parking spaces for 9 units!!!
2) **I propose to you that the city's study was unlawful, unscientific and the results were not "vetted."** Apparently the city did a clandestine survey of parking utilization in select multifamily units in Kirkland. I requested city records and there do not appear to be any permissions applied for (or received) so it appears that the activity was actually a trespass onto citizen properties. The city did not provide any answer to my request for the specific multifamily projects surveyed which makes confirming their findings impossible thus worthless. The survey was also not scientific and did not look at any variables. The findings were not explored with residents of the apartments or condos. If several residents were out of town with their cars at Seatac, the parking supply would appear over supplied if the spot they use is vacant. That doesn't mean they won't need the spot later when they arrive home. Several multifamily units have numerous owners or renters that travel during the week and return on the weekend when they need their space.
3) **I propose to you that those who do not live in multifamily apartments or condos are poor evaluators of the dynamics of parking supply.**
4) **I propose to you that a recent survey of parking done by Kirkland Views showed nearly 75%-80% respondents stating that we have INSUFFICIENT parking supply for multifamily.**
5) **I propose that Kirkland citizens were never queried as to whether they wanted our city to participate as one of two test "guinea pigs" for parking reduction.**

I hope that you will listen to the voices of those who live in multifamily units and that you will look at our streets filled with cars from residential multifamily projects and realize that just because some study is performed doesn't make it true. You need to look beyond the study results and have the insight on what someone may be hoping to "prove" and evaluate whether the data they use and their assumptions are supported in real life. I

propose that this is a study intending to lower the cost of construction for developers. I hope to hear the Planning Commission and Houghton Community Council evaluating the comments and real life experiences of those in multifamily units in Kirkland, the voices expressed in the KV survey and very simply the observance of multifamily residential cars parked on our streets.

It seems pretty straight forward that this should not be supported. Eric Shields should report back to the "Test Committee" that his city has decided not to be the test case and sees this as a bad idea.

I would love to see us providing sufficient parking that Lake St / Lake Washington Blvd can become the "Boardwalk" that has been envisioned. That will require removing some parking from this street. This cannot be done if we decrease parking ratios in this area since the developments here already spill onto the street. We simply cannot have it both ways.

P.S. Lake St / LWB is not the only area facing this issue, it is merely the one I'm most familiar with and it has been discussed as a "Boardwalk" with need to reduce on-street parking.

Karen Levenson

From: Jon Regala [mailto:JRegala@kirklandwa.gov]
Sent: Tuesday, June 24, 2014 7:57 AM
Subject: Amendments to Multi-Family Parking - June 26th Study Session

You are currently on the Multi-Family Parking - Code Amendment Project email list for City of Kirkland. The project webpage has been updated to include the agenda and meeting packet for the June 26th study session and is now available (near bottom of the page).

Jon Regala, Senior Planner
City of Kirkland Planning Department
123 5th Avenue
Kirkland, WA 98033
P: 425.587.3255 **F**: 425.587.3232
E: jregala@kirklandwa.gov **I**: www.kirklandwa.gov/planning.htm

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Jon Regala

From: Jon Regala
Sent: Wednesday, June 25, 2014 2:10 PM
Cc: Paul Stewart; Jon Regala; 'Levenson'; Glenn Peterson (glenn.peterson@comcast.net)
Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Dear Planning Commissioners and Houghton Community Council,
Please see the email chain below. Additional comment for the study session tomorrow night. Thanks!
-Jon

Cc: Karen Levenson

From: uwkkg@aol.com [mailto:uwkkg@aol.com]
Sent: Wednesday, June 25, 2014 11:19 AM
To: uwkkg@aol.com; Glenn Peterson
Cc: Paul Stewart; Jon Regala
Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Sorry, one more thing... Please forward my prior comments and these ones along even if you need to cut and paste for reasons of not creating a commission meeting outside of the public domain.

We might consider certain areas such as along Lake St S / LWB for higher parking ratios than other areas. I say that not to be overprotective of the area where I live, but from a practical manner.

Two things...

1) We want folks from out of the area to come park on the street and enjoy our beaches then go to our shops and restaurants. If there is residential parking that is not accommodated on site, each residential car parked on the street is one fewer spaces available for money spending visitors to our commercial businesses in the area

2) If we really do want to eventually create a "Boardwalk" on Lake St S / LWB we have to be forward thinking. We cannot create situations that will have residential cars on the street and then 5 years from now scratch our heads and try to figure out how to correct the overflow that we created. We need to proactively make sure properties have sufficient on-site parking to accommodate all their owners, renters and commercial patrons. The parking ingress and egress must also be sufficiently easy so that residents don't choose to park on the street instead of fighting the traffic to get out of their parking structure.

Two more cents from me... almost at a nickel.

Karen Levenson

-----Original Message-----
From: uwkkg <uwkkg@aol.com>

To: GPeterson <GPeterson@kirklandwa.gov>
Cc: PStewart <PStewart@kirklandwa.gov>; JRegala <JRegala@kirklandwa.gov>
Sent: Wed, Jun 25, 2014 11:07 am
Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Thank you for such a thoughtful response.

I hope that those who don't have first hand experience will listen to the experiences of those on the commission who do have experience with condos/apartments. It is reassuring to know that we have some condo-dwellers/condo-owners on the commission. Hopefully maybe we have some on the HCC as well.

As far as the "trespass" and as far as the data. I did a public records request for the data. I'll have to go back and check the results of the PRR but I believe it provided nothing. No properties identified for the research and I asked for anything documenting permission to go onto/into property/garages. There was also nothing. Not even someone's notes of who they spoke to and who provided permission. Basically, there would then be no way to validate the results. I work in the very scientifically driven field of medicine. You always need a second study to verify findings. You need to work at randomizing where you get your samples so that you get representative samples. No one has shared which condos/apartments were evaluated ... which seems so odd that I need to go back and double check the public records request. ..... Jon Regalia, if you have information about the properties evaluated that somehow didn't get picked up by the PRR that would be helpful info to those of us who are looking at the survey with distrust.

I also appreciate being "heard." Whether the commission agrees with my input and those of others who provided opinion to the city directly or responded to Kirkland Views survey, at least having our voices heard counts for a lot.

A few more comments from my experience. In our condo the "shared" spaces create more car/motorcycle purchases than if we had two pre-assigned parking spaces. For someone who doesn't have "shared" spaces in their condo/apartment, this may sound counter intuitive..... Let me explain.

We are a condo of 9 units.

A) If we each have two parking spaces, then each property owner knows they will have a place for their two vehicles or they might choose to leave one open for a guest. If they don't routinely need their space they can rent to other owners or simply give others permission to use it. Still the maximum number of stalls used by any unit is two.

B) But here's what happens when we each have one owned parking space and the other 8 are first come / first served. ..... On a number of occasions we have had individual condo owners decide they want to purchase a third car, a convertible or a motorcycle. They park two in the "shared" "first come-first served" spaces. Then people who have two cars arrive to the condo and all the spaces are taken, so they park on the street. It is nearly impossible to enforce the rule that any unit may only use two parking spaces at one time. That takes knowledge of whose guest car belongs to whom, etc. This gets even more confusing when there are renters that move in with new cars and who may take advantage of (break) the rules and try to park 3 cars.

Summary: From my experience, I think we provide sufficient parking but don't create an abuse-able situation if we have two parking spaces per unit and no guest parking. If you have two cars and want a visiting friend to be able to use your space you can choose to park your own car on the street for the length of their visit, but it doesn't have folks purchasing 3rd vehicles that they think would be fun for the few outrageously gorgeous sunny days!!!

My two cents ... please forward to the others.

Karen Levenson

-----Original Message-----
From: Glenn Peterson <GPeterson@kirklandwa.gov>
To: uwkkg <uwkkg@aol.com>
Cc: Paul Stewart <PStewart@kirklandwa.gov>; Jon Regala <JRegala@kirklandwa.gov>
Sent: Wed, Jun 25, 2014 10:46 am
Subject: RE: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Karen-

I did get the email before, so I'd guess all others did as well.

I want to point out a few things. These are not official Planning Commission opinions, just mine.

First, there are people on the Planning Commission who live in condos. I am one, and I know of others. In fact, not only do I live in a small condo building, I am also an owner in another, larger development. Both are proximate to downtown and face parking issues at times. Before I joined the Planning Commission, I spent six years on the Kirkland Parking Advisory Board, and another Commissioner spent sometime on the PAB as well. So I think we have reasonable awareness of the challenges and public concerns about parking.

My larger development was one of the buildings studied. The president of that association told me that permission was granted to enter and do it, and Jon Regala assures me that others were done with permission as well, there was no trespassing. If an open lot could be observed from a public street or sidewalk, perhaps they didn't go as far as to ask.

Again, these are not Kirkland Planning Commission positions, just mine. I re-emphasize because I am currently the chair, but that does not entitle me to take a position for the Commission. It does entitle me assure you that your voice is being heard and that we won't take the results of the study as gospel and pass them on to City Council without careful consideration. I'd be surprised if we agree 100% with the results.

Glenn Peterson

From: uwkkg@aol.com [uwkkg@aol.com]
Sent: Tuesday, June 24, 2014 9:55 PM
To: Glenn Peterson; Jon Pascal; C Ray Allshouse; Eric Laliberte; Cbagg@kirkandwa.gov; Colleen Cullen; Mike Miller; Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: PLS FORWARD ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Hopefully you got this, however the "to" line appeared blank so I thought I'd better take time to send to individual email addresses.

Thanks for considering,
Karen Levenson

-----Original Message-----
From: Jon Regala JRegala@kirklandwa.gov
To:
Cc: 'Levenson' <uwkkg@aol.com>; Jon Regala <JRegala@kirklandwa.gov>
Sent: Tue, Jun 24, 2014 9:35 am

Subject: FW: PLEASE FORWARD TO KPC & HCC ASAP: Amendments to Multi-Family Parking - June 26th Study Session

Dear Planning Commission and Houghton Community Council,

Below is additional public comment for your consideration at this Thursday's joint study session.

Thanks.
-Jon

Cc: Karen Levenson

From: Levenson [mailto:uwkkg@aol.com]
Sent: Tuesday, June 24, 2014 9:12 AM
To: Jon Regala
Cc: uwkkg@aol.com; neighboringproperties@gmail.com
Subject: PLEASE FORWARD TO KPC & HCC ASAP: Amendments to Multi-Family Parking - June 26th Study Session

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It seems pretty straight forward that this should not be supported. Eric Shields should report back to the "Test Committee" that his city has decided not to be the test case and sees this as a bad idea.

I would love to see us providing sufficient parking that Lake St / Lake Washington Blvd can become the "Boardwalk" that has been envisioned. That will require removing some parking from this street. This cannot be done if we decrease parking ratios in this area since the developments here already spill onto the street. We simply cannot have it both ways.

P.S. Lake St / LWB is not the only area facing this issue, it is merely the one I'm most familiar with and it has been discussed as a "Boardwalk" with need to reduce on-street parking.

Karen Levenson

From: Jon Regala [mailto:JRegala@kirklandwa.gov]
Sent: Tuesday, June 24, 2014 7:57 AM
Subject: Amendments to Multi-Family Parking - June 26th Study Session

You are currently on the Multi-Family Parking - Code Amendment Project email list for City of Kirkland. The project webpage has been updated to include the agenda and meeting packet for the June 26th study session and is now available (near bottom of the page).

Jon Regala, Senior Planner
City of Kirkland Planning Department
123 5th Avenue
Kirkland, WA 98033
P: 425.587.3255 **F**: 425.587.3232
E: jregala@kirklandwa.gov **I**: www.kirklandwa.gov/planning.htm

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Jon Regala

From: Levenson <uwkkg@aol.com>
Sent: Thursday, June 26, 2014 9:45 AM
To: Glenn Peterson; Jon Pascal; C Ray Allshouse; Eric Laliberte; Carter Bagg; Colleen Cullen; Mike Miller; Bill Goggins; Betsy Pringle; Rick Whitney; Lora Hein; Elsie Weber; Brian Gawthrop; John Kappler; 'Cc: uwkkg'; 'neighboringproperties'
Cc: Jon Regala; uwkkg@aol.com; neighboringproperties@gmail.com
Subject: For Tonight's Meeting: Parking Review of a 172 person survey, City Parking Count Issues, BN Zone clarification, Other impacts to Parking Supply
Attachments: For KPC and HCC Parking Study conducted by Kirkland Views.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners

The importance of your deliberations cannot be overstated. The impact of parking supply is HUGE. For this reason, I've continued to think of things that I hope you will consider. I also just received some of the information from Jon Regala and find some cautions in what I've received (e.g. classification of BN as comm/office). I apologize in advance for one last email on the matter. Please consider these points.

I'm going to take a moment and use some specific examples. They are not meant to be "Karen" focused, or myopic. They are meant to provide real life examples that I hope you will extrapolate to other areas and other multifamily developments where they might apply.

1) Parking Study

The attached parking study that was done this month, 172 citizens participated and 73% said (1) we need more parking downtown. 62% said (9) that the required number of spaces for residents and guests in MULTIFAMILY RESIDENTIAL developments in Kirkland is INADEQUATE.

2) City of Kirkland parking count

Jon Regala has just sent me the results of Kirkland's parking count. I do not see any inquiry of the condominiums/apartments that would attempt to see if the "oversupply" is somehow not representative. Condos and apartments may have different "parking personalities" that need to be understood. Many in my condominium chose this type of housing because we are fairly transient with our work out of state and want a small place where maintenance is done for us. 3 of 9 units travel on business during the week. Another unit is for sale and doesn't have anyone living there currently. If you were to do a "parking count" during the week you would see that we have 8 of 17 spaces vacant. That is nearly half. If you did your survey on the day that one of the older ladies went to the hospital, her family's cars were gone too. That count could have shown as many as 10/17 spaces vacant. And that is if no one from the condo is vacationing with their cars. When the weekend comes we are all home and needing our spaces. Then we have 17/17 spaces filled and at least a couple on the street due to visiting guests.

3) BN Zoned – Potala Example

I provide this as a current example, but what I'm trying to show is not parcel specific. Please use it generally as it applies to other Neighborhood Business properties, other commercial properties that allow residential in the zoning, or other properties along Lake St/LWB.

First of all, the chart that I saw listed BN properties as commercial/office. We need to keep in mind that there are likely other developers that will try and do the same thing that we are experiencing with Potala. A commercial property that

was supposed to be primarily used to provide local goods and services has had the commercial use reduced so that it is now less than 1/5 of the ground floor and there are 4 floors of residential. It has become mainly a multifamily residential property so it should not be considered separately as a "commercial/office" property.

Second, I stated earlier that properties along Lake St/LWB should probably provide more on-site parking because Kirkland has a vision of eventually removing parking from some of the boulevard in order to create a Boardwalk on this street.

Also stated earlier, lakefront streets should probably provide more on-site parking because we want to avoid having residential cars on the streets that we want for visitors to Kirkland who then walk the lakefront and spend money in our cafes, our restaurants our shops.

4) PARKING ISSUES THAT CAUSE CITIZENS TO USE STREET PARKING RATHER THAN ON-SITE PARKING
   a. Tandem Parking – It becomes too difficult to constantly juggle two cars that share one elongated parking stall. A study out of Dublin California demonstrates that their attempted use of this parking strategy failed miserably.
   b. Columns within the parking stall widths – One only needs to rub their car on the parking column once, experience a $2,000 scrape on the side of their car or lose a side mirror before they decide they would rather park on the street where they can do so without harming their car. As an example, I drive approximately 180 miles a day for work. I park in numerous hospital parking garages and am an experienced parker. The one garage where they have allowed columns into the width of stalls was my personal downfall. When I got hung up on the parking column 1 parking attendant raced over with a special on-site hoist which he used to elevate my wheels and then two other attendants pushed my car away from the column. They said that it happens a number of times a day. I looked and all the columns have black streaks from folks having the same experience. I now park on the street. ….. Additionally, it is unclear how many of our multifamily apartments/condos/mixed-use would have 3 parking attendants and a hoist available.
   c. Ingress and Egress difficulty – This is something experienced along Lake St S – LWB. In certain areas of the boulevard it has become very difficult to get into or out of ones driveway during peak traffic hours. Drivers used to politely yield but that seems to have vanished as the slowness of the Kirkland Creep has gotten worse. Now residents that know they cannot be late to work, or just don't want the unsafe ingress/egress into traffic are choosing to park on the street facing the direction they intend to go. This becomes easier than exiting one's own driveway.

Thanks again for your thoughts and consideration around how much parking is appropriate. I side with the 62% of responses that we do not have sufficient parking for our multifamily and mixed use developments. I did, however, share thoughts earlier on a flat 2 spaces per unit with no additional guest spaces. Sometimes this would bring a reduction from 1.7 + .5 guest = 2.2 spaces. In our condominium unit a flat 2 spaces per unit would have prevented several 3rd car purchases done due to "shared" spaces being hard to police.

My best to you all.

Karen Levenson

Kirkland Views Downtown Kirkla...

Survey Results

Question 01

Regarding the number of parking spaces in downtown Kirkland, the following represents my view

Answers 171 99% | Skips 1 1%

	0% 36.5% 73%	COUNT	PERCENT
We need more parking. Customers choose to shop/dine elsewhere because Kirkland lacks ample, easy parking		124	73%
We have the right amount of parking. No changes necessary		38	22%
None of the above		7	4%
We have too much parking. We need to reduce the number of spaces available		2	1%

Question 02

Parking Availability: Managed parking is utilized in downtown Kirkland. Which options would you support? (choose multiple)

Answers 170 99% | Skips 2 1%

	0% 13.5% 27%	COUNT	PERCENT
Increase parking availability by adding supply		109	26%
Easy to use, easy to understand parking rules		102	24%
User friendly parking meters		62	15%
Increase parking utilization with technology directing drivers to open spaces		56	13%
Less frequent parking enforcement		29	7%
Install parking meters on streets. Eliminate free parking in downtown.		22	5%
More frequent parking enforcement during summer months		20	5%
More frequent parking enforcement during weekends and evenings		19	5%

Question 03

Residential Parking: Overflow parking into nearby residential streets should be addressed by (choose multiple)

Answers 163 95% | Skips 9 5%

	0% 23.5% 47%	COUNT	PERCENT
Building more parking capacity in downtown		99	46%
Adding 2 hour or 4 hour parking limits to residential streets		50	23%

	0% 34.5% 69%	COUNT	PERCENT
Less than 5%		111	69%
5% to 25%		48	30%
Greater than 50%		3	2%
25% to 50%		0	0%

Question 07

What percentage of downtown shoppers/diners do you think use public transportation IN 20 YEARS?

Answers 162 94% | Skips 10 6%

	0% 26.5% 53%	COUNT	PERCENT
5% to 25%		85	52%
Less than 5%		47	29%
25% to 50%		26	16%
Greater than 50%		4	2%

Question 08

When visiting downtown Kirkland do you mostly

Answers 165 96% | Skips 7 4%

	0% 34% 68%	COUNT	PERCENT
Drive a car		111	67%
Walk		48	29%
Bike or boat		4	2%
Use public transportation		2	1%

Question 09

The required number of spaces for residents (and guests) in multi-family developments is

Answers 129 75% | Skips 43 25%

	0% 31.5% 63%	COUNT	PERCENT
Inadequate for the number of cars residents and guest have		80	62%
Optimal. No change is necessary.		41	32%
Too generous and Kirkland should restrict the required number of spaces		8	6%

Adding zoned parking for residents only	40	19%
Managed parking plans for property owners	25	12%

Question 04

Residential Parking: Rank the following choices. Move your most preferred option to the top of the list and your least preferred to the bottom.

Answers 172 100%
Skips 0 0%

RANK	CHOICE	WEIGHTED RANK
1	Allow on-street public parking on Waverly Way	2.71
2	Increase supply of parking downtown to reduce overflow into residential streets	2.92
3	Allow on-street public parking on Lake Avenue West	3.08
4	Make no changes to parking on residential streets	3.78
5	Initiate 2 hour or 4 hour parking limits on residential streets	3.89
6	Initiate zoned parking for residents only on residential streets	4.49

Question 05

Attitudes toward parking: Regarding downtown parking, Kirkland should

Answers 164 95%
Skips 8 5%

	0% 39% 78%	COUNT	PERCENT
Welcome drivers. Ease parking for customers and thus improve Kirkland's image		127	77%
None of the above.		24	15%
Discourage drivers. Promote transit only, limit parking and thus improve Kirkland's image		13	8%

Question 06

What percentage of downtown shoppers/diners do you think use public transportation TODAY?

Answers 162
Skips 10

Jon Regala

From: Eric Shields
Sent: Tuesday, May 20, 2014 2:00 PM
To: Jon Regala; Jeremy McMahan
Subject: FW: Kirkland Right-Size Parking initiative - please forward

Follow Up Flag: Follow up
Flag Status: Flagged

Please prepare a response.

Eric Shields

From: Amy Bolen
Sent: Tuesday, May 20, 2014 1:56 PM
To: Eric Shields
Subject: FW: Kirkland Right-Size Parking initiative - please forward

Eric, could you please respond, and copy me? Thank you!
Amy B.

From: ROBBROWN1@aol.com [mailto:ROBBROWN1@aol.com]
Sent: Monday, May 19, 2014 11:09 PM
To: City Council; Jeremy McMahan; Jon Regala; Kurt Triplett
Subject: Kirkland Right-Size Parking initiative - please forward

To: All Kirkland Council Members
Kirkland City Manager
Kirkland Planning Staff
Kirkland Planning Commission

After reading much of the input and documentation regarding the "Right-size Parking" initiative, it becomes very obvious that this is greatly to the benefit of the developers, and particularly costly to the community.

Having attended prior meetings regarding multi-family parking through the years, as well as last week's developer meeting as the only "citizen" attendee, there are important aspects that cannot be ignored:

1) Any reduced parking will force more cars onto the streets. One bedroom units with multiple residents are particularly stressful to street parking already. This would make it worse by forcing more vehicles from two bedroom units onto the streets.

2) Many parts of Kirkland (Downtown, Juanita Village, Totem Lake) already have a street parking problem.

3) Competing for limited street parking will require more parking restrictions one way or another; more two hour parking, more requests for "permit parking" (refer to my previous comments about restricted parking on Lake Avenue West), <u>more enforcement expenses for the city</u>!

4) Interesting that the presentation features an analysis of how to increase margins on multi-family....is that the issue? When developers build buildings they charge rent / costs commensurate with the expenses involved. A unit with 2 spaces will sell / rent for more than a unit with one space. The second space would not be simply a cost to the developer. The cost will be paid by the purchaser, not the seller.

5) If a purchaser with two cars, one car and a motorcycle, one car and frequent visitors, chooses to live in a unit with only one parking space, guess who pays for that, the community!

If you have not yet, please read the linked article below . . a column from the Seattle Times this Sunday regarding the difference between Seattle (always having to ask for more taxes) and Bellevue (which "has not raised taxes in years").....the difference is development fees. Rather than reduce requirements on developers, we need to be charging full fare so that any development pays it's way in the community now and for the future. That way the new users (renters / owners) will pay their share for the impact they bring to the community.

Reducing parking requirements for developers will increase costs to the city!

http://seattletimes.com/html/localnews/2023636175_westneat18xml.html

Does anyone on this council really believe that the new Potala development and the new McLeod development will not add to an already overwhelmed Lake Street? And yet neither property is paying for new traffic signals, new lanes, new timing software, additional traffic enforcement, etc. Those two properties will bring somewhere around 400-500 new cars to Lake S and yet they have not been deemed to be a problem worth solving before the fact.

We are not asking enough of developers in Kirkland.....who pays for that, the residents of Kirkland through additional levies and taxes. The developers seem to have the stronger voice as they continue to push through fewer requirements rather than more, and continue to receive exceptions to those rules that do exist.

The market (demand) should pay the costs, not the city.

Rob Brown
108 2nd Ave S #105
Kirkland 98033
206-226-5078

Jon Regala

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Wednesday, June 04, 2014 11:00 AM
To: Jon Regala
Cc: Bruce Nahon
Subject: Followup to response to guest parking survey for Marina Heights condo

Follow Up Flag: Follow up
Flag Status: Flagged

Jon,

Just to follow up with the data that Bruce provided to you yesterday, coincidentally Marina Heights had its semi-annual Homeowners' meeting last night.

One of the owners commented that he noticed that the parking on 3rd Avenue had become more difficult recently, for guests of the residents (and as a reminder, this property has no visitor parking at all). He noted that he believes that the increase in use of the spaces on 3rd Avenue is because of transit riders who park here and then walk to the transit station. Until that comment, I was not aware that 3rd Avenue had become a "park and hide" location but it's certainly possible.

I've personally noted an increase in the parking usage on 3rd Avenue as well, with many of the users attired in exercise attire. They are likely headed for workout sessions at the Bassline Fitness on Central Way.

Thank you again for your outreach, it's greatly appreciated!

Bea

Bea L. Nahon, CPA, PS
Postal mailing address:
PO Box 3209, Kirkland WA 98083-3209
Our Executive suite address is:
5400 Carillon Point
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(425) 828-4747
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(425) 696-4109 office fax
All deliveries, express mail or any items requiring signature should be sent to the Carillon Point address
All standard US mail should be sent to our PO Box.

Please consider the environment before printing this e-mail or attachments.

Jon Regala

From: Linda Christensen <lindac8@icloud.com>
Sent: Friday, May 23, 2014 9:47 AM
To: Jon Regala
Subject: Right size parking

Follow Up Flag: Follow up
Flag Status: Flagged

Hello
I heard about the right size parking study at the Moss Bay association meeting on Monday. It appears that the standard ratio you are working from comes from Seattle where density is greater and transit is better. I do not think the same calculation should apply to Bellevue/Kirkland, at least not yet. I am seeing people living well away from my street continuously parking in front of our building because they do not have enough parking where they live. The streets are full of parked cars almost to the point where maybe we should institute street parking permits like they have on Capital Hill.
I have now made the transition to riding the bus to downtown Seattle because it actually easy. It is not yet so easy on the east side. Think long and hard about reducing parking requirements before other options, rules and infrastructure are in place.

Linda Christensen

From: Mark Taylor [mailto:mark.s.taylor@hotmail.com]
Sent: Friday, June 13, 2014 8:32 AM
To: City Council
Subject: Parking requirement for multi-tenant buildings

Kirkland City Council Members:

I understand that a reduction in the required number of parking spaces per housing unit from 1.7 to a lower number is being considered. While I can understand that 1.7 may be unnecessary, lowering the required number to 1.0 seems like overkill. I would recommend a revised requirement of between 1.25 and 1.5 to allow for multi-vehicle families as well as guest parking.

Thank-you,

Mark Taylor
206-979-8740 (mobile)

STREET PARKING COMPARISON CHART
27-Jan-15

Site	Observed Utilization*	Supply Using Proposed Code*	Proposed Parking Supply minus Observed Parking Utilization*
No Street Parking Available			
Site 2 (Villagio)	1.38	1.53	0.15
Site 4 (Totem Lake Apts.)	1.12	1.34	0.22
Site 8 (Forbes Creek Apts.)	1.35	1.49	0.14
Site 14 - Affinity Condos	1.70	1.72	0.02
Site 17 - Wild Glen Condos	1.50	1.73	0.23
Average	1.41	1.56	0.15
Street Parking Included in Counts*			
Site 18 - Tiara de Lago Condos (2006)	1.92	1.63	-0.29
Site 19 - Wateview Condos (2006)	1.31	1.51	0.20
Site 20 - Brezza Condos (2006)	1.27	1.59	0.32
Site 21 - Portsmith Condos (2006)	1.17	1.51	0.34
Site 22 - Plaza on State Condos (2006)	1.24	1.42	0.18
Site 23 - Kirkland Central Condos (2014)	1.23	1.29	0.06
Site 24 - Watermark Apts. (2014)	1.30	1.55	0.25
Average	1.35	1.50	0.15
Available Street Parking (but not included in counts)			
Site 1 (Bridle Trails Apts.)	1.50	1.53	0.03
Site 3 (Evergreen Heights Apts.)	1.31	1.55	0.24
Site 5 (Corbella Apts.)	1.13	1.38	0.25
Site 6 (Juanita Bay Apts.)	1.07	1.50	0.43
Site 7 (Avalon Apts.)	0.64	1.35	0.71
Site 9 (Tera Apts.)	0.90	1.38	0.48
Site 10 (Luna Sol Apts.)	1.25	1.58	0.33
Site 11 - Highland Park Apts.	0.80	1.58	0.78
Site 12 - Park Terrace Apts.	1.40	1.53	0.13
Site 13 - Houghton Court Apts.	1.50	1.63	0.13
Site 15 - Sancerre Apts.	1.30	1.50	0.20
Site 16 - Portsmith Condos (2014)	1.20	1.53	0.33
Average	1.17	1.50	0.34

* In stalls/unit based on actual King County Assessor data where applicable
** Street parking adjoining the subject property

PROPOSED CHANGES TO MULTI-FAMILY PARKING REQUIREMENTS USE ZONE CHARTS

GENERAL MULTI-FAMILY PARKING REQUIREMENTS - PROPOSED CHANGES
(stalls per unit unless noted)

Zone	Applicable Zoning Code Section	Current MF Parking Req.	Proposed Required Parking Spaces
Waterfront District I & III	WDI-30.15.020*** WDIII-30.35.020***	~~2 per unit~~	1.2 per studio 1.3 per 1-bedroom 1.6 per 2-bedrooms 1.8 per 3+bedrooms See KZC 105.20 for visitor parking requirements
Medium Density Residential*	RM/RMA-20.10.020*** PLA2-60.17.010*** PLA6F-60.82.020 PLA6G-60.87.130 PLA6H-60.92.020 PLA6K-60.107.020 PLA7C-60.112.020 PLA9-60.132.030 PLA15B-60.177.020*** PLA17-60.187.020	~~1.7 per unit~~	
	PLA3B-60.22.020***	~~2 per unit~~	
High Density Residential**	RM/RMA-20.10.020 PLA 5A-60.32.020 PLA5D-60.47.020 PLA5E-60.52.020 PLA6A-60.57.020 PLA6D-60.72.020 PLA6I-60.97.020 PLA6J-60.102.020 PLA7A/B-60.112.020	~~1.7 per unit~~	
BC, BC1, BC2, & BCX Business Commercial	BC, BC1, BC2-45.10.110*** BCX-47.10.110	~~1.7 per unit~~	
BN & BNA Neighborhood Business	BN/BNA-40.10.100	~~1.7 per unit~~	
PR & PLA Professional Residential & Planned Areas	PR/PRA-25.10.020*** PLA5B-60.37.020 PLA5C-60.42.020 PLA6B-60.62.020 PL15A-60.172.020*** PLA17A-60.192.020	~~1.7 per unit~~	
CBD Downtown Kirkland	CBD1A/1B-50.12.080 CBD2-50.17.090 CBD8-50.52.110	(See revised CBD use zone charts and/or updated KZC 50.60 for changes)	
	CBD3-50.27.070 CBD4- 50.32.080 CBD5-50.35.110 CBD 5A-50.38.010 CBD6-50.42.080 CBD7-50.47.120		
MSC Market Street Corridor	MSC1/4-51.10.020 MSC2-51.20.060 MSC3-51.30.070	~~1.7 per unit~~	
JBD Juanita Business District	JBD1-52.12.090 JBD2-52.17.090 JBD3-52.22.020 JBD4-52.27.070 JBD5-52.32.070	~~1.7 per unit~~	

	JBD6-52.42.060		
RHBD Rose Hill Business District	RH1A-53.06.080 RH2A/2B/2C-53.24.080 RH3-53.34.120 RH4-53.44.020 RH5A/5B-53.54.090 RH7-53.74.070 RH8-53.84.050	~~1.7 per unit~~	
NRHBD North Rose Hill Business District	NRH2-54.18.010 NRH3-54.24.010 NRH4-54.30.110 NRH5-54.36.010 NRH6-54.42.010	~~1.7 per unit~~	
TL 5, 9B to 11	TL5-55.39.110 TL9B-55.64.020 TL10B-55.75.010 TL10C-55.81.010 TL10D-55.87.100 TL11-55.99.010	~~1.7 per unit~~	
YBD 2, 3	YBD2/3-56.20.060***	~~1.7 per unit~~	

**** Medium density*** *- The following zones: RM 5.0; RMA 5.0; RM 3.6; RMA 3.6; TL 9B; PLA 2, 3B; PLA 6F, H, K; PLA 7C; PLA 9; PLA 15B; and PLA 17.*

***** High density*** *- The following zones: RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, D, E; PLA 6A, D, I, J; PLA 7A, B; and TL 1B.*

****** Within HCC Jurisdiction***

Section 50.12 Zone CBD-1A, 1B USE ZONE CHART

Section 50.12	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						
.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.	

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	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.
.095	Residential Suites										See Spec. Reg. 3.	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. 3. For parking managed pursuant to Special Regulation 4, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. Otherwise parking shall be provided at a rate of one per living unit plus one per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60. REGULATIONS CONTINUED ON NEXT PAGE

Zone CBD-3

USE ZONE CHART

Section 50.27	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						
.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.~~
.075	Residential Suites											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. For parking managed pursuant to Special Regulation 4, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. Otherwise parking shall be provided at a rate of one per living unit plus one per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60. REGULATIONS CONTINUED ON NEXT PAGE

1.2 per studio
1.3 per 1-bedroom
1.6 per 2-bedroom
1.8 per 3+bedroom
See KZC 105.20 for visitor parking requirements

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.~~
.085	Residential Suites										See Spec. Reg. 2.	1. Landscape Category C is required if subject property is adjacent to Planned Area 6C. 2. For parking managed pursuant to Special Regulation 3, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee. Otherwise parking shall be provided at a rate of one per living unit plus one per on-site employee and modifications to decrease the requirement are prohibited. See KZC 50.60. 3. The required parking shall be 0.5 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: 1) Charge for on-site parking, unbundled from the rent, for tenants who have cars. 2) Bus pass or equivalent alternative transportation mode subsidies for tenants who don't have cars. 3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges. 4) Adequate secured and sheltered bicycle parking to meet anticipated demand. 5) 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. REGULATIONS CONTINUED ON NEXT PAGE

1.2 per studio
1.3 per 1-bedroom
1.6 per 2-bedrooms
1.8 per 3+bedrooms
See KZC 105.20 for visitor parking requirements

Zone CBD-5

USE ZONE CHART

Section 50.35	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										
.100	Assisted Living Facility See Spec. Reg. 4.	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	67' above average building elevation.	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 6th Street or Kirkland Avenue. 4. This use only allowed: a. On properties with frontage on Second Avenue. b. Within 170 feet of Peter Kirk Park provided that the gross floor area of this use does not exceed 12.5% of the total gross floor area for the subject property.
.110	Stacked or Attached Dwelling Units								D See Spec. Reg. 1.		~~See Spec. Reg. 3.~~	1. Landscape Category C is required if the subject property to adjacent to 6th Street or Kirkland Avenue. 2. This use only allowed: a. On properties with frontage on Second Avenue. b. Within 170 feet of Peter Kirk Park provided that the gross floor area of this use does not exceed 12.5% of the total gross floor area for the subject property. ~~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.~~
.120	Public Utility, Government Facility, or Community Facility									B	See KZC 105.25.	1. Landscape Category C is required if the subject property is adjacent to 6th Street or Kirkland Avenue. 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. 2. Site design must include installation of pedestrian linkages consistent with the major pedestrian routes in the Downtown Plan chapter of the Comprehensive Plan, between public sidewalks and building entrances, and between walkways on the subject property and existing or planned walkways on abutting properties.
.130	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

1.2 per studio
1.3 per 1-bedroom
1.6 per 2-bedrooms
1.8 per 3+bedrooms
See KZC 105.20 for visitor parking requirements

Section 50.38 — Zone CBD-5A — USE ZONE CHART

1.2 stalls per studio,
1.3 stalls per 1-bedroom,
1.6 stalls per 2-bedrooms,
1.8 stalls per 3+bedrooms,

Section 50.38	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						
.010	Mixed Use Development Containing Office, Retail and Restaurant Uses (continued)											REGULATIONS CONTINUED FROM PREVIOUS PAGE 7. The following establishes the number of parking spaces required: a. Residential uses must provide ~~1.7 parking spaces for each dwelling unit~~ and one parking space for each assisted living unit b. Restaurants and taverns must provide one parking space for each 125 square feet of gross floor area. c. All other uses must provide one parking space for each 350 square feet of gross floor area. A mix of uses with different peak parking times makes a project eligible for applying a shared parking methodology to parking calculations. Further parking reductions may be appropriate through a transportation management plan (TMP) and parking management measures. The development may propose and the Planning Official may permit a reduction in the required number of parking spaces based on a demand and utilization study prepared by a licensed transportation engineer. The study shall include an analysis of shared parking demonstrating that the proposed parking supply is adequate to meet the peak parking demand of all uses operating at the same time. A TMP and parking management measures shall be incorporated into the analysis. An analysis of the effectiveness of the TMP and parking management measures shall be provided for City review. The City's transportation engineer shall approve the scope and methodology of the study as well as the effectiveness of the TMP and parking management measures.

See KZC 105.20 for visitor parking requirements.

Section 50.□□ Zone CBD-□ **USE ZONE CHART**

Section 50.□□	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						
.080	Stacked, or Attached Dwelling Units See Spec. Reg. 1.	D.R., Chapter 1□2 □ZC.	None	20□	10□	10□ See Spec. Regs. 2 and 5.	□0□	5□□above average building elevation. See also Spec. Reg. 3.	D See Spec. Reg. □.	A	~~See Spec. Reg. □.~~ 1.2 per studio 1.3 per 1-bedroom 1.6 per 2-bedrooms 1.8 per 3+bedrooms See KZC 105.20 for visitor parking requirements	1. Along Central □ ay, this use is only permitted above the ground floor. 2. For any portion of a structure on the subject property within □0 feet of Seventh Avenue or Fifth Street north of Sixth Avenue that does not exceed 30 feet in height above average building elevation, the minimum required side yards are five feet but two side yards must equal at least 15 feet. 3. No portion of a structure on the subject property within □0 feet of Seventh Avenue may exceed 25 feet above the elevation of Seventh Avenue as measured from the midpoint of the frontage of the subject property on Seventh Avenue. No portion of a structure on the subject property within □0 feet of Fifth Street north of Sixth Avenue may exceed 30 feet above the elevation of Fifth Street, as measured at the midpoint of the frontage of the subject property on Fifth Street. □. Landscape Category C is required if the subject property is located adjacent to the RS 5.0, or Planned Areas 7B or 7C zones. 5. 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. □. Along Seventh Avenue, buildings shall be designed with predominantly sloped roof forms. 7. □ ithin □0 feet of Seventh Avenue, the maximum length of any facade is 50 feet and a minimum 50 percent of this area shall be open space. ~~□. 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.~~

Section 50.□□ Zone CBD-7 USE ZONE CHART

Section 50.□□	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 1□2 □ZC.	None	20□	0□	0□	□0□	□1□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.
.1□0	Stacked or Attached Dwelling Units See Spec. Reg. 1.										~~See Spec. Reg. 2.~~ 1.2 per studio 1.3 per 1-bedroom 1.6 per 2-bedrooms 1.8 per 3+bedrooms See KZC 105.20 for visitor parking requirements	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 on Fourth Avenue. ~~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.~~

50.60 Special Parking Provisions in the CBD 1A, 1B, 2, and 8 Zones

1. General

The provisions of this section govern parking for uses in the CBD 1A, 1B, 2, and 8 Zones. To the extent that these provisions conflict with the provisions of Chapter 105 KZC, the provisions of this section prevail. Where no conflict exists, the provisions of Chapter 105 KZC apply to parking for uses in the CBD 1A, 1B, 2, and 8 Zones.

2. To the extent that subsections (3) and (4) of this section require that uses in the CBD 1A, 1B, 2, and 8 Zones provide parking, the following establishes the number of spaces required:

a. Residential uses must provide a minimum of 1.2 stalls per studio, 1.3 stalls per 1-bedroom, 1.6 stalls per 2-bedroom, and 1.8 stalls per 3+ bedroom unit. ~~one (1) 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 (2) guest parking stalls provided per development.~~ One (1) parking space is required for each assisted living unit. See KZC 105.20 for visitor parking requirements.

b. Restaurants and taverns must provide one (1) parking space for each 125 square feet of gross floor area, except as provided in subsection (3)(a) of this section.

c. All other uses must provide one (1) parking space for each 350 square feet of gross floor area.

3. Certain Floor Area Exempt from Parking Requirements

The following paragraphs establish several situations under which properties within the CBD 1A, 1B, 2, and 8 Zones are exempt in whole or in part from providing parking spaces…

PROPOSED AMENDMENTS TO KIRKLAND ZONING CODE CHAPTER 105

Changes to KZC Section 105.20

KZC Section 105.20 Number of Parking Spaces - Minimum

1. The number of parking spaces required for a use is the minimum required. The applicant shall provide at least that number of spaces, consistent with the provisions of this chapter. If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.

2. The square footage of pedestrian, transit, and/or bicycle facilities, and/or garages or carports, on the subject property shall not be included in the gross floor area calculation used to determine required number of parking stalls. ~~See also KZC 105.103(3)(c).~~

3. In addition to required parking for medium and high-density residential uses, visitor parking shall be required as follows:

   A. A minimum 10% of the total number of required parking spaces, calculated prior to any parking reductions, shall be provided for visitor parking and located in a common area accessible by visitors.

   B. A detached or attached dwelling unit with an associated garage containing the required number of parking stalls is excluded from the visitor parking calculation required in subsection A above provided that the dwelling unit also has a driveway that meets the parking stall dimensional standards of this chapter and the driveway can be used to provide visitor parking for that dwelling unit.

   C. Visitor parking stalls shall not be leased or assigned to residents.

   D. Visitor parking stalls shall not be gated and shall be accessible to visitors between 6:00 a.m. and 11:00 p.m.

   ~~For residential uses, the City may require guest parking spaces in excess of the required parking spaces, up to a maximum additional 0.5 stall per dwelling unit, if there is inadequate guest parking on the subject property.~~

4. The number of required parking stalls for a development consisting of detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located with ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:

   A. The owner to provide annual and regional two-zone transit passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and approval that specifies the distribution of the bus passes or equivalent subsidy, method for communicating the opportunity to residents, and a method to report on pass distribution to the City. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.

      For condominium developments, the owner and/or developer prior to establishing the condominium, shall establish and initially fund an account to meet the

requirements of this section which shall be later funded and managed by the Home Owners Association.

The requirements of this section shall be stated in the Home Owners Association Covenants, Conditions, and Restriction's and cannot be modified and amended without the written authorization from the City. The statement shall be reviewed and approved by the City prior to issuance of the Certificate of Occupancy for the development.

B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.

C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.

D. Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

Delete the following KZC Section and move into KZC Section 105.20.1 above

~~KZC Section 105.30 Number of Parking Spaces – Fractions~~

~~If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.~~

Changes to Parking Modification Text – KZC Section 105.103.3.c

For a modification to KZC 105.20 and 105.45, a decrease in the required number of spaces may be granted if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study to be sufficient to fully serve the use. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the proposed 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. Approval of a parking reduction shall be solely at the discretion of the City. A decrease in the minimum required number of spaces may be based in whole or part on the provision of nationally accepted TDM (transportation demand management) measures. Data supporting the effectiveness of the TDM measures shall be provided as part of the parking demand and utilization study and approved by the City traffic engineer.

For multi-family parking modifications, the parking demand rate result shall be increased by 15% to account for the variation in multi-family parking demand and shall be subject to the visitor parking requirements in KZC Section 105.20.3.

The Planning Official shall not approve or deny a modification to decrease the number of parking spaces without first providing notice of the modification request to the owners and residents of property within 300 feet of the subject property and providing opportunity for comment. The Planning Official shall use mailing labels provided by the applicant, or, at the discretion of the Planning Official, by the City. Said comment period shall not be less than seven (7) calendar days.

KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES
January 20, 2015

1. CALL TO ORDER

2. ROLL CALL

ROLL CALL:
Members Present: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.
Members Absent: None.

3. STUDY SESSION

a. Plastic Bag Reduction Policy and Future Solid Waste Reduction Initiatives

Joining Councilmembers for this discussion were City Manager Kurt Triplett and Solid Waste Program Lead John MacGillivray. The portion of the discussion concerning future solid waste reduction initiatives was deferred to a future meeting.

4. EXECUTIVE SESSION

a. To Discuss Potential Property Acquisition

Mayor Walen announced that the Council would enter into an executive session to discuss a potential property acquisition and would return to the regular meeting at 7:30 p.m., which they did. City Attorney Robin Jenkinson was also in attendance.

5. HONORS AND PROCLAMATIONS

None.

6. COMMUNICATIONS

a. Announcements

b. Items from the Audience

Lisa McConnell
Todd Myers
Megan Keyes
Kathy Torimoto

c. Petitions

7. SPECIAL PRESENTATIONS

a. Interlocal Agreement Supporting Salmon Recovery in Lake Washington/Cedar/ Sammamish (WRIA 8) Watershed

Senior Surface Water Engineer Stacey Rush introduced Lake Washington/Cedar/Sammamish WRIA 8 Watershed Coordinator Jason Mulvihill-Kuntz, who provided a briefing on the proposed Interlocal Agreement to support salmon recovery efforts.

8. CONSENT CALENDAR

a. Approval of Minutes: January 6, 2015

b. Audit of Accounts:
Payroll $3,012,176.99
Bills $2,950,696.22
run #1381 check #558955
run #1382 checks #558956 - 559102
run #1383 checks #559104 - 559208

c. General Correspondence

d. Claims

Claims received from Marc Chatalas for Cactus Restaurant, Leanna Leggette, Charlene Young, and Salon Featherly Suites were acknowledged via approval of the Consent Calendar.

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

(1) 2014 Street Preservation Program, Phase I Curb Ramp & Concrete Repairs Project, Trinity Contractors, Inc., Marysville, WA

The project work was accepted via approval of the Consent Calendar.

(2) 2014 Street Preservation Program, Phase III Slurry Seal Project, Blackline, Inc., Vancouver, WA

The project work was accepted via approval of the Consent Calendar.

g. Approval of Agreements

(1) Interlocal Cooperative Purchasing Agreements With City of Federal Way and the Clark Regional Wastewater District

(a) Resolution R-5096, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING PARTICIPATION BY THE CITY IN AN INTERLOCAL COOPERATIVE PURCHASING AGREEMENT WITH CITY OF FEDERAL WAY AND AUTHORIZING THE CITY MANAGER TO EXECUTE SAID AGREEMENT ON BEHALF OF THE CITY OF KIRKLAND."

(b) Resolution R-5097, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING PARTICIPATION BY THE CITY IN AN INTERLOCAL COOPERATIVE PURCHASING AGREEMENT WITH CLARK REGIONAL WASTEWATER DISTRICT AND AUTHORIZING THE CITY MANAGER TO EXECUTE SAID AGREEMENT ON BEHALF OF THE CITY OF KIRKLAND."

h. Other Items of Business

(1) Remittance of Duck Dash Raffle Tax Receipts to Selected Agency

The remittance of the Kirkland Rotary Duck Dash raffle tax receipts to Nourishing Networks was authorized via approval of the Consent Calendar. Councilmembers Asher and Nixon disclosed that while they are both involved with the Nourishing Networks organization neither of them participated in the decision to select Nourishing Networks as the raffle tax receipts recipient.

(2) Resolution R-5098, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING THE FINAL PLAT OF PRESERVE AT KIRKLAND, DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT FILE NO. SUB12-00560, AND SETTING FORTH CONDITIONS TO WHICH THE FINAL PLAT SHALL BE SUBJECT."

(3) Report on Procurement Activities

Motion to Approve the Consent Calendar.
Moved by Councilmember Doreen Marchione, seconded by Councilmember Jay Arnold
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

9. PUBLIC HEARINGS

None.

10. UNFINISHED BUSINESS

a. North End Fire Station Response Maps Briefing

Fire Chief Kevin Nalder reviewed concerns raised by Kirkland Firefighter Local 2545 regarding the new north end fire station and presented maps based on call data to address those concerns.

b. Resolution R-5099, Authorizing the City Manager to Execute a Memorandum of Agreement Regarding Future Operation of the Puget Sound Emergency Radio Network.

City Manager Kurt Triplett provided information about the Memorandum of Agreement regarding the future operation of the Puget Sound Emergency Radio Network (PSERN).

Motion to Approve Resolution R-5099, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO EXECUTE A MEMORANDUM OF AGREEMENT REGARDING FUTURE OPERATION OF THE PUGET SOUND EMERGENCY RADIO NETWORK."
Moved by Councilmember Dave Asher, seconded by Deputy Mayor Penny Sweet
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

c. 2015 State Legislative Update #1

Intergovernmental Relations Manager Lorrie McKay provided the first update on the 2015 legislative session.

Council recessed for a short break.

11. NEW BUSINESS

a. Resolution R-5100, Relating to Combating Commercial Sexual Exploitation Through Reducing Demand, Deterrence and Prevention.

Motion to Approve Resolution R-5100, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELATING TO COMBATING COMMERCIAL SEXUAL EXPLOITATION THROUGH REDUCING DEMAND, DETERRENCE AND PREVENTION."
Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

b. Comprehensive Plan Elements Review

Senior Planner Teresa Swan provided a review of the draft chapters of the Comprehensive Plan completed so far and received Council comments.

c. Multi-Family Parking Requirements - Background on Current Regulations

Senior Planner Jon Regala provided background information on how the City of Kirkland currently regulates parking for multi-family developments.

d. Resolution R-5101, Authorizing the City Manager to Accept a Donation of Real Property From Glenn K. Landguth and Judy Ann Landguth.

Director of Parks and Community Services Jennifer Schroder provided details about an offer of donation of property from Mr. and Mrs. Landguth.

Motion to Approve Resolution R-5101, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO ACCEPT A DONATION OF REAL PROPERTY FROM GLENN K. LANDGUTH AND JUDY ANN LANDGUTH."
Moved by Councilmember Dave Asher, seconded by Deputy Mayor Penny Sweet
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

12. REPORTS

a. City Council Reports

(1) Finance and Administration Committee

Did not meet.

(2) Planning, and Economic Development Committee

Did not meet.

(3) Public Safety Committee

Did not meet.

(4) Public Works, Parks and Human Services Committee

Chair Kloba reported on

(5) Tourism Development Committee

Chair Nixon reported on the Waterfront Optimization Study.

(6) Regional Issues

Councilmembers shared information regarding the recent East King County Chambers of Commerce Legislative Coalition breakfast; the Kirkland Chamber of Commerce Luncheon featuring the Mayor's State of the City address; the Sound Cities Association Public Issues Committee meeting; an upcoming Sound Cities Association Regional Committee Appointee orientation; the King County-Cities Climate Collaboration meeting; a South Rose Hill/Bridle Trails Neighborhood Association meeting; a Kirkland Business Roundtable meeting; a King County Green Tools Sustainable Cities Roundtable; Councilwoman Kloba's appointment to the National League of Cities Human Development and Policy Advocacy Committee; recent Kirkland Chamber of Commerce Promise Committee activities including attendance at the King County: Building and Sustaining an Early Learning Community Symposium followed by an elected officials roundtable as well as an Early Learning Action Alliance meeting; the Kirkland Alliance of Neighborhoods meeting; the King County Committee to End Homelessness legislative breakfast; the Economic Development Council of Seattle and King County's Economic Forecast Conference; a Cascade Water Alliance Public Affairs meeting; an Emergency Management Advisory Committee meeting where Councilwoman Sweet was elected as caucus Chairwoman; a Metropolitan Solid Waste Advisory Committee meeting; the upcoming King County Committee to End Homelessness One Night Count event; Mayor Walen expressed her appreciation for Communications Manager Marie Jensen's support in helping to organize the Thank Goodness It's Blue Friday event.

b. City Manager Reports

City Manager Kurt Triplett reported on a recent comprehensive public disclosure request.

(1) Calendar Update

City Manager Kurt Triplett reported that the Totem Lake Mall redevelopment agreement is anticipated to appear before Council in February; the contract with King County extending Animal Control Service will be on the agenda for the February 3 meeting; and the Council retreat will be held on February 20. Councilmember Asher requested that John MacGillveray's top ten list be rescheduled for a future meeting. City Manager Kurt Triplett reported that staff is developing a schedule of events celebrating the Cross Kirkland Corridor opening.

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT

The City Council meeting of January 20, 2015 was adjourned at 10:22 p.m.

City Clerk

Mayor

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: January 26, 2015

Subject: CLAIM(S) FOR DAMAGES

RECOMMENDATION
It is recommended that the City Council acknowledges receipt of the following Claim(s) for Damages and refers 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) Anita Canham
4524 Lake Washington Boulevard N.E.
Kirkland, WA 98033

Amount: $117.42

Nature of Claim: Claimant states damage to property occurred during City inspection.

(2) Tom Lambert
14252 93rd Court N.E.
Kirkland, WA 98034

Amount: Unspecified amount

Nature of Claim: Claimant states damage to driveway resulted from invasive roots originating from a city right of way tree.

(3) Andy Nissan-Barber
555 Kirkland Way
Kirkland, WA 98033

Amount: $2,648.53

Nature of Claim: Claimant states damage to vehicle resulted from running over undetectable fallen cones in street parking area.

(4) Michael Vallee
1102 E. El Caminito Dr.
Phoenix, AZ 85020

Amount: $6,565.24

Nature of Claim: Claimant states damage occurred to residential rental property due to failure of the City's drainage system resulting in flooding.

Note: Names of claimant are no longer listed on the Agenda since names are listed in the memo.

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: Aaron McDonald, P.E., Senior Project Engineer
Dave Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: January 22, 2015

Subject: DECANT FACILITY UPGRADE - AWARD CONTRACT

RECOMMENDATION**:**

It is recommended that the City Council take the following actions:

- Award the construction contract for the Decant Facility Upgrade Project to Santana Trucking & Excavating of Redmond, WA, in the amount of $859,542.15, and
- Authorize the use of $125,200 from Surface Water Construction Reserves to fully fund the Project including a 10% construction contingency plus additional engineering expenses due to the discovery of contaminated soils.

BACKGROUND DISCUSSION:

As required by the City's National Pollutant Discharge Elimination System Permit (NPDES), and consistent with ordinary maintenance practices, the City operates a waste water/solid decanting facility. This facility receives materials (liquids and solids) generated during routine cleaning of the City's storm drainage system, including street sweeping operations, as well as from certain maintenance related to the sanitary sewer system. The waste materials are placed in bays where the liquid separates from the solids though gravity; the liquid portion is then discharged into the sanitary sewer system under a separate permit with King County Wastewater. The solid portion is stockpiled for removal by a sub-contracted trucking firm and ultimately disposed of at a permitted hazardous waste landfill.

The City's existing decant facility is located at the Maintenance Center (see Attachment A) and consists of two covered and two uncovered bays. There is also one existing vault where liquids are discharged to the sanitary sewer after settling. This one settling vault discharges to the sanitary sewer with a maximum permitted discharge of 13,500 gallons/day; however, due to the size of the existing decant facility, there is currently less-than adequate settlement of solids

prior to discharge resulting in the overburdening of the system including increased sewer system maintenance work by City crews.

With the approximately 60 percent increase in surface water infrastructure and street sweeping following the 2011 annexation of the City's northern neighborhoods, the existing system is inadequate to meet current needs. In order to provide additional capacity, remove additional material from the discharge stream, and reduce maintenance needs the subject Project will:

- Add a second settling vault to provide more complete removal of solids, allowing for an increase in permitted discharge capacity,
- Add a new vault to remove solids from the decant discharge prior to entering the sanitary sewer system,
- Add flow-monitoring equipment to accurately track total daily discharge of liquids to the sanitary sewer system (see bullet below discussing radio telemetry system),
- Replace and expand the roof over the decant solid bays to cover two additional currently uncovered bays (resulting in a total of four covered bays),
- Replace existing distressed/failing asphalt in the decant operations area,
- Provide two water-quality treatment facilities to mitigate run-off from the paved area prior to discharge to the surface water system,
- Provide a radio telemetry system to accurately track liquid discharges to the sanitary sewer system (discharges in excess of the allowable permit amount can result in substantial monetary fines), and
- Install a 10 foot truck scale to aid in tracking both decant solid amounts and materials used in daily operations by maintenance.

The current $1,268,000 funding for the Project is a combination of local surface water funds of $317,100 and a $950,900 grant from the Washington State Department of Ecology's Municipal Stormwater Capacity Program. With an engineer's estimate of $839,129 for construction the Project was first advertised on December 11 and, with Supplemental Bidder Responsibility Criteria added to the contract documents, bids were opened on January 7, 2015. A total of 6 bids were received with Santana Trucking & Excavating being the lowest responsive bidder, as shown in Table 1 below:

Table 1: Bid Summary

Contractor	Amount
Engineer's Estimate	*$839,129*
Santana Trucking & Excavating	**$859,542**
Faber Construction	$ 862,766
Gary Harper Construction	$ 871,627
Interwest Construction	$ 900,858
R.L. Alia Company	$ 982,984
Award Construction	$1,005,489

During the project's design phase, contaminated soils were discovered in the area of the project near Vault #1 (Attachment A). An investigation was subsequently begun to identify the type and extent of contaminants, which were confirmed to be hydrocarbons and oils that likely originated from a former City fueling facility located in the same general area. While the levels discovered technically could require clean-up actions, discussion with the state Department of

Ecology (DOE) resulted in a determination that the contaminated area may be left in-place at this time. The contamination was recorded with DOE, as necessary, and there is a requirement that the information be disclosed and/or mitigated prior to any future sale of the property. The contaminated excavation spoils generated from the Project, if any, will be appropriately handled and disposed of during construction phase.

Due to the discovery of contaminated soils additional engineering costs were incurred during the design phase. These added costs included specialized geotechnical investigations, soils testing, and resultant re-design and enhanced specification efforts. While the DOE is not requiring extensive removal or mitigation efforts for the contamination zone, it is certain that contaminated soils will be encountered and, as a result, it is anticipated that the Project will require additional funding for fulfilling all required protocols for contaminated material handling, tracking and disposal. Other "soft costs" that have led to an increased budget need for the Project include building permit fees of nearly $22,000 and permit required special seismic structural inspection charges by a qualified consultant for the new decant structure located at the southeast corner of the work zone (Attachment A). As a complex project with multiple components, staff also recommends maintaining a 10% construction contingency for the Project.

As a result of all incurred and anticipated costs, there is currently a projected budget shortfall of $125,200, as shown in Table 2, and staff has identified Surface Water Reserves as the recommended funding source (Attachment B).

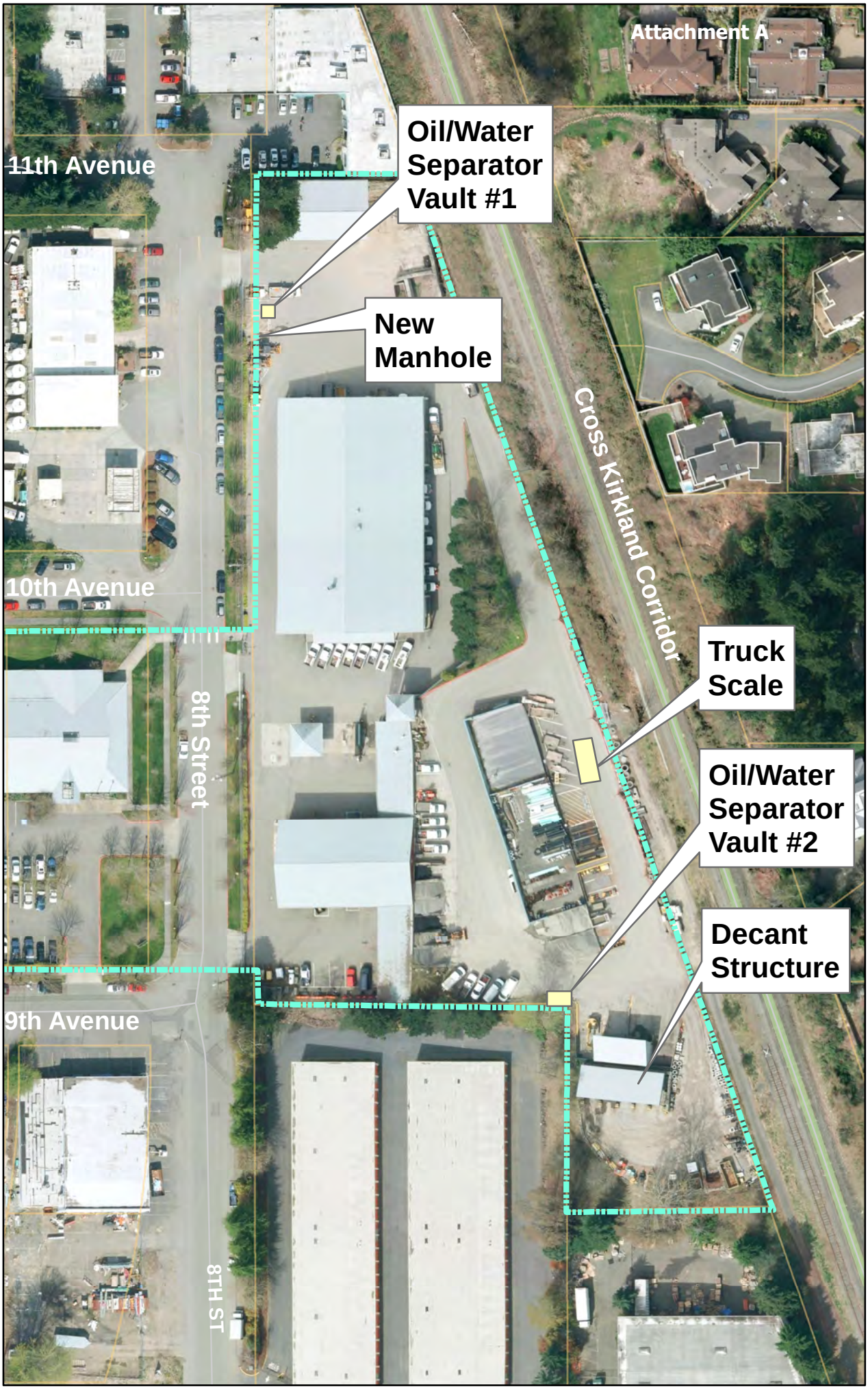
Table 2: Budget

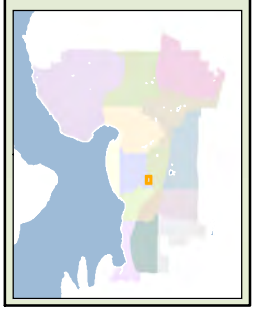
Category	Projected Costs to Complete	Original	Difference	Comments
Engineering	$ 447,700	$ 246,200	$201,500	Increased need due to contaminated soils
Construction	$ 859,542	$ 928,800	($ 69,258)	Known bid amount
Contingency	$ 85,958	$ 93,000	($ 7,042)	Maintaining a 10% contingency
TOTAL	$1,393,200	$1,268,000	$125,200	Anticipated need to complete

With a City Council award of the construction contract at the February 3 meeting, construction will begin in early March with a 115 working day schedule. In advance of the construction, staff will renew the public outreach process by notifying adjacent property owners with a mailing describing the upcoming work. Project information, along with a regularly updated construction schedule, will also be posted on the City's web site.

Attachment A: Vicinity Map
Attachment B: Fiscal Note

Kirkland Storm water Decant Upgrades





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CITY OF KIRKLAND WASHINGTON

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Author:
Name: Kirkland Decant upgrade
Date Saved: 10/27/2014 9:21:21 AM

Path: H:\Pw\CIP group\Project Files\SD\CSD-0082 Decant Facility Expansion\Council\Award\Kirkland Decant upgrade.mxd

ATTACHMENT B

FISCAL NOTE

CITY OF KIRKLAND

Source of Request

Kathy Brown, Public Works Director

Description of Request

Funding for the Decant Facility Upgrade (CSD 0082 000) as described in the attached memo. Request of $125,200 from the Surface Water Construction Reserve to fully fund the project including a 10% construction contingency.

Legality/City Policy Basis

Fiscal Impact

One-time use of $125,200 from Surface Water Capital Reserve

Recommended Funding Source(s)

	Description	2015 Est End Balance	Prior Auth. 2015-16 Uses	Prior Auth. 2015-16 Additions	Amount This Request	Revised 2015 End Balance	2015 Target
Reserve	Surface Wtr. Const. Rsv.	7,828,203	337,200	0	125,200	7,365,803	N/A
	Prior Authorized Uses of Reserves: Park Lane ($132,500); 100th Ave Corridor ($204,700)						
Revenue/Exp Savings							
Other Source							

Other Information

Prepared By	Tom Mikesell, Financial Planning Manager	Date	January 23,2015

CITY OF KIRKLAND
Police Department
11750 NE 118th Street
Kirkland, WA 98034-7114 · 425.587.3400
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Eric Olsen, Police Chief

Date: January 22, 2015

Subject: INTERLOCAL (AFIS) ELECTRONIC FINGERPRINT CAPTURE EQUIPMENT AGREEMENT WITH KING COUNTY

RECOMMENDATION:

That the City Council authorize the City Manager to sign the attached Interlocal Agreement (ILA) with King County for Automated Fingerprint Identification System (AFIS) services.

BACKGROUND DISCUSSION:

King County's regional Automated Fingerprint Identification System program, under the administration of the Sheriff's Office, is in the process of establishing an Interlocal Agreement with each agency in the county that provides law enforcement and/or booking services. The ILA addresses use and maintenance of electronic fingerprint equipment provided to the agencies by the AFIS Program.

By way of a King County property tax levy, the AFIS program funds these Livescans and Mobile ID devices located throughout the county. This equipment is the means by which fingerprints are transmitted into the AFIS computer, resulting in the positive identification of individuals.

Livescan is an electronic fingerprinting station that submits fingerprints and palm prints to the King County AFIS computer. The prints are matched against other fingerprint records as well as "latent" prints collected at crime scenes. Along with fingerprints, related arrest information is forwarded to the Washington State Patrol and FBI for entry onto state and national rap sheets. Livescans have been in operation at jails and police departments in the county since the late 1990's. In many locations, they are also used to fingerprint citizens applying for various permits or licenses. Throughout 2015 and 2016, the AFIS program will replace the Livescans with updated versions.

Mobile ID is a wireless, handheld device used by the officer in the field to submit an individual's prints when identity is in question. This remote search against the AFIS computer provides an "ID" response in less than two minutes. It gives the officer information when determining whether to take a person into custody. The device is also used to identify injured and/or deceased individuals. The Mobile ID infrastructure and devices were successfully piloted

in King County for the past three years. The AFIS program has purchased 250 additional devices for distribution throughout the county this fall.

No ILA currently exists to address the use and maintenance of this equipment. The ILA essentially memorializes and clarifies expectations, responsibilities, and practices in place for many years at agencies already using Livescans.

The ILA also contains a Mobile ID policy that the police agency would be agreeing to implement. This policy was reviewed by police agencies and American Civil Liberties Union (ACLU) representatives. The ACLU's concerns were that:

1) Officers could fingerprint individuals without cause
2) The prints would be retained

These concerns are addressed in the policy, and the ACLU representatives were satisfied with the AFIS Program's responses, as follows:

1) The officer must have probable cause, reasonable suspicion, and/or an articulable reason to question a subject's identity
2) The prints are used for a one-time search and response and will *not* be retained in the AFIS database

The ILA is the same for each city and/or entity within King County. It was vetted with a sampling of jurisdictions within King County and reflects those agencies' input. If approved, the ILA would be in effect from year to year unless modified or terminated in accordance with the terms outlined in the agreement.

FINANCIAL IMPACT:

The current AFIS levy, 2013-2018, funds this equipment. If the AFIS program receives continued support into the future, it intends to continue the purchase, maintenance, and replacement of equipment as needed. The only costs to the agency are: minimal IT staff time to assist AFIS program staff in setting up the software, hardware, and network connections; time for officers to receive training and report any issues; and any on-site change that may be needed to prepare for installing a Livescan station. This information is further addressed in the ILA.

RESOLUTION R-5102

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN INTERLOCAL AGREEMENT BETWEEN KING COUNTY AND THE CITY OF KIRKLAND FOR USE OF ELECTRONIC FINGERPRINT CAPTURE EQUIPMENT.

WHEREAS, the Automated Fingerprint Identification System (AFIS) has proven to be an effective crime-fighting tool in furtherance of the health, welfare, benefit and safety of the residents within King County; and

WHEREAS, since January 1, 2013, the County has continued to provide effective AFIS services to public law enforcement agencies within King County, through a voter approved six (6) year levy, as authorized by King County Ordinance No. 17381; and

WHEREAS, the City of Kirkland wishes to use AFIS services through Electronic Fingerprint Capture Equipment ("FP Equipment") including the necessary software and computer equipment, and system maintenance services; and

WHEREAS, Chapter 39.34 RCW authorizes the parties to enter into an interlocal cooperation agreement to perform any governmental service, activity or undertaking which each contracting party is authorized by law to perform.

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

Section 1. The City Manager is authorized and directed to execute on behalf of the City of Kirkland an interlocal agreement substantially similar to that attached as Attachment "A", which is entitled "Interlocal Agreement Between King County and the City of Kirkland for Use of Electronic Fingerprint Capture Equipment."

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2015.

Signed in authentication thereof this ____ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

INTERLOCAL AGREEMENT BETWEEN KING COUNTY AND THE CITY OF KIRKLAND

for use of

ELECTRONIC FINGERPRINT CAPTURE EQUIPMENT

THIS AGREEMENT is entered into between King County ("County") and the city of Kirkland ("Agency"). The County and the Agency may be referred to individually as a "Party" or collectively as "Parties."

WHEREAS, the Automated Fingerprint Identification System (AFIS) has proven to be an effective crime-fighting tool in furtherance of the health, welfare, benefit and safety of the residents within King County; and

WHEREAS, since January 1, 2013, the County has continued to provide effective AFIS services to public law enforcement agencies within King County, through a voter approved six (6) year levy, as authorized by King County Ordinance No. 17381; and

WHEREAS, the Agency wishes to use AFIS services through Electronic Fingerprint Capture Equipment ("FP Equipment") including the necessary software and computer equipment, and system maintenance services;

NOW, THEREFORE, for and in consideration of the promises and covenants contained in this Agreement, the Parties hereto agree as follows:

I. PURPOSE

The purpose of this Interlocal Agreement is to establish the terms under which FP Equipment, which the County approves for placement in the Agency, will be used and maintained. This applies to FP Equipment previously approved for placement in the Agency and FP Equipment approved for placement in the Agency during the term of this agreement. The goals of this Agreement are to:

- Protect the public by assisting law enforcement in identifying potentially wanted or dangerous subjects before they are released from custody.
- Protect law enforcement officers by providing information important to officer safety prior to the release of detained individuals.
- Provide efficiency and accuracy in criminal record reporting to the Washington State Patrol ("WSP") and the Federal Bureau of Investigation ("FBI").
- Improve the quantity and quality of fingerprints available for search in the King County Regional AFIS Database.

FP Equipment is defined as:

- Livescan: stationary electronic fingerprint capture equipment used to obtain full sets of fingerprints for purposes of searching and storing in AFIS;
- Mobile ID: mobile electronic fingerprint capture equipment used to obtain prints from two fingers for purposes of searching AFIS to determine an individual's identity. These prints are not stored in AFIS.

II. CONTRACT ADMINISTRATION

A. This Agreement shall be administered by the King County Sheriff through the Regional AFIS Manager or other designee and the Agency Chief of Police or its designee. Each Party's governing body shall approve this Agreement. Each Party shall inform the other within thirty (30) days of this Agreement's execution of its respective contract administrator.

III. GENERAL TERMS AND CONDITIONS

A. The County, in its sole discretion, will decide whether to place FP Equipment in the Agency.

B. All FP Equipment purchased by the County and located at the Agency's site shall remain the property of the County.

C. The County may require the Agency to return FP Equipment to the County at any time, for any reason.

D. All FP Equipment that has been installed by the King County Regional AFIS Program will be available for use by any other law enforcement agency operating within King County, if feasible, and no charge for the use of those devices by other agencies will be levied by the Agency.

E. All FP Equipment shall be used exclusively for biometric purposes only.

F. Statistics, or any information, which is pertinent to the FP Equipment and AFIS Program and requested by the King County Regional AFIS Manager, will be compiled by the Agency and submitted as needed.

G. The Agency shall cooperate with the FBI if contacted through a post-processing review of a Mobile ID match in its database.

H. The County may remove any Agency employee's rights to use FP Equipment at any time, for any reason.

I. The Agency shall ensure that no Agency employee, officer or agent sells, transfers, publishes, discloses, or otherwise makes available any FP Equipment, software, documentation or copies thereof to any third party without the express written authorization of the County.

J. The Agency agrees to notify the County immediately of any FP Equipment access code of any person who leaves Agency employment so that the County may delete that person's access code in order to maintain the integrity of the AFIS.

K. The Agency will comply with all FP Equipment requirements as detailed in attached Exhibit A. The Regional AFIS Manager may revise these requirements at any time. Any revised requirements will be provided to the Agency and automatically incorporated as a new Exhibit A to this agreement. No council approval will be required to amend the Exhibit A.

L. The Agency will comply with the Regional AFIS Program Biometric Handheld Fingerprint Identification Policy. Copy attached as Exhibit B. The Regional AFIS Manager may revise this policy at any time. Any revised policy will be provided to the Agency and automatically incorporated as a new Exhibit B to this agreement. No council approval will be required to amend the Exhibit B.

IV. AGENCY LIAISONS AND TRAINING

A. The Agency shall assign at least one (1) Liaison. The Agency may assign separate Liaisons for each type of FP Equipment.

B. All Agency Liaisons are required to attend training in the proper use of and the administrative functions of the FP Equipment. Training shall be provided by the County designated Trainer.

C. Agency Liaisons for Livescan are responsible to work with the County to schedule staff training, provide user access, perform queue maintenance, and conduct system troubleshooting and testing.

D. Agency Liaisons for Mobile ID are responsible to work with the County to schedule Agency staff to install the Mobile ID software, schedule staff training, and conduct system troubleshooting and testing.

E. All Agency FP Equipment Operators are required to attend County provided training in the proper use of the FP Equipment by the County designated Trainer.

V. INSTALLATION AND MAINTENANCE OF ELECTRONIC FINGERPRINT CAPTURE EQUIPMENT

A. Costs paid by County

The County shall pay for the one-time delivery and installation of the FP Equipment approved for placement in the Agency. The County shall be responsible for all maintenance costs on the FP Equipment, unless otherwise specified below.

B. Costs paid by Agency

The Agency shall pay the following costs related to FP Equipment:

1. Any cost for office space remodeling which may be necessary to accommodate the Agency's Livescan installation;
2. Any internal infrastructure which may be necessary to connect the Agency to the King County Network. This infrastructure may include a Local Area Network, wiring, or other equipment;
3. Services in connection with the relocation of the FP Equipment or the additional removal of items of equipment, attachments, features, or other devices, except as may be mutually agreed by written amendment to this Agreement;
4. Electrical work external to the Agency's FP Equipment;
5. Repair or replacement of damaged or lost FP Equipment from any cause whatsoever, while in the care, custody and/or control of the Agency;
6. Repair or replacement to FP Equipment due to the FP Equipment being modified, damaged, altered, moved or serviced by personnel other than County's Contractor or its authorized representative;
7. Purchase of consumable FP Equipment supplies, such as printer toner cartridges, cleaning supplies, and gloves;

8. Agency employee salary cost and any overtime pay which may be necessary to complete initial or ongoing use or training for FP Equipment;
9. Cost of integrating any Agency system to the FP Equipment.
10. Costs associated with moving FP Equipment.
11. Costs associated with preventative cleaning of FP Equipment.

C. The County shall act as the point of contact for any questions or service calls from the Agency that need to be relayed to the FP Equipment Contractor. The County shall have a contact person available twenty-four (24) hours a day, seven (7) days a week.

D. The Agency shall provide a means of gaining access to the FP Equipment twenty-four (24) hours a day, seven (7) days a week for the purpose of installation, service calls, regular maintenance and special maintenance, when agreed upon in advance between parties. The Agency shall permit the County and/or the FP Equipment Contractor prompt and free access to the FP Equipment, including the ability to access the Livescan remotely.

E. The Agency will not make or permit any person other than the County or the FP Equipment Contractor to make any adjustment or repair to the FP Equipment. The Agency will not relocate, modify, change, or attempt to connect said FP Equipment without the prior written permission of the AFIS Regional Manager. The Agency will not attempt to service the FP Equipment, except for normal cleaning, and will not permit anyone other than the County or the FP Equipment Contractor to perform maintenance services in connection with the FP Equipment.

F. The Agency shall promptly notify the County of any error, defect, or nonconformity in the FP Equipment.

G. The Agency shall perform preventative cleaning of the FP Equipment in accordance with the written instructions and schedules provided by the County.

H. Any local system or network changes that would affect the FP Equipment or King County network must be reviewed by King County prior to implementation.

I. The Agency shall provide and maintain the network required to submit electronic fingerprint transmissions, in compliance with the FP Equipment Security Policy as described in Exhibit A.

VI. DURATION, TERMINATION AND AMENDMENT

A. This Agreement shall become effective when it is signed by both Parties.

B. This Agreement shall continue in full force and effect from year to year unless modified or terminated in accordance with the terms of this Agreement.

C. This Agreement may be terminated or suspended by either Party without cause, in whole or in part, by providing the other Party's administrator, as described in Article 2, thirty (30) days advance written notice of the termination.

D. If County or other expected or actual funding is withdrawn, reduced, or limited in any way the County may, upon written notification to the Agency's administrator, as described in Article 2, terminate or suspend this Agreement in whole or in part and such termination or suspension may take place immediately.

E. This Agreement shall terminate without penalty in the event that, in the opinion of the County, AFIS levy proceeds are, for whatever reason, no longer available for purposes of this Agreement.

F. Upon termination of this Agreement, the Agency shall cooperate in the return of all King County property to the County. Such a return would be coordinated by the Regional AFIS Manager.

G. As described in Section III.K and L, any changes to Exhibit A or B may be made by the Regional AFIS Manager. All other amendments to this Agreement must be agreed to in writing by the parties.

VII. INDEMNIFICATION AND LIMITATION OF LIABILITY

A. In no event will the County be liable for loss of data, loss of use, interruption of service, incompleteness of data and/or for any direct, special, indirect, incidental or consequential damages arising out of this Agreement or any performance or non-performance under this Agreement.

B. Except where prohibited by law, the Agency shall indemnify, defend and hold harmless the County and its officers, agents, and employees, or any of them, from any and all claims, actions, suits, liability, loss, costs, expenses, and damages of any nature whatsoever, by reason of or arising out of or in any way relating to the installation, maintenance or use of the County's FP Equipment including any claimed violation of any person's civil rights. The foregoing indemnity is specifically and expressly intended to constitute a waiver of the Agency's immunity under Washington's Industrial Insurance act, RCW Title 51, as respects the County only, and only to the extent necessary to provide the County with a full and complete indemnity of claims made by the Agency's employees. The parties acknowledge that these provisions were specifically negotiated and agreed upon by them. In the event that any suit based upon such a claim, action, loss, or damage is brought against the County, the Agency shall defend the same at its sole cost and expense; provided, that, the County retains the right to participate in said suit at its own expense if any principle of governmental or public law is involved; and if final judgment be rendered against the County and its officers, agents, and employees, or any of them, or jointly against the County and the Agency and their respective officers, agents, and employees, or any of them, the Agency shall satisfy the same.

C. The County assumes no responsibility for the payment of any compensation, fees, wages, benefits or taxes to or on behalf of the Agency, its employees, contractors or others by reason of this Agreement.

D. The Agency shall protect, indemnify and save harmless the County, its officers, agents and employees from any and all claims, costs and losses whatsoever occurring or resulting from (1) the Agency's failure to pay any compensation, wage, fee, benefit or tax, and (2) the supplying to the Agency of work, services, materials or supplies by Agency employees or agents or other contractors or suppliers in connection with or in support of performance of this Agreement.

E. The indemnification, protection, defense and save harmless obligations contained herein shall survive the expiration, abandonment or termination of this Agreement.

VIII. CHOICE OF LAW AND VENUE

This Agreement will be governed by the laws of the State of Washington, both as to interpretation and performance. Any action at law, suit in equity or other judicial proceeding for the enforcement of this Agreement may be instituted only in King County Superior Court.

IX. DISPUTES

The Parties shall use their best, good-faith efforts to cooperatively resolve disputes and problems that arise in connection with this Agreement. Both Parties will make a good faith effort to continue without

delay to carry out their respective responsibilities under this Agreement while attempting to resolve the dispute under this section.

X. NO THIRD PARTY BENEFICIARIES

There are no third party beneficiaries to this Agreement, and this Agreement shall not impart any rights enforceable by any person or entity that is not a party hereto.

XI. WARRANTY OF RIGHT TO ENTER INTO AGREEMENT

The Parties each warrant they have the authority to enter into this Agreement and that the persons signing this Agreement for each Party have the authority to bind that Party.

XII. ENTIRE AGREEMENT

No change or waiver of any provision of the Agreement shall be valid unless made in writing and executed in the same manner as this Agreement. Except as to modifications to Exhibits A & B, the governing body of each Party shall approve any amendment to this Agreement. This Agreement constitutes the entire agreement between the Parties with respect to the subject matter hereof and supersedes all previous agreements, written or oral, between the Parties with respect to the subject matter hereof.

KING COUNTY	**AGENCY:**
_____	_____
NAME OF PERSON SIGNING	NAME OF AGENCY
_____	_____
TITLE OF PERSON SIGNING	NAME OF PERSON SIGNING
_____	_____
DATE SIGNED	TITLE OF PERSON SIGNING
	_____
	DATE SIGNED

EXHIBITS:

A: FP Equipment Requirements
B: Biometric Handheld Fingerprint Identification Policy

EXHIBIT A

FINGERPRINT EQUIPMENT REQUIREMENTS

I. LIVESCAN SPECIFIC REQUIREMENTS

A. Environmental

The County shall provide an Uninterruptible Power Supply ("UPS") to be used with the Livescan equipment at no cost to the Agency.

The Agency shall provide the County with a minimum of two fixed IP addresses to be used only for the Livescan system and fingerprint card printer.

Cities must provide the proper environment for the Livescan, to include:

1. Consistent temperature ranging from 60 to 80 degrees Fahrenheit.
2. Consistent humidity ranging from 20% to 80% non-condensing.
3. Network connections no more than 3-4 feet from equipment.
4. Total of 4 power outlets within 3-4 feet of the Livescan system.

Note: It is recommended that Cities have a dedicated 120V, 15Amp, 60Hz power line for the Livescan to avoid circuit overload.

B. Local Interfaces

Livescans may be integrated with local records management systems provided that:

1. All development and installation costs are paid by the Agency
2. The integration specifications are provided for review and approval by the County prior to implementation
3. The integration is tested by the County prior to implementation

C. Fingerprint, Palmprint and Arrest Record Transmission

1. All Agency criminal misdemeanor, gross misdemeanor, and felony fingerprints and palmprints, on both adults and juveniles, will be electronically transmitted to the King County Regional AFIS database for search and registration.
2. The King County Regional AFIS will transmit the Agency's fingerprint images, charge and demographic data, electronically to the Washington State Patrol for processing.
3. The Agency will be solely responsible for the accuracy of all demographic and charge information on its fingerprint and palmprint submissions. The County will not edit any suburban Agency demographic or charge information prior to submitting to Washington State Patrol.

II. MOBILE IDENTIFICATION SPECIFIC REQUIREMENTS

The Agency must provide the proper environment for the Mobile ID software, to include:

A. The Mobile Data Terminal or patrol vehicle mounted laptop running Windows 7 (32 or 64 bit) operating system.

B. The patrol vehicle must be a physically secure location according to current Criminal Justice Information Services Security Policy.

III. QUALITY CONTROL

Maintaining the quality of the Regional AFIS database is important in order to continue our region's ability to identify criminals and solve crimes. The Agency shall submit electronically captured fingerprints and palmprints (where applicable) to the Regional AFIS database that are of the best possible quality. The County will provide training to Agency staff, either through the FP Equipment Contractor or the County. The Agency and County will work together to ensure that all users are trained to competency. The County will review the quality of electronically captured prints and inform Agency of operators not meeting standards. These operators may be required to repeat training, and must improve their overall quality, in order to maintain access to the FP Equipment.

IV. NETWORKING

The Agency will provide coordination of Agency IT staff, when needed, to ensure secure networking is in place.

The Agency shall report, in advance when possible, all network changes and/or outages which have the potential to disrupt FP Equipment connectivity. Reporting can be made via the King County Service Request Line (206-263-2777) or the AFIS IT mailbox (AFISITHelp@kingcounty.gov).

V. SECURITY

A. Roles and Responsibilities

Each participating Agency is responsible for establishing appropriate security control.

All member Cities shall provide security awareness briefing to all personnel who have access to King County FP Equipment.

B. Monitoring

All access attempts are logged and/or recorded and are subject to routine audit or review for detection of inappropriate or illegal activity.

Security-related incidents that impact County FP Equipment data or communications circuits shall be reported immediately upon discovery by the Agency to the King County Regional AFIS Program.

C. Physical Security

Cities must assume responsibility for and enforce the system's security standards with regard to all Cities and users it services. The Agency must have adequate physical security to protect against any unauthorized access to FP Equipment, or stored/printed data at all times.

D. Network Environment Security

Cities hosting the connection of FP Equipment shall ensure adequate security measures are taken to provide protection from all forms of unauthorized and unsolicited access to FP Equipment. These security measures will be in compliance with Federal Information Processing Standard (FIPS) 140-2.

Cities are required to provide, manage, and maintain a firewall that segments the FP Equipment from any foreign non-public safety networks.

Any exceptions to this or any other network security requirement must be approved by the Regional AFIS Manager under the guidance of King County by and through its Sheriff's Office Information Services Section and King County Information Technology.

If a security breach occurs and personal identifiable information or confidential data is released or compromised, the host Agency shall bear the responsibility and costs to notify affected individuals whose information was released or compromised. This will be completed in accordance with any applicable state or federal laws.

EXHIBIT B

BIOMETRIC HANDHELD FINGERPRINT IDENTIFICATION POLICY
King County Regional Automated Fingerprint Identification System (AFIS)

I. PURPOSE

To provide direction for the use of the biometric handheld fingerprint identification devices, more commonly known as a mobile identification device or Mobile ID. If an agency wishes to adopt its own or deviate from this policy, the agency must present its request to the Regional AFIS Manager.

II. PROGRAM

King County's regional AFIS program has initiated a Mobile ID project, involving the use of wireless remote fingerprint identification throughout the county. The project is designed to assist in identifying persons whose identities are in question. While the fingerprint verification process already exists in King County, Mobile ID moves this function to law enforcement first responders, resulting in a more timely identification process.

The system scans the fingerprints at the Mobile ID device and transmits wirelessly to the King County AFIS. If the fingerprints are in the AFIS database, a positive match returns the person's specific identifiers to the Mobile ID device or officer's mobile computer.

In the future, a simultaneous search may also be conducted to search Washington State Patrol's AFIS database and an FBI database known as the Repository for Individuals of Special Concern (RISC).

A. Only officers trained by AFIS program staff and operating under the guidelines of the Mobile ID project may use the device.
B. In the event that lack of usage by the assigned officer is a concern, the AFIS program will communicate with the agency and provide retraining and/or direct a reassignment of the device.
C. Any use of the device not consistent with this policy and/or law enforcement purposes may result in reassignment or forfeiture of the device, and/or a deactivation of access to the AFIS database. Additionally, any violation of the Mobile ID policy/procedure, or of federal or state law, may subject the officer to internal discipline by his/her agency.

III. PROCEDURE

The use or retention of any Mobile ID-collected data shall conform to federal and state laws. It must also conform to individual agency policy as well as the AFIS program procedure as follows:

A. An officer may use Mobile ID when there is probable cause to arrest a suspect.
B. An officer may also use Mobile ID during a Terry Stop based upon reasonable suspicion. If a person provides a driver's license or other valid means of identification, or gives the officer a name that can be confirmed through a driver's license check, that form of identification should suffice without the use of Mobile ID. However, if there are articulable facts that give rise to reasonable suspicion regarding the accuracy of a person's identity, the officer may use Mobile ID to verify identity.
C. Absent probable cause or reasonable suspicion of criminal activity, a person may consent to an officer's request to use Mobile ID. However, the consent must be voluntary as defined by current Washington case law; i.e., the person must be informed that he/she has a right to refuse the officer's request.
D. Use of the device shall be documented in any report generated as a result of the contact. The officer must articulate the specific facts that support the basis for the use of Mobile ID and must state the voluntary compliance of the Mobile ID if used without arrest, probable cause, or reasonable suspicion.

CITY OF KIRKLAND
Information Technology Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3050
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Brenda Cooper, Chief Information Officer

Date: January 22nd, 2015

Subject: Interlocal Agreement with Medina

RECOMMENDATION

The Information Technology Department recommends that the Kirkland City Council authorize the City Manager to sign an interlocal agreement between the City of Kirkland and the City of Medina that is substantially similar to the agreement included in the packet. This agreement is for Information Technology Services which the City of Medina desires to contract from the City of Kirkland.

BACKGROUND DISCUSSION

As information technology becomes more complex, it is difficult for small entities to purchase or provide the wide range of IT services that are needed to operate their businesses. For example, a small city might be able to afford the equivalent of one IT staff person, but cannot actually buy a half of a service desk person, a quarter of a network person, and a quarter of a software inventory person, even if that is what they need. While they can purchase help from consulting companies, the prices are often very high. In addition, government computing is subject to some unique regulations and practices that are not always well understood in private industry. One example of this is the Criminal Justice Information Security (CJIS) standard that is required for city networks that carry police data. In many cases, smaller entities can be well-served by reaching out to larger governments to purchase IT services.

Regional examples include an agreement being developed between the City of Duvall and the City of Snoqualmie for Snoqualmie to provide IT services to Duvall. The City of Kirkland has been providing IT services successfully to Northshore Fire for almost a decade.

The City of Kirkland has a history of providing IT service to Medina. When the City operated a police dispatch system, Kirkland dispatched Medina, and Kirkland IT provided support for Medina officers and cars and police records. When NORCOM took over dispatch and police services they began servicing Medina's needs for IT services related to the police system, but Medina still had a need for basic IT services. Medina approached Kirkland in late 2013 and requested that Kirkland IT staff consider providing services to Medina to meet their basic IT needs such as network, service desk and computer and software inventory.

Kirkland and Medina staff have held exploratory meetings in 2014 and Kirkland staff developed a budget and contract for Medina. The proposed contract is modelled on the contract between the City of Kirkland and Northshore Fire, and provides for a flat rate of pay in return for basic services. Additional services can be purchased via mutual agreement on a project by project basis. The rates in the contract include fully burdened overhead costs and the contract contains escalators that will allow the fees to remain in step with actual costs. Fees and level of service are re-visited every two years. Either City may cancel the contract with a 30 day notice to the other party.

The City of Medina has informally approved moving forward and the contract is on their agenda for February for formal approval.

Kirkland IT management intends to use the revenue from the flat fee to hire temporary IT staff in order to gain the capacity to do this work. This staff will not be fully dedicated to Medina but will join the pool of IT staff available, and thus free up the appropriate amount of resources to do this work. Kirkland benefits from this by being able to hire staff and expand on the specific skillsets available, through being able to try newer technologies in smaller enterprises (for example, Northshore Fire is likely to deploy Office 365 before it is deployed at Kirkland). Kirkland also has an information security interest in smaller jurisdictions who share network connections with regional entities such as NORCOM, and this is a way to help them manage to modern security standards.

There will be some small challenges to work through as this service begins, particularly as new staffing may not be on board at the beginning. Kirkland IT staff anticipates that the challenges will be very similar to those we overcame at Northshore Fire during the implementation of their contract. The goal is that by the end of the first contract period Medina is using Kirkland IT standards and service as seamlessly as Northshore Fire service.

If approved, The City of Kirkland will begin providing IT services to Medina on March 1st, 2015.

RESOLUTION R-5103

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN INTERLOCAL AGREEMENT FOR INFORMATION TECHNOLOGY SERVICES TO BE PROVIDED TO THE CITY OF MEDINA BY THE CITY OF KIRKLAND.

WHEREAS, the City of Medina is in need of a comprehensive information technology support team that can maintain its network and servers, keep its personal computers in good running order, answer questions or help staff when necessary, and also assist with other information technology issues like security, training, wiring standards, and planning for the future; and

WHEREAS, the City of Kirkland is willing to provide such services to the City of Medina; and

WHEREAS, Chapter 39.34 RCW authorizes the parties to enter into an interlocal cooperation agreement to perform any governmental service, activity or undertaking which each contracting party is authorized by law to perform.

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

Section 1. The City Manager is authorized and directed to execute on behalf of the City of Kirkland an interlocal agreement substantially similar to that attached as Attachment "A", which is entitled "Interlocal Agreement for Information Technology Services to be Provided to the City of Medina by the City of Kirkland."

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2015.

Signed in authentication thereof this ____ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

INTERLOCAL AGREEMENT FOR INFORMATION TECHNOLOGY SERVICES TO BE PROVIDED TO CITY OF MEDINA BY THE CITY OF KIRKLAND

This Agreement is entered into between the City of Kirkland (Kirkland) and the City of Medina (Medina).

WHEREAS, Medina is in need of a comprehensive IT support team that can maintain its network and servers, keep its PC's in good running order, answer questions or help staff out when necessary, and also assist with other IT issues like security, training, wiring standards, and planning for the future;

WHEREAS, Kirkland is willing to provide that service as provided below;

NOW THEREFORE, in consideration of the mutual promises contained herein, the parties agree as follows:

1. Term of Agreement and Termination:

The initial term of this agreement will be from March 1st, 2015 through December 31st, 2016. It may be renewed thereafter in two-year increments with the written approval of both parties.

Kirkland or Medina may terminate this Agreement at any time, with or without cause, by giving thirty (30) days notice to the other in writing. In the event of termination by Medina, Kirkland shall be entitled to receive just and equitable compensation for any satisfactory work completed on the project prior to the date of termination.

2. Services Provided:

Most general day to day information technology support services are included in a fixed base rate set forth below. These include (but are not limited to):

- Help Desk call resolution.
- Delivery and setup of computers. Includes moving software and files from one computer to another.
- Troubleshooting network connectivity problems, including working with telecommunications providers as necessary.
- Standard planned upgrades of software on servers, network equipment, and desktop computers.
- Patch management for server operating systems to keep them close to the most current patch level. Desktop patch management will be implemented as soon as reasonably possible after it becomes available.
- Monthly reporting on actual time spent and calls resolved.
- The necessary management to assure that contractual obligations are being met.

- An annual hardware and software inventory update.
- Assistance with budget planning for normal upgrades.
- Attendance at hardware, software, and security audits.
- Kirkland reserves the sole discretion to determine whether any services require a site visit and, if such a decision is made, travel time is included in the base fixed rate.

If a question arises about whether or not something is included in the base fixed rate, the general guideline will be labor that is included to perform the work above will also be included in the base rate for this contract, except that in some cases special projects may be included if they fit in the range of hours included in the base contract. Unexpected needs (such as court appearances) will also be billable to Medina.

The base rate will not include:

- Mileage to and from Medina (will be billed quarterly)
- Emergency after-hours support
- Special projects
- Actual cost of hardware and software that Medina owns, and any related maintenance charges
- Costs for repairs paid to a third party (for example, printer maintenance and repair)

Emergency after-hours support will be provided at an hourly rate of 1.5 times the then current regular hourly rate. Any minimums or other work conditions associated with union contracts that affect emergency after hours support will apply to Medina as well. Emergency after-hours support is not guaranteed.

Medina may request special projects. Those will generally either be specialty work not included in the above lists, or unexpectedly high work load due to unusual circumstances. Examples of special projects might be GIS mapping, design and update of a website, help installing a new system that Medina purchases, or advice on wiring plans for a new building. Special projects may cost the same as the Medina normal rate but be billed for separately. In some cases, specialty capabilities may be more expensive. For example, design of a GIS strategic plan (or support to a vendor helping with one) would require Kirkland's GIS Administrator, and would be more expensive per hour.

Special projects will all require mutual agreement and the written pre-approval of both parties. Special projects costing more than $1,000 will be handled as addendums to this agreement. Special projects costing less than $1,000 will be billed directly without requiring a formal addendum to this agreement.

3. Services Not Provided:
Certain projects and type of work are out of scope, which means that they are either not covered under the proposed contract and represent services the City of Kirkland IT department does not plan to offer. At the moment, these things include:

- Support for Medina's phone system.
- Support for the police cars related to mobile technology supported by NORCOM for the City of Kirkland (Kirkland will match the SLA between Kirkland and NORCOM whenever one is approved, which may change this level of service, and may affect Medina's costs at that time). Note that Kirkland WILL assist with New World software installed on Medina computers.
- Searching technology systems for records in response to public records requests, legal holds, or other types of requests. Kirkland staff will provide Medina staff with guidance about how to prepare for and perform such searches, but will not be responsible for carrying out those searches.
- Any form of forensic work for the Police Department on cases. Kirkland IT staff are not trained to do forensics in any way that is likely to stand up in court in a criminal trial.

4. Medina's Responsibilities:
Medina must be willing to have Kirkland staff be the only people allowed to make changes to Medina computers (no Medina staff will have access to local administrator privileges on computers or be able to log into the network with the exception of up to three people who will be provided passwords for use only in emergencies). These are important security measures.

Attend a regular meeting at least once every quarter to assess the success of the working relationships, review the hours to date, and review Medina's experiences with Kirkland support.

5. Cost:
Service will be provided at a base fixed rate for regular ongoing services. The actual cost may be adjusted slightly once the AFSCME contract is approved for the applicable time period and based on the results of a pending salary survey. Hourly rates are estimated to be $106.47 and $111.43 in each year.

2015 (10 months)[1]	2016
$92,274	$116,265

These costs were derived in the following manner:

The initial joint estimate for ongoing services is a half an FTE. The rate resulted from taking total IT department costs and backing out the costs that are only related to Kirkland (like

[1] If the work starts in a different month, it can be pro-rated up or down.

software maintenance for our enterprise systems) and dividing the remaining dollars by the hours that we work. Other cities charge similar rates.

At the end of each year, Kirkland will evaluate its actual expenditures in hours against the contracted hours (currently calculated at 1040 per year) and make an adjustment in the next year's fees if the variation between estimated and actual hours is greater than 10%. Any adjustment in fees, up or down, must be mutually agreed to between the parties. At any point in time, the parties can mutually decide to contract or expand the service and fees to meet budgetary or work-level needs.

This base amount will be billed on a quarterly basis in advance of services rendered. Project work will be billed upon completion.

6. Work Rules:
During the term of this agreement, all Kirkland staff who perform work for Medina will remain employees of Kirkland for purposes of supervision, evaluation, discipline, determining salary, benefits, and all other terms and conditions of employment, as provided in City of Kirkland Policies or the current Collective Bargaining Agreement between Kirkland and AFSCME, as applicable.

7. Contacts:
The Medina City Manager shall appoint a Medina contact. The main point of contact for Kirkland shall be the Network and Operations Manager. Medina Staff will be able to contact the Kirkland Help Desk directly to place normal calls for service.

8. Dispute Resolution:
In the event of any disputes arising under this Agreement, then as a first step, the contact personnel and/or their managers shall meet and confer and attempt to resolve the dispute at the lowest level possible. If the dispute is not resolved at the first step, then the dispute shall be elevated to the City Manager level for both Kirkland and Medina. If mutual agreement cannot be reached within a reasonable amount of time using steps one and two, then either party may initiate litigation.

9. Hardware, Software, and Other Standards:
Kirkland has specific standards associated with hardware and software. Medina agrees to adhere to Kirkland's standards for new hardware and software on a going-forward basis, and acknowledges that some special projects may need to be undertaken during the initial twenty-two month term of this contract in order to bring Medina up to levels that Kirkland can easily support.

10. Indemnification and Hold Harmless:
Medina shall protect, defend, indemnify and save harmless Kirkland, its officers, employees and agents from any and all costs, claims, judgments or awards of damages, arising out of or in any way resulting from the acts or omissions of Kirkland staff while performing duties on behalf

of or acting under the control of Medina, except for those acts or omissions resulting from the negligence of Kirkland.

Medina further agrees to protect, defend, indemnify and save harmless Kirkland, its officers, employees and agents from any and all costs, claims, judgments or awards of damages, arising out of or in any way resulting from the acts or omissions of Medina, its, officers, employees or agents pursuant to, resulting from or arising out of this Agreement. Medina agrees that its obligations under this section extend to any claim, demand, and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, Medina, by mutual negotiation, hereby waives, as respects Kirkland only, any immunity that would otherwise be available against such claims under the Industrial Insurance provisions of Title 51 RCW. In the event Kirkland incurs any judgment, award, and/or cost arising therefrom including attorney's fees to enforce the provisions of this article, all such fees, expenses and costs shall be recoverable from Medina.

11. Insurance:
Medina shall maintain insurance naming the City as an additional insured or self-insurance that is sufficient to protect Kirkland against all applicable risks as set forth in this agreement. Before Kirkland begins to provide this IT support, Medina agrees to provide Kirkland with evidence of insurance coverage with minimum liability limits of ONE MILLION DOLLARS ($1,000,000) for its liability exposure under this agreement, including comprehensive general liability and, to the extent applicable, errors and omissions and auto liability.

12. Confidential Information:
Kirkland may have access to, review, or otherwise obtain knowledge of Medina confidential or privileged information and communications in the course of fixing or working on Medina technology systems. Kirkland staff shall not disclose this confidential or privileged information/communication except as permitted by Medina, as compelled by legal or statutory process, as necessary for dispute resolution or to the Kirkland supervisor or other Kirkland employees only as necessary to fulfill the terms of this agreement.

13. Nature of Relationship:
The agreement shall not be interpreted or construed as creating or evidencing an association, joint venture, partnership or franchise relationship among the parties or as imposing any partnership, franchise, obligation, or liability on any party.

14. Counterparts:
The agreement may be signed in counterparts, each of which shall be deemed an original, and all of which, taken together, shall be deemed one and the same document.

15. Integration Clause:
This agreement, together with attachments or addenda, represents the final and completely integrated agreement between the parties hereto and supersedes all prior negotiations,

representations, or agreements, either written or oral. This agreement may be amended, modified or added to only by written instrument properly signed by both parties hereto.

16. Force Majeure:
Neither party shall be deemed in default hereunder and neither shall be liable to the other if either is substantially unable to perform its obligations hereunder by reason of any fire, earthquake, flood, tsunami, hurricane, epidemic, accident, explosion, strike, riot, civil disturbance, act of public enemy, embargo, war, military necessity or operations, act of God, any municipal county, state or national ordinance or law, any executive or judicial order, or similar event beyond such party's control.

17. Severability:
If any provision of this agreement is held to be invalid or unenforceable for any reason, the remaining provisions will continue in full force without being impaired or invalidated in any way so long as both parties continue to receive the anticipated benefits of this agreement. The parties agree to replace an invalid provision with a valid provision that most closely approximates the intent and economic effect of the invalid provision.

18. Termination:
This agreement may be terminated by either party with 90 days written notice.

DATED this _____ day of _____, 2015.

CITY OF KIRKLAND

By_____

CITY OF MEDINA

By_____

Attachment A
Estimates for 2015 and 2016 Projects

2016/16 Estimated Base:

The City of Kirkland estimates that the base support costs for 2015 will be about half an FTE each year during these two years, or roughly 1040 hours. This figure will be monitored via the quarterly reports and adjusted as needed. The annualized figure for this level of support is $106,423 dollars for 2015 (pro-rated for ten months this is $92,274). For 2016, Kirkland estimates it will increase by 5% to cover increased cost in labor and benefits. Only the actual increase in costs will be passed on to Medina.

2015 and 2016 Project Work:

The theme in 2015 and 2016 will be about getting Medina into a stable, secure and capable infrastructure. The project work will be estimated and added to the base support bill. The projects are presented in rough order of priority, with the intent that about half of the work will be completed in 2015 and about half in 2016. All estimates are expressed in ranges and the annual project cost are estimated as the center of these ranges.

2015 Work:

License Compliance: It's critical to be legal on all software licenses, as well as to be up to date and have a plan to keep licenses legal. Being out of compliance can carry significant risks if a software company audits the city's software, and there are real cases of northwest cities paying large fines.
This project includes completing the detailed license inventory that was started as a part of our work to prepare this quote and developing a license compliance system (which could be as simple as an Excel spreadsheet with information about how to keep it up to date). Includes desktop, server, and application licenses. Includes evaluating Office 365 as a strategy for Medina. This will take between 60 and 100 hours. There will almost certainly be additional costs associated with becoming legal, but before the audit is done, those costs can't be estimated.

Implement security best practices: Includes complex passwords, removing local administrator rights (staff will not be able install programs by themselves, but will also not be able to accidentally introduce viruses or malware as easily), security training, patching for both server and desktop environments, and establishing security policy and associated group policy. Post security audit, these will be grouped into two categories. The highest priority work will be in 2015 and the next highest priority work will be in 2016. Some work may actually fall into the "future projects" category. This will take between 100 and 150 hours, depending on the results of the audit and how fast Medina wants to respond. This task has been estimated to span both years, and so the estimate for 2015 is 75 to 100 hours.

Safe decommissioning of old computer and servers: Medina has a number of old computers and servers. These need to be located and properly decommissioned, including wiping or destroying hard drives and assisting Medina with arranging for recycling or disposal of old equipment. The estimate for this work is 10-15 hours.

Replace older network equipment with current equipment: Includes network design, review of network equipment support contracts, pricing of replacement equipment and installation and configuration of equipment plus disposal of old equipment. This will take between 30 and 50 hours split between design and configuration and actual install. The hardware cost will be about $9,500 to replace one of the routers and the firewall (these are CH1841 and ASA5505).

Replace servers which are greater than four years old or are out of warranty: This includes the server 2950-24 which is unsupported and which will cost around $4,000 to replace. Kirkland will also review whether or not Medina has the right number of servers (should the city consolidate or add, or is the load good now). Between 60 and 100 hours, with the primary variable being how well Medina's vendors work with us to make moving and upgrading software easy.

Review backup strategies and test restore capability: It is important to periodically review backup strategies both to be sure they conform to current best practices but also to be certain that no critical data is being missed. This task also includes spot checking Medina's restore capability. 15 – 35 hours.

2015 task summary

Task	Hours Low	Hours High	Notes	Other costs
License compliance	60	100	There will probably be costs for this, but those can't be estimated until the audit is done.	
Implement security best practices	50	75	Assuming 50% of this work will happen in 2015.	
Safe decommissioning of old computer and servers	10	15		
Replace older network equipment with current equipment	30	50		9,500
Replace servers which are greater than four years old or are out of warranty	60	100		4,000
Review Backup Strategies and test restores	15	35		
Total hours	225	375		

2016 Work:

The theme in 2016 will continue to be about stability, uptime and reliable infrastructure.

Standardize hardware and software on desktop computers and create images: May include migration to Office 365. Either way, this includes creating standards for application usage, processes for reviewing new applications to see that they work in Medina's environment, installation of new standardized PC's where necessary (Medina has 30 computers, 22 of which will be out of warranty by 2016. Estimating $1,500 per computer, this will be $33,000 dollars). Kirkland would then create images for at least all of the computers that were purchased in 2015

and 2016, and depending on practicality, for older computers. Images allow very quick restoration in the event of a problem. This estimate is between 80 and 120 hours.

Security best practices, continued: Install some form of web filtering which can be used to increase security and block staff from visiting potentially unsafe places. Will also include the parts of the security work from 2015 that fall into the second grouping. This is estimated as 50 to 75 hours (half of the estimate shown in 2015. While there is no final product choice for Medina at this time, it's reasonable to assume that this can be acquired for less than $5,000. For example, as of today, Barracuda web filtering is about $3,500.

Training, process, and procedure: Assist Medina users with getting up to date on processes for computer inventory and help design a training plan for computer use (which may be as simple as purchasing access to just in time training on the Internet). Estimates here are between 20 and 60 hours.

Develop simplified strategic plan for the next two years: Medina's costs to support basic infrastructure and will probably go down some in the 2017/18 biennium because of the work done in 2015 and 2016. By mid-2016, Kirkland and Medina should have a mutual understanding of what additional work to contemplate and this will allow us to look at some of the "future work" categories. Estimated to be 40 to 60 hours.

Task	Hours Low	Hours High	Notes	Other costs
Standardize hardware and software on desktop computers and create images	80	120	Will include costs of replacing 22 computers. Estimated at $1500 each at this time. May vary.	$33,000
Implement security best practices	50	75	Assuming 50% of this work will happen in 2015	
Training, process, and procedure	20	60		
Develop simplified strategic plan for the next two years	40	60		
Total	190	315		

Estimated 2015/16 project-related costs:

2015 Kirkland project hour costs	33,537
2015 direct costs (e.g. hardware)	13,500
2016 project hour costs	28,227
2016 direct costs (e.g. hardware)	33,000

CITY OF KIRKLAND
City Attorney's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3030
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Brenda Cooper, Chief Information Officer
Oskar Rey, Assistant City Attorney
Kyle Butler, Budget Analyst

Date: January 27, 2015

Subject: First Reading of Renewal Franchise for Level 3 Communications LLC

RECOMMENDATION:

That the City Council approve the first reading of the attached Ordinance, which renews the Franchise of Level 3 Telecommunications LLC ("Level 3").

BACKGROUND DISCUSSION:

On December 7, 1999, the City granted Level 3 a telecommunications franchise that authorized Level 3 to place its facilities in City right of way. The 1999 Franchise had an initial term of ten years with one five year renewal option, which was exercised by the parties. The 1999 Franchise has expired, so a renewal franchise is required.

Franchises are typically granted to telephone, internet, and other communications providers. There are a number of other similar franchises in the city. A telecommunications franchise grants the franchisee the authority to use the city's rights of way to provide telecommunications services. Franchisees may be subject to a variety of fees associated with the act of building facilities in the rights of way, and having these facilities inspected. However, because the services offered are classified as "information services" by the Federal Communications Commission, they are not subject to the type of franchise fee that cable television providers pay. For example, Comcast and Frontier both pay a 5% franchise fee for the cable television portion of their revenue.

The language in the Ordinance reflects updates staff made in 2012 to match current law and to reflect modern terminology. In other ways it is substantially similar to other telecommunications franchises issued by the City to other providers. The franchise has a 10 year term, which will expire in February 2025, if approved at the February 17, 2015, council meeting. It also has a provision for an additional five-year extension. This is the normal term offered to telecommunications franchisees. There are multiple similar franchises in the city, including telecommunication franchises for AboveNet, Astound Broadband, MCI (MFS), MetroNet Fiber Washington, Nextlink, and Time Warner Telecom.

Under RCW 35A.47.040, the City Council may not adopt a franchise until five days after its introduction. As a result, City staff recommends that Council approve the first reading of the attached Ordinance at this meeting. If Council has concerns about the Ordinance or wants to propose revisions to it, those issues should be addressed at the first reading so that staff can address them prior to bringing the Ordinance back to Council for final adoption. Council can achieve this by moving this item off of the consent calendar and moving it to new business. If there are not proposed changes, City staff will bring back the Ordinance for final adoption on February 17, 2015.

ORDINANCE O-4471

AN ORDINANCE OF THE CITY OF KIRKLAND GRANTING LEVEL 3 COMMUNICATIONS, LLC A NON-EXCLUSIVE FRANCHISE FOR THE TRANSMISSION OF TELECOMMUNICATIONS IN, THROUGH, OVER AND UNDER THE STREET RIGHTS OF WAY OF THE CITY OF KIRKLAND.

WHEREAS, LEVEL 3 COMMUNICATIONS, LLC ("Grantee") has requested that the City grant it the right to install, operate and maintain a fiber optic-based telecommunications system within the public rights of way of the City; and

WHEREAS, the City Council finds it desirable for the welfare of the City and its residents that such a non-exclusive franchise be granted to Grantee; and

WHEREAS, the City Council has the authority under state law to grant franchises for the use of its street rights of way; and

WHEREAS, the City is willing to grant the rights requested by Grantee subject to certain terms and conditions.

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

Section 1. Definitions. Where used in this franchise (the "Franchise") these terms have the following meanings:

A. "Affiliate" means an entity which owns or controls, is owned or controlled by, or is under common ownership with Grantee.

B. "City" means the City of Kirkland, a municipal corporation of the State of Washington.

C. "Facilities" means Grantee's fiber optic cable system constructed and operated within the City's street rights of way, and shall include all cables, wires, conduits, ducts, pedestals and any associated converter, equipment or other facilities within the City's street rights of way, designed and constructed for the purpose of providing telecommunications service.

D. "Franchise" shall mean the initial authorization or renewal thereof, granted by the City, through this Ordinance, or a subsequently adopted Ordinance, which authorizes construction and operation of the Grantee's facilities for the purpose of offering telecommunications service.

E. "Franchise Area" means the present municipal boundaries of the City, and shall include any additions thereto by annexation or other legal means.

F. "Person" means an individual, partnership, association, joint stock company, trust, corporation, limited liability company or governmental entity.

G. "Right of Way" means the surface and the space above and below streets, roadways, highways, avenues, courts, lanes, alleys, sidewalks, rights of way and similar public areas, but does not include the portion of the Eastside Rail Corridor (a rail corridor that has been railbanked pursuant to 16 U.S.C. 1247(d)) within the City.

H. "Telecommunications Service" means any telecommunications service, telecommunications capacity, or dark fiber, provided by the Grantee using its Facilities, either directly or as a carrier for its Affiliates, or any other person engaged in Telecommunications Services, including, but not limited to, the transmission of voice, data or other electronic information, facsimile reproduction, burglar alarm monitoring, meter reading and home shopping, or other subsequently developed technology that carries an electronic signal over fiber optic cable. Telecommunications Service shall also include non-switched, dedicated and private line, high capacity fiber optic transmission services to firms, businesses or institutions within the City. However, Telecommunications Service shall not include the provision of cable television, open video, or similar services, as defined in the Communications Act of 1934, as amended, and the Telecommunications Act of 1996, as amended, for which a separate franchise would be required.

Section 2. Franchise Area and Authority Granted.

A. Facilities within Franchise Area. The City does hereby grant to Grantee the right, privilege, authority and franchise to construct, support, attach, connect and stretch Facilities between, maintain, repair, replace, enlarge, operate and use Facilities in, upon, over, under, along and across rights of way in the Franchise Area for purposes of telecommunications service as defined in RCW 82.04.065.

B. Permission Required to Enter Onto Other City Property. Nothing contained in this Ordinance is to be construed as granting permission to Grantee to go upon any other public place other than rights of way within the Franchise Area in this Ordinance. Permission to go upon any other property owned or controlled by the City must be sought on a case by case basis from the City.

C. Compliance with WUTC Regulations. At all times during the term of this Franchise, Grantee shall fully comply with all applicable regulations of the Washington Utilities and Transportation Commission.

Section 3. Construction and Maintenance.

A. Grantee's Facilities shall be located, relocated and maintained within the right of way in accordance with Kirkland Municipal Code ("KMC") Chapter 26.36 and so as not to unreasonably interfere with the free and safe passage of pedestrian and vehicular traffic and ingress or egress to or from the abutting property and in accordance with the laws of the State of Washington. Whenever it is necessary for Grantee, in the exercise of its rights under this Franchise, to make any excavation in the right of way, Grantee shall obtain prior approval from the City of Kirkland Public Works Department, pay the applicable permit fees, and obtain any necessary permits for the excavation work pursuant to KMC Title 19 and KMC Chapter 26.24. Upon completion of such excavation, Grantee shall restore the surface of the right of way to the specifications established within the Kirkland Municipal Code and City of Kirkland Public Works Policies and Standards. If Grantee should fail to leave any portion of the excavation in a condition that meets the City's specifications per the KMC and Public Works Policies and Standards, the City may, on five calendar day notice to Grantee, which notice shall not be required in case of an emergency, cause all work necessary to restore the excavation to a safe condition. Grantee shall pay to the City the reasonable cost of such work; which shall include, among other things, the City's overhead in obtaining completion of said work.

B. Any surface or subsurface failure occurring during the term of this Agreement caused by any excavation by Grantee shall be repaired to the City's specifications, within 30 days, or, upon 5 days written notice to Grantee, the City shall order all work necessary to restore the damaged area to a safe and acceptable condition and Grantee shall pay the reasonable costs of such work to the City, including City overhead.

C. In the event of an emergency, Grantee may commence such repair and emergency response work as required under the circumstances, provided that Grantee shall notify the City Public Works Director in writing as promptly as possible before such repair or emergency work commences, or as soon thereafter as possible, if advanced notice is not possible. The City may act, at any time, without prior written notice in the case of an emergency, but shall notify Grantee in writing as promptly as possible under the circumstances.

D. Grantee agrees that if any of its actions under this Franchise materially impair or damage any City property, survey monument, or property owned by a third-party, Grantee will restore, at its own cost

and expense, the impaired or damaged property to the same condition as existed prior to such action. Such repair work shall be performed and completed to the reasonable satisfaction of the Public Works Director.

Section 4. Location and Relocation of Facilities.

A. Grantee shall place any new Facilities underground where existing telecommunications and cable facilities are located underground. Any new Facilities to be located above-ground shall be placed on existing utility poles. No new utility poles shall be installed in connection with placement of new above-ground facilities.

B. Grantee recognizes the need for the City to maintain adequate width for installation and maintenance of sanitary sewer, water and storm drainage utilities owned by the City, the Northshore Utility District and other public utility providers. Thus, the City reserves the right to maintain clear zones within the public right-of- way for installation and maintenance of said utilities. The clear zones for each right-of-way segment shall be noted and conditioned with the issuance of each right-of-way permit. If adequate clear zones are unable to be achieved on a particular right-of-way, Grantee shall locate in an alternate right-of-way, obtain easements from private property owners, or propose alternate construction methods which maintain and/or enhance the existing clear zones.

C. Except as otherwise required by law, Grantee agrees to relocate, remove or reroute its facilities as ordered by the City, at no expense or liability to the City, except as may be required by RCW Chapter 35.99. The City's decision to require the relocation of Grantee's facilities shall be made in a reasonable, uniform and non-discriminatory manner. Pursuant to the provision of Section 5, Grantee agrees to protect and save harmless the City from any customer or third-party claims for service interruption or other losses in connection with any such change or relocation.

D. If the City determines that a project necessitates the relocation of the Grantee's existing Facilities, then:

1. Within a reasonable time, which shall be no less than 90 days prior to the commencement of the project, the City shall provide the Grantee with written notice requiring relocation; provided that in the event of an emergency beyond the control of the City and which will result in severe financial consequences to the City or its citizens or businesses, the City shall give the Grantee written notice as soon as practicable;

2. The City shall provide the Grantee with copies of information for such improvement project and a proposed location for the Grantee's Facilities so that Grantee may relocate its Facilities in other Rights of Way in order to accommodate the project; and

3. The Grantee shall complete relocation of its Facilities at no charge or expense to the City so as to accommodate the project at least 10 days prior to commencement of the project. In the event of an emergency as described in this Section, the Grantee shall relocate its Facilities within the time period specified by the City.

E. The Grantee may, after receipt of written notice requesting a relocation of its Facilities, submit to the City written alternatives to such relocation. The City shall evaluate such alternatives and advise the Grantee in writing if one or more of the alternatives are suitable to accommodate the work, which would otherwise necessitate relocation of the Facilities. If so requested by the City, the Grantee shall submit additional information to assist the City in making such evaluation. The City shall give each alternative proposed by the Grantee full and fair consideration, within a reasonable time, so as to allow for the relocation work to be performed in a timely manner. In the event the City ultimately determines that there is no other reasonable alternative, the Grantee shall relocate its Facilities as otherwise provided in this Section.

F. The provisions of this Section shall in no manner preclude or restrict the Grantee from making any arrangements it may deem appropriate when responding to a request for relocation of its Facilities by any person or entity other than the City, where the Facilities to be constructed by said person or entity are not or will not become City-owned, operated or maintained Facilities; provided, that such arrangements shall not unduly delay a City construction project.

G. The Grantee shall indemnify, hold harmless and pay the costs of defending the City against any and all claims, suits, actions, damages, or liabilities for delays on City construction projects caused by or arising out of the failure of the Grantee to relocate its Facilities in a timely manner; provided, that the Grantee shall not be responsible for damages due to delays caused by the City or circumstances beyond the control of the Grantee.

H. In the event that the City orders the Grantee to relocate its Facilities for a project which is primarily for private benefit, the private party or parties causing the need for such project shall reimburse the Grantee for the cost of relocation in the same proportion as their contribution to the total cost of the project.

I. In the event of an unforeseen emergency that creates a threat to public safety, health or welfare, the City may require the Grantee to relocate its Facilities at its own expense, any other portion of this Section notwithstanding.

Section 5. Indemnification.

A. Grantee shall indemnify, defend and hold the City, its agents, officers, employees, volunteers and assigns harmless from and against any and all claims, demands, liability, loss, cost, damage or expense of any nature whatsoever, including all costs and attorney's fees, made against them on account of injury, sickness, death or damage to persons or property which is caused by or arises out of, in whole or in part, the willful, tortious or negligent acts, failures and/or omissions of Grantee or its agents, servants, employees, contractors, subcontractors or assigns in the construction, operation or maintenance of its Facilities or in exercising the rights granted Grantee in this Franchise; *provided, however,* such indemnification shall not extend to injury or damage caused by the negligence or willful misconduct of the City, its agents, officers, employees, volunteers or assigns.

B. In the event any such claim or demand be presented to or filed with the City, the City shall promptly notify Grantee thereof, and Grantee shall have the right, at its election and at its sole cost and expense, to settle and compromise such claim or demand, provided further, that in the event any suit or action be begun against the City based upon any such claim or demand, the it shall likewise promptly notify Grantee thereof, and Grantee shall have the right, at its election and its sole cost and expense, to settle and compromise such suit or action, or defend the same at its sole cost and expense, by attorneys of its own election.

Section 6. Default.

A. If Grantee shall fail to comply with any of the provisions of this Franchise, unless otherwise provided in this Franchise, the City may serve upon Grantee a written order to comply within thirty (30) days from the date such order is received by Grantee. If Grantee is not in compliance with this Franchise after expiration of the thirty (30) day period, the City may act to remedy the violation and may charge the reasonable costs and expenses of such action to Grantee. The City may act without the thirty (30) day notice in case of an emergency. If any failure to comply with this Franchise by Grantee cannot be corrected with due diligence within said thirty (30) day period, then the time within which Grantee may so comply shall be extended for such time as may be reasonably necessary and so long as Grantee works promptly and diligently to effect such compliance. If Grantee is not in compliance with this Franchise, and is not proceeding with due diligence in accordance

with this section to correct such failure to comply, then the City may in addition, by ordinance and following written notice to Grantee, declare an immediate forfeiture of this Franchise.

B. In addition to other remedies provided in this Franchise or otherwise available at law, if Grantee is not in compliance with requirements of the Franchise, and if a good faith dispute does not exist concerning such compliance, the City may place a moratorium on issuance of pending Grantee right-of-way use permits until compliance is achieved.

Section 7. Nonexclusive Franchise. This franchise is not and shall not be deemed to be an exclusive Franchise. This Franchise shall not in any manner prohibit the City from granting other and further franchises over, upon, and along the Franchise Area. This Franchise shall not prohibit or prevent the City from using the Franchise Area or affect the jurisdiction of the City over the same or any part thereof.

Section 8. Franchise Term.

A. This Franchise is and shall remain in full force and effect for a period of ten (10) years from and after the effective date of the Ordinance, provided that the term may be extended for an additional five (5) years upon the agreement of Grantee and the City; and provided further, however, Grantee shall have no rights under this Franchises nor shall Grantee be bound by the terms and conditions of this Franchise unless Grantee shall, within thirty (30) days after the effective date of the Ordinance, file with the City its written acceptance of this Franchise, in a form acceptable to the City Attorney.

B. If the City and Grantee fail to formally renew this Franchise prior to the expiration of its term or any extension thereof, this Franchise shall automatically continue in full force and effect until renewed or until either party gives written notice at least one hundred eighty (180) days in advance of intent not to renew this Franchise.

Section 9. Compliance with Codes and Regulations.

A. The rights, privileges and authority herein granted are subject to and governed by this ordinance and all other applicable ordinances and codes of the City of Kirkland, as they now exist or may hereafter be amended, including but not limited to the provisions of Kirkland Municipal Code Title 26 and Kirkland Municipal Code Chapter 5.08. Nothing in this ordinance limits the City's lawful power to exercise its police power to protect the safety and welfare of the general public. Any location, relocation, erection or excavation by Grantee shall be performed by Grantee in accordance with applicable federal, state and city rules and regulations, including the City’s Public Works Policies and

Standard Plans, and any required permits, licenses or fees, and applicable safety standards then in effect.

B. In the event that any territory served by Grantee is annexed to the City after the effective date of this Franchise, such territory shall be governed by the terms and conditions contained herein upon the effective date of such annexation.

Section 10. Undergrounding. New Facilities shall be installed underground pursuant to Section 4 of this Franchise. Grantee acknowledges the City's policy of undergrounding of Facilities within the Franchise Area. Grantee will cooperate with the City in the undergrounding of Grantee's existing Facilities with the Franchise Area. If the during the term of this Franchise, the City shall direct Grantee to underground Facilities within any Franchise Area, such undergrounding shall be at no cost to the City except as may be provided in RCW Chapter 35.99. Grantee shall comply with all federal, state, and City regulations on undergrounding. If the City undertakes any street improvement which would otherwise require relocation of Grantee's above-ground facilities, the City may, by written notice to Grantee, direct that Grantee convert any such Facilities to underground Facilities.

Section 11. Record of Installations and Service.

A. With respect to excavations by Grantee and the City within the Franchise Area, Grantee and the City shall each comply with its respective obligations pursuant to Chapter 19.122 RCW and any other applicable state law.

B. Upon written request of the City, Grantee shall provide the City with the most recent update available of any plan of potential improvements to its Facilities within the Franchise Area; provided, however, any such plan so submitted shall be for informational purposes within the Franchise Area, nor shall such plan be construed as a proposal to undertake any specific improvements within the Franchise Area.

C. As-built drawings and maps of the precise location of any Facilities placed by Grantee in any Right of Way shall be made available by Grantee to the City within 10 (ten) working days of the City's request. These plans and maps shall be provided at no cost to the City and shall include hard copies and/or digital copies in a format specified by the City.

Section 12. Shared Use of Excavations and Trenches.

A. If either the City or Grantee shall at any time after installation of the Facilities plan to make excavations in the area covered by this Franchise and as described in this Section, the party planning such

excavation shall afford the other, upon receipt of written request to do so, an opportunity to share such an excavation, *provided that*: (1) such joint use shall not unreasonably delay the work of the party causing the excavation to be made or unreasonably increase its costs; (2) such joint use shall be arranged and accomplished on terms and conditions satisfactory to both parties. In addition, pursuant to RCW 35.99.070, the City may request that Grantee install additional conduit, ducts and related access structures for the City pursuant to contract, under which Grantee shall recover its incremental costs of providing such facilities to the City.

B. The City reserves the right to not allow open trenching for five years following a street overlay or improvement project. Grantee shall be given written notice at least 90 days prior to the commencement of the project. Required trenching due to an emergency will not be subject to five year street trenching moratoriums.

C. The City reserves the right to require Grantee to joint trench with other franchisees if both entities are anticipating trenching within the same franchise area and provided that the terms of this Section are met.

Section 13. Insurance.

A. Grantee shall procure and maintain for the duration of this Franchise, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of work under this Franchise by Grantee, its agents, representatives or employees in the amounts and types set forth below pursuant to KMC 26.40.020:

1. Commercial General Liability insurance with limits no less than $5,000,000 combined single limit for bodily injury (including death) and property damage, including premises operation, products and completed operations and explosion, collapse and underground coverage extensions;

2. Automobile liability for owned, non-owned and hired vehicles with a combined single limit of three million dollars for each accident for bodily injury and property damage; and

3. Worker's compensation within statutory limits and employer's liability insurance with limits of not less than one million dollars for each accident/disease/policy limit.

B. Grantee's insurance coverage shall be primary insurance as respects the City. Any insurance, self-insurance or insurance pool coverage maintained by the City shall be in excess of Grantee's insurance and shall not contribute with it.

C. Grantee shall furnish the City with certificates of the foregoing insurance coverage or a copy of amendatory endorsements, including but not necessarily limited to the additional insured endorsement.

D. Grantee shall have the right to self-insure any or all of the above-required insurance. Any such self-insurance is subject to approval by the City.

E. Grantee's maintenance of insurance as required by this Franchise shall not be construed to limit the liability of Grantee to the coverage provided by such insurance, or otherwise limit City's recourse to any remedy to which the City is otherwise entitled at law or in equity.

Section 14. Assignment.

A. All of the provisions, conditions, and requirements herein contained shall be binding upon Grantee, and no right, privilege, license or authorization granted to Grantee hereunder may be assigned or otherwise transferred without the prior written authorization and approval of the City, which the City may not unreasonably withhold. Notwithstanding the foregoing, Grantee, without the consent of, but upon notice to the City, may assign this agreement in whole or in part to: (a) an Affiliate (as defined in this Franchise); (b) a lender for security purposes only; or (c) the surviving entity in the event of a merger or acquisition of substantially all of Grantee's assets.

B. Grantee may lease the Facilities or any portion thereof to another or provide capacity or bandwidth in its Facilities to another, *provided that:* Grantee at all times retains exclusive control over such Facilities and remains responsible for locating, servicing, repairing, relocating or removing its Facilities pursuant to the terms and conditions of this Franchise.

Section 15. Abandonment and Removal of Facilities. Upon the expiration, termination, or revocation of the rights granted under this Franchise, the Franchisee shall remove all of its Facilities from the Rights of Way of the City within ninety (90) days of receiving notice from the City's Public Works Director; *provided however,* that the City may permit the Grantee's improvements to be abandoned in place in such a manner as the City may prescribe. Upon permanent abandonment, and Franchisee's agreement to transfer ownership of the Facilities to the City, the Franchisee shall submit to the City a proposal and instruments for transferring ownership to the City. Any such Facilities which are not permitted to be abandoned in place which are not removed within ninety (90) days of receipt of said notice shall automatically become the property of the City; *provided however*, that nothing contained within this Section shall prevent the City from compelling the Grantee to

remove any such Facilities through judicial action when the City has not permitted the Franchisee to abandon said Facilities in place.

Section 16. Miscellaneous.

A. If any term, provision, condition or portion of this Franchise shall be held to be invalid, such invalidity shall not affect the validity of the remaining portions of this Franchise which shall continue in full force and effect. The headings of sections and paragraphs of this Franchise are for convenience of reference only and are not intended to restrict, affect, or be of any weight in the interpretation or construction of the provisions of such sections of paragraphs.

B. Grantee shall pay for the City's reasonable administrative costs in drafting and processing this Ordinance and all work related thereto, which payment shall not exceed $2,000. Grantee shall further be subject to all permit fees associated with activities and the provisions of any such permit, approval, license, agreement of other document, the provisions of this Franchise shall control.

C. Failure of either party to declare any breach or default under this Franchise or any delay in taking action shall not waive such breach or default, but that party shall have the right to declare any such breach or default at any time. Failure of either party to declare one breach or default does not act as a waiver of that party's right to declare another breach or default.

Section 17. Notice. Any notice or information required or permitted to be given to the parties under this Franchise may be sent to the following addresses unless otherwise specified:

City:	Grantee:
City of Kirkland	Level 3 Communications, LLC
Public Works Director	Attn: Franchise Administrator
123 Fifth Avenue	1025 Eldorado Blvd
Kirkland, WA 98033	Broomfield, CO 80021
	With a copy to:
	Level 3 Communications, LLC
	Attn: Legal Department
	1025 Eldorado Blvd
	Broomfield, CO 80021

Notice shall be deemed given upon receipt in the case of personal delivery, three days after deposit in the United States Mail in the case of regular mail, or the next day in the case of overnight delivery.

Section 18. Effective date. This Ordinance, being in compliance with RCW 35A.47.040, 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 _____, 2015.

Signed in authentication thereof this _____ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

PUBLICATION SUMMARY
OF ORDINANCE O-4471

AN ORDINANCE OF THE CITY OF KIRKLAND GRANTING LEVEL 3 COMMUNICATIONS, LLC A NON-EXCLUSIVE FRANCHISE FOR THE TRANSMISSION OF TELECOMMUNICATIONS IN, THROUGH, OVER AND UNDER THE STREET RIGHTS OF WAY OF THE CITY OF KIRKLAND.

SECTIONS 1 - 17. Issues a right of way Franchise to Level 3 Communications, LLC for telecommunication purposes and sets forth the terms and conditions of the Franchise.

SECTION 18. 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 _____, 2015.

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

_____
City Clerk

CITY OF KIRKLAND
Department of Planning and Community Development
123 Fifth Avenue, Kirkland, WA 98033 425-587-3235
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Dawn Nelson, Planning Supervisor

Date: January 21, 2015

Subject: ARCH 2015 WORK PROGRAM/ADMINISTRATIVE BUDGET, FILE PLN15-00009

RECOMMENDATION

Staff recommends that the City Council approve the 2015 A Regional Coalition for Housing (ARCH) Work Program and Administrative Budget.

BACKGROUND DISCUSSION

The ARCH Executive Board has reviewed and approved the 2015 Work Program and Administrative Budget (see Attachments 1 and 2). Pursuant to the ARCH Interlocal Agreement, these are being forwarded to the member Councils for their review and approval.

This year, ARCH will assist the City of Kirkland with the following:

- Updating the Housing Strategy Plan for the Comprehensive Plan update
- Administration of Code required affordable housing regulations
- Housing issues that come before the Council Planning and Economic Development Committee and resulting initiatives
- Affordable housing preservation efforts and initiatives

A complete list of activities to be undertaken by ARCH in 2015 is contained in Attachment 1.

The proposed 2015 Administrative Budget for ARCH, which totals $633,805, is itemized in Attachment 2. A comparison with the 2014 Budget is provided and shows how the cost to each city has changed from last year. The expenditure of $103,129 for Kirkland's share was approved as part of the City's budget for 2015. This is the third year in a row that Kirkland's share of the ARCH budget has increased and is representative of a three year process to realign member contributions based on their current populations. Kirkland's population increased from 49,000 to 81,000 due to annexation. These increases follow a four year period, from 2009 through 2012 where there were no increases in the ARCH budget. The ARCH budget was held flat over that period of time in recognition of the revenue impact of the recession and the drop in development activity for member cities.

Cc: Arthur Sullivan, ARCH, 16225 NE 87th Street, Suite A-3, Redmond, Washington 98052

Final 12-11-14

ARCH WORK PROGRAM: 2015

I. PROJECT ASSISTANCE

A. Oversight of Local Monetary Assistance

ARCH Trust Fund. Review applications and make recommendations for requests of local monetary funds through the ARCH Housing Trust Fund process. Includes helping to coordinate the application process and use of funds for various programs.

Objective: Allocation of $1,000,000 or more through the ARCH Housing Trust Fund Process, and create or preserve a minimum of 50 units.

For the 'Parity Program', provide updated annual information to members, and achieve the base line goal for levels of direct assistance.

Provide a variety of types of affordable housing and that meet other funding priorities as specified in the ARCH Trust Fund Criteria.

Centralized Trust Fund System. Monitor centralized trust fund process including:

- Produce regular monitoring reports for the ARCH Trust Fund account.
- Work with Administrating Agency (Bellevue) to prepare contracts and distribute funds for awarded projects.
- Monitor funded projects including evaluating performance and tracking loan payments. Includes monitoring for long term sustainability of previously funded projects and working with other funders in the initial overall review, and any follow up evaluation of individual projects.

Objective: Monitor ongoing financial activities of the ARCH Trust Fund account and provide updated information to members.

Develop sustainable strategies for the HTF to meet local housing goals and preserve publicly assisted affordable housing.

King County / State Funding Programs. Review and provide input to other funders for Eastside projects that apply for County (HOF, RAHP, HOME, etc) and State (Tax Credit, DOC) funds. Includes providing input to the King County Home Consortium on behalf of participating Eastside jurisdictions. Assist N/E consortium members with evaluating and making a recommendation to the County regarding CDBG allocations to affordable housing.

Objective: In consultation with County, local staff and housing providers, seek to have funds allocated on a countywide basis by the County and State allocated proportionately throughout the County including the ARCH Sphere of Influence.

B. Special Initiatives This includes a range of activities where ARCH staff assist local staff with specific projects. Activities can range from feasibility analysis, assisting with requests for proposals, to preparation of legal documents (e.g. contracts, covenants). Following are either

existing initiatives or examples of initiatives likely to emerge:

Trust Fund Long Term Issues.
ARCH Trust Fund: Dedicated Funding Source. Continue work that began in 2014 to explore and evaluate the feasibility of a dedicated funding source to supplement general fund contributions for the ARCH Trust Fund. Work in 2015 is expected to focus on working with council to develop a recommendation, and as applicable initial steps of implementing any recommendation.

Surplus Property/Underdeveloped Property. Assist as needed member cities' evaluation of potentially surplus public property or underutilized private property (e.g. faith community properties) for suitability of affordable housing. Currently identified opportunities include:

-
- Continue to assist Sammamish with coordinating development on the surplus city site by Habitat for Humanity of East King County.
- Continue to assist Sammamish staff with coordinating the development of the city's surplus site for ownership housing with Habitat for Humanity.
- Continue to assist Redmond staff with coordinating the development of the 160th site for senior affordable housing development in Downtown Redmond.
- Continue to explore opportunities for catalyst projects in transit oriented neighborhoods such as Bel-Red, Overlake and central Mercer Island that include affordable housing and other features that help implement neighborhood plan objectives.
- Lake Washington School District property in NE Rose Hill.

Winter Shelter. Support efforts by Eastside Human Services Forum, EHAC and cities to develop an East King county sub-regional strategic approach to winter shelter for homeless adults and families. This work will also include working with member cities and local services agencies to implement a long term strategy for providing winter shelter. In 2015 expected work will include in securing capital funding and identification of an appropriate site. Overall goal is to implement a long term strategy by the end of 2016.

Objective: Identify one or more specific sites in East King County to be made available for housing and member jurisdictions to develop a long term strategy for addressing winter shelter for homeless persons and families.

Eastside Homebuyer Program.
Continue working with Washington State Housing Finance Commission to implement the third phase of the House Key Plus ARCH Down Payment Assistance Program. Include a program assessment and potential refinements of program to respond to current market conditions. As part of this assessment explore with King County and other jurisdictions overall approaches to providing affordable ownership housing.

Objective: Maintain operation of the Homebuyer Assistance Program and implement updates.

HUD Assisted Housing. Continue to monitor and actively pursue efforts to preserve existing HUD assisted affordable housing. .

Objective: Preserve existing federally assisted affordable housing in East King County and prevent from converting to market rate housing.

II. HOUSING POLICY PLANNING

Work items in this section are grouped into the following basic areas of activity:

- Work with individual members on local planning efforts.
- Efforts coordinated through ARCH that benefits multiple members of ARCH.
- Track legislation that increases tools available to cities to create affordable housing.
- Participation in regional workgroups that impact local housing efforts.

A. Local Planning Activities

ARCH Housing Strategy Program. ARCH members collectively identified a number of Priority Housing Strategies to help guide local housing activities and ARCH assistance to cities. These include:

- Ongoing education of staffs and officials through Housing 101 Workshops for staffs and new local officials; updating information in the Housing 101 Workbook, annual study sessions with member councils to review current issues and activities and materials profiling current programs and housing trends.
- Assisting members that incorporate priority strategies into their local work program (e.g. property tax exemption program in mixed use zones, regulatory incentive programs, regulations to increase housing diversity (mixed use, innovative housing, housing emphasis zones). (Note: See Local Housing Efforts below for specific activities by members.)

Housing Background Information. On an annual basis, ARCH will continue to provide updated housing data information as available. This updated housing information is available to members and will be incorporated into ARCH education fliers and Housing 101 report.

Objective: On a regular basis, conduct education sessions for new local officials and staffs on local housing conditions and programs, and hold annual discussion with member councils on recent housing trends and efforts.

Continue to keep member jurisdictions and the broader community aware of local housing conditions to assist in their efforts to evaluate current and future efforts to meet local housing objectives. Include research on recent housing trends, and responses to these trends.

Housing Elements / Housing Strategy Plans. Over the past year, ARCH staff has assisted a number of members with updates to the Housing Element of their Comprehensive Plans including completing a Housing Needs Assessment. Most of the work has completed with these updates, but ARCH staff will continue to assist members through the Comprehensive Plan adoption process by Councils. For a number of members, their Housing Element includes a policy to prepare a Housing Strategy Plan to identify and prioritize strategies to implement Housing Element policies. In 2015, ARCH staff anticipates assisting a number of members with developing a local Strategy Plan.

Objective: Assist with preparation of Housing Strategy plans for members that include such a policy in their Housing Element.

Accessory Dwelling Units (ADUs). Several ARCH members have expressed interest in evaluating current ADU regulations and explore other ways to increase availability of ADUs. ARCH staff will assist with convening interested ARCH member cities to evaluate existing ADU regulations and determine ways to inform the broader community.

Planning Efforts Related to Homelessness. Several ARCH members have expressed interest in evaluating local procedures and potentially exploring more collaborative approaches to addressing issues related to local homeless needs. ARCH staff will assist local staff in researching and as needed convening joint work in this area.

Impact Fee Waivers. In response to revisions of state law allowing impact fee waivers for affordable housing, support as needed ARCH member cities' review and adoption of local legislation to implement state authority to grant impact fee waivers.

Local Housing Efforts. ARCH staff will continue to assist local staffs in local efforts to update land use, zoning and other codes in order to implement Comprehensve Plan policies. Following are specifically identified areas that ARCH will assist local staff with accomplishing.

Objective: Assist local staff with completion of the following updates of local codes and specific plans:

Bellevue

Assist City with a Housing Strategy Plan.

Assist City staff with implementing administrative procedures for the Bel-Red land use incentive program.

Assist with Council evaluation of a Multifamily Tax Exemption program in the City and if adopted development of administrative procedures.

Assist in identifying opportunities for affordable housing and implementation of affordable housing strategies in identified East Link corridors and station areas where transit oriented housing and mixed income housing development is an important component of the initial planning work.

Assist in innovative housing ordinance for NB properties within the Newport Hills Commercial Center.

Bothell

Assist city with a Housing Strategy Plan.

Assist city staff with review and update of existing Accessory Dwelling Units regulations.

Assist city staff with work related to affordable housing component of the city's LIFT program in their downtown areas. Includes assisting with any reporting

requirements and potentially exploring additional opportunities for affordable housing on city owned properties in the downtown revitalization area.

Assist city staff with evaluating the updated state legislation regarding impact fee waivers for affordable housing, and explore potential revisions to local regulations related to impact fee waivers for affordable housing.

Clyde Hill

Assist City with rental of City's affordable rental unit.

Issaquah

Assist City with a Housing Strategy Plan.

Continue work with City staff to implement development standards and regulations related to the housing policies adopted in the Central Issaquah Plan and Central Issaquah Standards.

Based on policy direction in Central Issaquah Plan, assist City staff with research and presentation to council related to establishing a Multifamily Tax Exemption program in Central Issaquah. If program is approved by Council, assist staff with establishing administrative procedures.

As needed, assist City staff with administration of the affordable housing provisions of the Lakeside and Rowley development agreements.

Issaquah Highlands: Monitor the implementation of any remaining portions of the Issaquah Highlands affordable housing development agreement.

Assist City staff in preparing an annual Affordable Housing Report Card/Analysis – a 2014 Council Goal.

Kenmore

Assist City with a Housing Strategy Plan

Assist in review of affordable housing regulations as needed for the City's Transit Oriented District.

Assist staff with assessing and potentially updating impact fee waiver regulation.

Consult and provide assistance to City staff on specific sites with affordable housing opportunities such as in the downtown and on city owned property.

Kirkland

Assist City with an update to their Housing Strategy Plan.

Continue to assist with negotiating and administering the provision of affordable housing in developments required to provide affordable housing units pursuant to city regulations and/or using the optional multifamily tax exemption program.

Assist City staff with housing issues that come before Council Planning and Economic Development Committee and resulting initiatives.

Assist City staff with affordable housing preservation efforts and initiatives.

Mercer Island

Assist City with a Housing Strategy Plan.

Assist staff with Town Center code revisions as they pertain to affordable housing.

Assist City staff with completion of administrative procedures and documents associated with the land use incentive and tax exemption programs for Town Center.

Provide project support for Town Center development projects that include affordable housing.

Newcastle

Assist City with a Housing Strategy Plan.

Assist with agreements for any project that would include an affordable housing requirement, including those related to the Community Business Center.

Assist staff with outreach effort related to ADUs.

Redmond

Continue to assist with negotiating and administering the provision of affordable housing in developments required to provide affordable housing units pursuant to city regulations.

Continue to assist staff with coordinating the development of the 160th site for senior affordable housing development in Downtown. (See Special Initiatives).

Assist with the creation of user guides for implementing housing requirements.

Assist with the implementation of other high priority items identified in the Strategic Housing Plan, such as encouraging public/private partnerships to promote the development of affordable housing in urban centers.

Assist with pursuit of creative ways to implement the provisions for affordable housing in projects such as the Group Health and Limited Edition Development Agreements in Overlake; including exploring ways to leverage other resources.

Assist with the promotion of affordable housing and other programs available to Redmond residents and developers, e.g., Accessory Dwelling Units (ADUs) (see above).

Assist with carrying out implementation strategies that result from the investigation of emerging housing markets and East Link Corridor housing strategies as described below under regional issues.

Assist City staff and Council with evaluating and, if appropriate, implementing a tax incentive program for affordable housing, as allowed under RCW 84.14.

Provide assistance as needed in further planning and implementing neighborhood plans (e.g. Southeast Redmond) with respect to housing.,

As follow up to City's adoption of Section 8 anti-discrimination ordinance, assist with education outreach effort to landlords regarding Section 8 program. Potentially do in cooperation with other jurisdictions.

Sammamish

Assist City with an update to their Housing Strategy Plan.

Assist City staff with development and implementation for site donated to Habitat (see special initiatives).

Evaluate Strategy Plan to assess if work should commence on any priority strategies (e.g. Senior Housing opportunities).

Assist City staff with implementation of Town Center affordable housing provisions

Woodinville

Assist City staff with a Housing Strategy Plan.

Assist with review and any update of affordable housing and accessory dwelling unit programs and regulations.

Assist City staff and Planning Commission with evaluating and developing incentives for affordable housing as provided for in the Downtown/Little Bear Creek Master Plan area.

Yarrow Point

Assist Planning Commission and Council with a review and potential update of current ADU regulations, and assist with effort to increase public awareness of local provisions.

King County See Regional/Planning Activities below.

Complete standard covenants, and monitor the implementation of the Northridge/Blakely Ridge and Redmond Ridge Phase II affordable housing development agreements. This includes monitoring annual progress toward achieving affordability goals; and providing information to developers on details

about how the program is implemented.

General Assistance. In the past, there have been numerous situations where members have had requests for support on issues not explicitly listed in the Work Program. Requests range from technical clarifications, to assisting with negotiating agreements for specific development proposals, to more substantial assistance on unforeseen planning initiatives. ARCH sees this as a valuable service to its members and will continue to accommodate such requests to the extent they do not jeopardize active work program items.

B. Regional/Countywide Planning Activities

PSRC – Growing Transit Communities (GTC)). PSRC in a partnership with public and private agencies from the Central Puget Sound region with a HUD Sustainable Communities Planning Grant completed a a regional GTC strategy plan. Several ARCH members and ARCH are participating in follow up efforts coordinated by the GTC Advisory Committee. ARCH staff will assist member jurisdictions to evaluate and implement GTC strategies relevant to their respective communities. Some specific activities for individual members are described above in the Local Housing Efforts section. One general activity being pursued is a loan acquisition program (REDI). ARCH will participate in work groups and if enacted assist with implementation. Another general area of activity could be to assist member cities with familiarizing the development community about local housing incentives available in their communities.

Objective: Obtain information that is applicable to ARCH member cities' housing development efforts and assist with implementing GTC strategies.

Countywide Planning Policies (CPP) for Affordable Housing. The Growth Management Planning Council adopted updated CPPs for housing. This also included several follow up work program items to begin implementation of some of the policies. ARCH staff will assist the regional work group on these follow up work program items (e.g. identifying and collecting key regional data for monitoring progress).

Legislative Items. ARCH staff will track state and federal legislative items that relate to affordable housing that could impact members' ability to address affordable housing. As needed, staff will report back to the Executive Board and members, and when directed coordinate with other organizations (e.g. AWC, Prosperity Partnership, WLIHA) to contact legislators regarding proposed legislation.

Committee to End Homelessness (CEH)/ Eastside Homeless Advisory Committee (EHAC). Anticipated work of the CEH in the coming year includes continued coordinated allocation of resources, and initiating several specific proposals (e.g. shelters, addressing homelessness for veterans, families conversion process, and youth and young adults). Role for ARCH staff is expected to include participating in the CEH Funders group and its efforts to coordinate funding, and inform ARCH members and the general public of CEH/EHAC activities. Also continue to participate in efforts to implement homeless efforts within East King County through EHAC, including longer term solutions for winter shelters in East King County (see Special Initiatives).

Objective: Keep member jurisdictions informed of significant regional issues and pending legislation that could affect providing housing in East King County.

Ensure that perspectives of communities in East King County are addressed in regional housing activities, including the Committee to End Homelessness.

Have one or more specific local programs initiated as part of the 10 Year Plan to End Homelessness.

III. HOUSING PROGRAM IMPLEMENTATION

Monitoring Affordable Rental Housing. Administer ongoing compliance of affordability requirements. This includes affordable rental housing created through direct assistance (e.g. Trust Fund allocation, land donations) from member jurisdictions, and through land use incentives. Some Trust Fund projects also require monitoring of project cash flow related to loans made by jurisdictions to projects (see I. Project Assistance). An objective in 2015 is to update administrative procedures in response to changing practices in the real estate market such as payment of various utilities by residents. .

Objective: Ensure projects are in compliance with affordability requirements which involve collecting annual reports from projects, screening information for compliance, and preparing summary reports for local staffs. To the extent possible this work shall:

- Minimize efforts by both owners and public jurisdictions.
- Coordinate ARCH's monitoring efforts with efforts by other funding sources such as using shared monitoring reports.
- Utilize similar documents and methods for monitoring developments throughout East King County.
- Ensure accurate records for affordable ownership units, including audit units for owner occupancy and proper recording of necessary documentation.
- Establish working relationship with other public organizations that can help assess how well properties are maintained and operated (e.g. code compliance, police, and schools).

Monitoring Affordable Ownership Housing. As more price restricted homes are created, monitoring of affordable ownership housing created through local land use regulations is becoming of increased importance. In addition, will continue to monitor general trends with ownership units, enforcement of covenant provisions (e.g. leasing homes, foreclosure), and as necessary evaluate and if warranted, complete revisions to the ownership covenants. This effort will include convening member planning staff to review potential revisions, consulting with King County and other local ownership programs, and seeking approval from Secondary Market lenders (e.g. FHA, Fannie Mae) of any potential revisions. Also continue to maintain a list of households potentially interested in affordable ownership housing.

Objective: Oversee resale of affordable ownership homes. Address issues related to ongoing compliance with program requirements (e.g. leasing homes, foreclosures).

Complete revisions to the affordability covenant and administrative procedures to better protect against potential loss of long term affordability.

Information for public on Affordable Housing. Maintain lists of affordable housing in East King County (rental and ownership), and making that available as needed to people looking for affordable housing.

Objective: Maximize awareness of affordable housing opportunities in East King County through the ARCH web site, public flyers and other means to assist persons looking for affordable housing.

Relocation Plans. Assist as necessary with preparing relocation plans and coordinate monitoring procedures for developments required to prepare relocation plans pursuant to local or state funding or regulatory requirements.

Objective: Maximize efforts to ensure that existing households are not unreasonably displaced as a result of the financing or development of new or existing housing.

IV. SUPPORT/EDUCATION/ADMINISTRATIVE ACTIVITIES

Education/Outreach. Education efforts should tie into efforts related to public outreach/input on regional housing issues (see Local Planning Activities). However, much of ARCH's outreach/education work will occur through work with individual members on local housing efforts. As part of Housing 101, in addition to the Housing 101 workbook and related brochures, conduct some type of specific education event. In 2015, Housing 101 could entail a more public event such as the Community Recognition Awards or short videos to be broadcast on local cable channels.

Objective: Develop education tools to inform councils, staffs and the broader community of current housing conditions, and of successful efforts achieved in recent years.

Be a resource for members to assist with outreach and education activities on affordable housing associated with local planning efforts.

Conduct specific education events for ARCH member staff, commissioners and council members.

Create outreach tools/efforts that inform the broader community of affordable housing resources available to residents.

ARCH Web Site. Update on a regular basis information on the ARCH website, including information related to senior housing opportunities. Add new section to the website that provides more details and administrative materials for affordable incentive programs available through ARCH members and fair housing information. Add a new page to the website that provides a quarterly update on a timely topic, and disperse information to member councils and staffs.

Objective: Maintain the ARCH web site and update the community outreach portion by incorporating information from Housing 101 East King County, as well as updated annual information, and links to other sites with relevant housing

information (e.g. CEH, HDC).

Make presentations, including housing tours, to at least 10 community organizations.

Media coverage on at least six topics related to affordable housing in East King County related to work done by Cities/ARCH and articles in local city newsletters.

Advice to Interested Groups. Provide short-term technical assistance to community groups, faith communities and developers interested in community housing efforts. Meet with groups and provide suggestions on ways they could become more involved. In 2015, undertake an effort to educate realtors about local Affordable Ownership program.

Objective: Increase awareness of existing funding programs by potential users.

Increase opportunities for private developers and Realtors working in partnership with local communities on innovative/affordable housing.

Assist community based groups who want to provide housing information to the broader community by assisting with preparing background information.

Administrative Procedures. Maintain administrative procedures that efficiently provide services to both members of ARCH and community organizations utilizing programs administered through ARCH. Prepare quarterly budget performance and work program progress reports, including Trust Fund monitoring reports. Prepare the Annual Budget and Work Program. Work with Executive Board to develop multi-year strategy for the ARCH Administrative Budget. Staff the Executive and Citizen Advisory Boards. Continue to inquire among cities within the ARCH Sphere of Influence that are not members of ARCH (e.g. Snoqualmie Valley cities) potential interest in becoming a member of ARCH.

Objective: Maintain a cost effective administrative budget for ARCH, and keep expenses within budget. Administrative costs should be equitably allocated among ARCH's members.

Maintain membership on the ARCH Citizen Advisory Board that includes broad geographic representation and a wide range of housing and community perspectives.

2015 ARCH Administrative Budget

Final 12-12-14

I. ANNUAL OPERATING EXPENSES

Item	2014 Budget	2015 Budget	Change Budget	Percent Change
Staffing *				
Sub-total	$ 561,506	$ 580,799	$ 19,292	3%
Rent	$ 21,600	$ 22,248	$ 648	3%
Utlities	Incl^	Incl^	Incl^	Incl^
Telephone	$ 3,296	$ 3,395	$ 99	3%
Operating				
Travel/Training	$ 2,000	$ 2,000	$ -	0%
Auto Mileage	$ 3,150	$ 3,150	$ -	0%
Copier Costs	$ 2,000	$ 2,000	$ -	0%
Office Supplies	$ 2,060	$ 2,348	$ 288	14%
Office Equipment Service	$ 1,500	$ 1,500	$ -	0%
Fax/Postage	$ 1,200	$ 1,200	$ -	0%
Periodical/Membership	$ 3,700	$ 3,700	$ -	0%
Misc. (e.g. events,etc.)	$ 1,680	$ 1,680	$ -	0%
Insurance	$ 8,700	$ 9,135	$ 435	5%
Reorganization Admin	$ 650	$ 650	$ -	
Sub-total	$ 26,640	$ 27,363	$ 723	3%
TOTAL	$ 613,042	$ 633,805	$ 20,762	3.39%

* Actual salary increases based on Bellevue's approved Cost of Living Adjustment

II. ARCH ADMINISTRATIVE BUDGET: 2015 IN-KIND CONTRIBUTIONS

Salary	Annual Cost	Value of In-King Contributions Bellevue	Required Cash
Manager	$ 117,994	$ 117,994	$ -
Benefits	$ 38,690	$ 38,690	$ -
Associate Planner I	$ 101,685		$ 101,685.02
Benefits	$ 35,856		$ 35,855.86
Associate Planner II	$ 87,707		$ 87,707.14
Benefits	$ 33,427		$ 33,426.50
Clerk I	$ 71,867		$ 71,867.24
Benefits	$ 30,674		$ 30,673.53
Clerk II	$ 38,095		$ 38,095.04
Benefits	$ 24,804		$ 24,803.92
Sub-total	$ 580,799	$ 156,684	$ 424,114.25
Rent at Family Resource Ce	$ 22,248		$ 22,248.00
Utilities	Incl^		
Telephone	$ 3,395		$ 3,394.88
Travel/Training	$ 2,000		$ 2,000.00
Auto Mileage	$ 3,150		$ 3,150.00
Copier Costs	$ 2,000		$ 2,000.00
Office Supplies	$ 2,348		$ 2,348.40
Office Equipment	$ 1,500		$ 1,500.00
Fax/Postage	$ 1,200		$ 1,200.00
Periodical/Membership	$ 3,700		$ 3,700.00
Misc.	$ 1,680	$ 219	$ 1,461.33
Insurance	$ 9,135	$ 9,135	$ 8,916.33
Reorganization Cost	$ 650	$ 650	$ -
Sub-total	$ 27,363	$ 10,004	$ 17,359.73
TOTAL	$ 633,805	$ 166,688	$ 467,116.86

III. ARCH ADMINISTRATIVE BUDGET: RESOURCE DISTRIBUTION

A. Cash Contributions	2014	2015	Change	Percent Change
Bellevue	$ -	$ -	$ -	
Bothell	$ 45,890	$ 52,731.94	$ 6,841.78	
Issaquah	$ 27,565	$ 40,542.65	$ 12,977.15	
King County	$ 43,466	$ 43,466.00	$ -	
Kirkland	$ 81,310	$ 103,129.49	$ 21,819.54	
Mercer Island	$ 29,882	$ 29,882.38	$ -	
Newcastle	$ 11,675	$ 13,425.89	$ 1,751.03	
Redmond	$ 65,020	$ 70,460.67	$ 5,441.10	
Woodinville	$ 12,864	$ 13,867.53	$ 1,003.47	
Beaux Arts Village	$ 1,569	$ 1,569	$ -	
Clyde Hill	$ 3,205	$ 3,760	$ 555.30	
Hunts Point	$ 1,569	$ 1,569	$ -	
Medina	$ 3,218	$ 3,785	$ 567.95	
Yarrow Point	$ 1,569	$ 1,569	$ -	
Sammamish	$ 53,334	$ 60,644	$ 7,309.30	
Kenmore	$ 25,918	$ 26,713	$ 795.20	
Other	$ -	$ -	$ -	
TOTAL	$ 408,055	$ 467,117	$ 59,061.83	

B. In-Kind Contributions	2014	2015	Change	Percent Change
Bellevue	$ 153,342	$ 166,688	$ 13,346	8.70%
TOTAL	$ 153,342	$ 166,688	$ 13,346	

C. Total Contributions *	2014	2015	Change	Percent Change
Bellevue	$ 153,342	$ 166,688	$ 13,346	8.70%
Bothell	$ 45,890	$ 52,732	$ 6,841.78	14.91%
Issaquah	$ 27,565	$ 40,543	$ 12,977.15	47.08%
King County	$ 43,466	$ 43,466	$ -	0.00%
Kirkland	$ 81,310	$ 103,129	$ 21,819.54	26.84%
Mercer Island	$ 29,882	$ 29,882	$ -	0.00%
Newcastle	$ 11,675	$ 13,426	$ 1,751.03	15.00%
Redmond	$ 65,020	$ 70,461	$ 5,441.10	8.37%
Woodinville	$ 12,864	$ 13,868	$ 1,003.47	7.80%
Beaux Arts Village	$ 1,569	$ 1,569	$ -	0.00%
Clyde Hill	$ 3,205	$ 3,760	$ 555.30	17.33%
Hunts Point	$ 1,569	$ 1,569	$ -	0.00%
Medina	$ 3,218	$ 3,785	$ 567.95	17.65%
Yarrow Point	$ 1,569	$ 1,569	$ -	0.00%
Sammamish	$ 53,334	$ 60,644	$ 7,309.30	13.70%
Kenmore	$ 25,918	$ 26,713	$ 795.20	3.07%
Other**	$ 51,645	$ -	$ (51,645.00)	
TOTAL REVENUE	$ 613,042	$ 633,805	$ 20,762.44	3.39%
TOTAL COSTS	$ 613,042	$ 633,805	$ 20,762.45	3.39%

BALANCE $0

* Changes are disproportionate in order to realign contributions based on recent annexations and updated census population figures.

** ARCH adminsitrative reserves and misc income.

Council Meeting: 02/03/2015
Agenda: Other Business
Item #: 8. h. (3).

CITY OF KIRKLAND
Department of Planning and Community Development
123 Fifth Avenue, Kirkland, WA 98033 425-587-3235
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Dawn Nelson, Planning Supervisor

Date: January 21, 2015

Subject: ARCH 2014 HOUSING TRUST FUND RECOMMENDATION, FILE PLN15-00009

RECOMMENDATION

Staff recommends that the City Council adopt the enclosed resolution and approve the recommendations and conditions of approval of the ARCH Executive Board to allocate Kirkland funds as part of the Fall 2014 ARCH Housing Trust Fund:

- $160,000 to the East King County Men's Winter Shelter project;
- $120,000 to the Regional Equitable Development Initiative (REDI) fund; and
- $80,152 to the Parkview Homes Supportive Living Services Home project.

BACKGROUND DISCUSSION

As in previous funding rounds, general funds set aside by the Council for low and moderate income housing development projects are administered through the ARCH Housing Trust Fund. In addition, now that Kirkland is a Joint Agreement City in the King County Community Development Block Grant (CDBG) Consortium, CDBG funds allocated by the City Council for capital projects are also administered through the ARCH Housing Trust Fund.

ARCH has one application process each year in the fall. This year, there were three applications for funding from ARCH. The ARCH Executive Board has recommended that awards be made to all three projects, all of which would use Kirkland funds. The total amount of Kirkland general funds being committed is $280,000, less than our budgeted set aside of $300,000. The remaining funds will be available for preservation projects that might request funding from ARCH outside the normal trust fund cycle or for next fall's trust fund round. The $80,152 of CDBG funds allocated for capital projects by R-5071 in October 2014 are also being committed in this process.

East King County Men's Winter Shelter
This project, proposed by Congregations for the Homeless (CFH) with the support of the King County Housing Authority (KCHA), will be a secured grant for the acquisition of property to create a permanent winter shelter for at least 50 men. Two winter shelters – one for unaccompanied men and the other for women and families – have been funded by East King County cities and operated at interim sites for the past six years. CFH has operated the men's shelter at various churches or civic buildings. A specific property has not been identified for the shelter, but one near transit and other services will be sought. In addition to creating a shelter in an appropriate location, the project will provide daytime services and a drop in center.

Regional Equitable Development Initiative (REDI) Fund
The REDI Fund proposal is a result of the Growing Transit Communities (GTC) Partnership, a consortium of public, private, and non-profit stakeholders led by the Puget Sound Regional Council (PSRC). The deferred loan award from ARCH and other public funders (King County, Seattle and the State Department of Transportation) will be $5 million in public seed money to capitalize a $25 million revolving loan fund to allow acquisition of sites for low-income housing near high-capacity transit in the central Puget Sound region. Foundations and lenders would be the source of the remaining funds. Once the fund is established, developers in East King County will have another source for loans to acquire property for transit oriented development.

Parkview Homes Supportive Living Services Home
This project will acquire and remodel one three-bedroom home to serve three individuals with developmental disabilities who earn no more than 30% of King County median income. The specific home will be identified once all funding is committed and will be located in the Bothell or Kirkland area. The award will be made in the form of a secured grant.

A summary of the Executive Board recommendation for these projects is included in Exhibit A to the attached Resolution. Additional information about all the projects and their financing is included as Attachment 1 to this memo. ARCH staff will be available to answer questions at the February 3rd City Council meeting.

Cc: Arthur Sullivan, ARCH, 16225 NE 87th Street, Suite A-3, Redmond, Washington 98052

ARCH HOUSING TRUST FUND (HTF) APPLICATIONS 2014

Applicant	Funds Requested (Grant/Loan) / Recommendation	Housing Type/ # of units/ bdrms	Income Served	Project Location	Duration of benefit	Total cost per unit	HTF cost per affordable unit	Project completion
ARCH REDI Fund (TOD Land Banking)	$500,000 Loan	Acquisition of Properties suitable for development as affordable housing TBD	Will vary from 30% to market rate	4 County Area Sites to be determined Geographic distribution targets, including ARCH sphere	30 years or more presumed	Unknown	Unknown	
KCHA/ Congregations for the Homeless	$700,000 Secured Grant	Acquisition/ Rehab or New Construction 50	50 beds @ 30% Homeless	ARCH Sphere of Influence	50 Years	$64,000/bed	$14,000	Nov 2017
Parkview Services DD Home	$200,800 Secured Grant	Acq/Rehab of Home for Developmentally Disabled 3	3 @ 30%	ARCH Sphere of Influence – Kirkland/Bothell Site to be determined	50 Years	$184,836	$66,933	Fall 2015

2014 HOUSING TRUST FUND: PROPOSED FUNDING SCOURCES
EXECUTIVE BOARD 12/11/14

	PROJECT			
SOURCE	**CFH / KCHA Winter Shelter**	**REDI Land Fund**	**Parkview DD Home**	**TOTAL**
Request	$ 700,000	$ 500,000	$ 200,800	$ 1,400,800
CAB Recommendation	$ 700,000	$ 500,000	$ 200,800	$ 1,400,800
Current Funding				
Sub-Regional CDBG				$ -
Bellevue				
CDBG				$ -
General Fund	$ 383,500	$ 250,000	$ 55,900	$ 689,400
Issaquah				
General Fund	$ 20,000	$ 36,500	$ 5,291	$ 61,791
Kirkland				
General Fund	$ 160,000	$ 120,000	$ -	$ 280,000
CDBG			$ 80,152	$ 80,152
Mercer Is.				
General Fund	$ 7,000	$ 11,500	$ 1,500	$ 20,000
Redmond				
General Fund	$ 50,000	$ 50,000	$ -	$ 100,000
CDBG			$ 47,232	$ 47,232
Newcastle				
General Fund	$ 7,800		$ 700	$ 8,500
Kenmore				
General Fund	$ 20,000	$ 25,000	$ 4,285	$ 49,285
Woodinville				
General Fund	$ 4,000	$ 7,000	$ 1,500	$ 12,500
Sammamish				
General Fund	$ 18,000		$ 1,600	$ 19,600
Clyde Hill				
General Fund	$ 13,800		$ 1,200	$ 15,000
Medina				
General Fund	$ 11,300		$ 1,040	$ 12,340
Yarrow Point				
General Fund	$ 2,300		$ 200	$ 2,500
Hunts Point				
General Fund	$ 2,300		$ 200	$ 2,500
TOTAL	$ 700,000	$ 500,000	$ 200,800	$ 1,400,800
CDBG	$ -	$ -	$ 127,384	$ 127,384
General Fund	$ 700,000	$ 500,000	$ 73,416	$ 1,273,416

ARCH HOUSING TRUST FUND, 2014

Leveraging Funds - -

	ARCH REDI Fund		KCHA/Congregations EKC Perm Winter Shelter		Parkview Sevices ARCH Sphere Home		TOTAL
Prior ARCH Commitment							$0
New ARCH Request	$500,000		$700,000		$200,800		$1,400,800
ARCH TOTAL	$ 500,000	2%	$ 700,000	22%	$ 200,800	36%	$ 1,400,800
King County							
Prior KC Commitment							$0
HOF/HOME/CDBG			$1,000,000		$175,308		$1,175,308
2060/2163							$0
Veterans/Human Services							$0
Other	$ 1,000,000						$1,000,000
KC TOTAL	$ 1,000,000	4%	$ 1,000,000	31%	$ 175,308	32%	$2,175,308
Prior WA Commitment							$0
WA HAP							$0
WA HTF	$0 *		$900,000		$175,400		$1,075,400
WA HFC (Equity Fund)							$0
WSHFC Washington Works							$0
WA TOTAL	$ -	0%	$ 900,000	28%	$ 175,400	32%	$1,075,400
Federal/HUD							$0
Section 811							$0
McKinney							$0
Other (Mobility Grant)	$ 2,500,000						$2,500,000
FEDERAL TOTAL	$ 2,500,000	0%	$ -	0%	$ -	0%	$2,500,000
Tax Credits		0%		0%		0%	$0
Prior Tax Credit Commitment		0%		0%		0%	$0
Other Prior							
TCAP		0%		0%		0%	$0
Bonds		0%		0%		0%	$0
Bank Loans	$ 12,500,000	50%		0%		0%	$12,500,000
Deferred Developer Fee		0%		0%		0%	$0
Private	$7,500,000	30%	$600,000	19%	$3,000	1%	$8,103,000
Other (City of Seattle)	$1,000,000	4%		0%		0%	$1,000,000
TOTAL COST	$ 25,000,000	90%	$ 3,200,000	100%	$ 554,508	100%	$ 28,754,508

Total New

ECONOMIC SUMMARY: EKC Men's Permanent Winter Shelter

1. Applicant/Description: Congregations for the Homeless/KCHA / Development of shelter to serve a minimum of 50 homeless men, plus serve as day center

2. Project Location: ARCH Sphere of Influence

3. Financing Information:

Funding Source	Funding Amount	Commitment
ARCH	$700,000	Applied for Fall 2014
King County	$1,000,000	Applied for Interim Fall 2014 Applying for Permanent in Fall 2015
Commerce Trust Fund	$900,000	Applying in Fall 2015
Capital Campaign	$600,000	Committed
TOTAL	$3,200,000	

4. Conceptual Development Budget:

ITEM	TOTAL	PER BED	HTF
Acquisition	$1,337,000	$26,740	$680,000
Relocation	$20,000	$400	$20,000
Construction	$1,556,600	$31,132	
Design	$52,000	$1,040	
Development Consultant	$50,000	$1,000	
Other consultants	$14,000	$280	
Permits/Fees/Hookups	$83,200	$1,664	
Finance costs	$48,000	$960	
Reserves	$25,000	$500	
Other development costs*	$14,200	$284	
TOTAL	$3,200,000	$64,000	$700,000

*Insurance, Bidding, Development Period Utilities and Accounting

5. Debt Service Coverage: Secured grant, no repayment if in compliance.

6. Security for City Funds:
- A recorded covenant to ensure affordability and use for targeted population for 50 years.
- A promissory note secured by a deed of trust. The promissory note will require repayment of the grant amount upon non-compliance with any of the funding conditions.

7. Rental Subsidy: None

ECONOMIC SUMMARY: PARKVIEW XI

1. Applicant/Description: Parkview Services / Acqusition and remodeling of home to serve 3 persons living with developmental disabilities

2. Project Location: Bothell/Kirkland area

3. Financing Information:

Funding Source	Funding Amount	Commitment
ARCH	$200,800	Applied for Fall 2014
King County	$175,308	Applied for Fall 2014
Commerce Trust Fund	$175,400	Applied for Fall 2014
Owner Equity	$3,000	Committed
TOTAL	$554,508	

4. Development Budget:

ITEM	TOTAL	PER BED	HTF
Acquisition	$412,000	$137,333	$180,800
Construction	$57,500	$19,167	
Design	$16,000	$5,333	
Consultants	$2,950	$983	
Developer fee	$55,000	$18,333	$20,000
Finance costs	$3,508	$1,169	
Reserves	$3,000	$1,000	
Other development costs*	$4,550	$1,517	
TOTAL	$554,508	$184,836	$200,800

* Development Period Utilities, Insurance, Accounting

5. Debt Service Coverage: Secured grant, no repayment if in compliance.

6. Security for City Funds:
- A recorded covenant to ensure affordability and use for targeted population for 50 years.
- A promissory note secured by a deed of trust. The promissory note will require repayment of the grant amount upon non-compliance with any of the funding conditions.

7. Rental Subsidy: None

FIGURE 1
ARCH: EAST KING COUNTY TRUST FUND SUMMARY
LIST OF CONTRACTED PROJECTS FUNDED (1993 - Spring 2014)

Project	Location	Owner	Units/Beds	Funding	Pct of Total Allocation	Distribution Target
1. Family Housing						
Andrews Heights Apartments	Bellevue	Imagine Housing	24	$400,000		
Garden Grove Apartments	Bellevue	DASH	18	$180,000		
Overlake Townhomes	Bellevue	Habitat of EKC	10	$120,000		
Glendale Apartments	Bellevue	DASH	82	$300,000		
Wildwood Apartments	Bellevue	DASH	36	$270,000		
Somerset Gardents (Kona)	Bellevue	KC Housing Authority	198	$700,000		
Pacific Inn	Bellevue *	Pacific Inn Assoc. *	118	$600,000		
Eastwood Square	Bellevue	Park Villa LLC	48	$600,000		
Chalet Apts	Bellevue	Imagine Housing	14	$163,333		
Andrew's Glen	Bellevue	Imagine Housing	10 /11	$387,500		
Bellevue Apartments	Bellevue ***	LIHI ***	45	$800,000		
YWCA Family Apartments	K.C. (Bellevue Sphere)	YWCA	12	$100,000		
Highland Gardens (Klahanie)	K.C. (Issaquah Sphere)	Imagine Housing	54	$291,281		
Crestline Apartments	K.C. (Kirkland Sphere)	Shelter Resources	22	$195,000		
Parkway Apartments	Redmond	KC Housing Authority	41	$100,000		
Habitat - Patterson	Redmond **	Habitat of EKC **	24	$446,629		
Avon Villa Mobile Home Park	Redmond **	MHCP **	93	$525,000		
Terrace Hills	Redmond	Imagine Housing	18	$442,000		
Village at Overlake Station	Redmond **	KC Housing Authority **	308	$1,645,375		
Summerwood	Redmond	DASH	166	$1,187,265		
Coal Creek Terrace	Newcastle **	Habitat of EKC **	12	$240,837		
RoseCrest (Talus)	Issaquah **	Imagine Housing **	40	$918,846		
Mine Hill	Issaquah	Imagine Housing	28	$450,000		
Clark Street	Issaquah	Imagine Housing	30	$355,000		
Lauren Heights (Iss Highlands)	Issaquah **	Imagine Housing/SRI **	45	$657,343		
Habitat Issaquah Highlands	Issaquah **	Habitat of EKC **	10	$318,914		
Issaquah Family Village I	Issaquah **	YWCA **	87	$4,382,584		
Issaquah Family Village II	Issaquah **	YWCA **	47	$2,760,000		
Greenbrier Family Apts	Woodinville **	DASH **	50	$286,892		
Plum Court	Kirkland	DASH	61 /66	$1,000,000		
Francis Village	Kirkland	Imagine Housing	15	$375,000		
South Kirkland Park n Ride	Kirkland **	Imagine Housing **	46	$901,395		
Copper Lantern	Kenmore **	LIHI **	33	$452,321		
Habitat Sammamish	Sammamish ** ***	Habitat of KC ***	10	$853,000		
Homeowner Downpayment Loan	Various	KC/WSHFC/ARCH	87 est	$615,000		
SUB-TOTAL			**1,942**	**$24,020,516**	54.5% (56%)	
2. Senior Housing						
Cambridge Court	Bellevue	Resurrection Housing	20	$160,000		
Ashwood Court	Bellevue *	DASH/Shelter Resources *	50	$1,070,000		
Evergreen Court (Assisted Living)	Bellevue	DASH/Shelter Resources	64 /84	$2,480,000		
Bellevue Manor / Harris Manor	Bellevue / Redmond	KC Housing Authority	105	$1,334,749		
Vasa Creek	K.C. (Bellevue Sphere)	Shelter Resources	50	$190,000		
Riverside Landing	Bothell **	Shelter Resources	50	$225,000		
Kirkland Plaza	Kirkland	Imagine Housing	24	$610,000		
Totem Lake Phase 2	Kirkland ***	Imagine Housing ***	80	$736,842		
Heron Landing	Kenmore	DASH/Shelter Resources	50	$65,000		
Ellsworth House Apts	Mercer Island	Imagine Housing	59	$900,000		
Providence Senior Housing	Redmond **	Providence **	74	$2,239,000		
Greenbrier Sr Apts	Woodinville **	DASH/Shelter Resources **	50	$196,192		
SUB-TOTAL			**676**	**$10,206,783**	23.2% (19%)	

FIGURE 1
ARCH: EAST KING COUNTY TRUST FUND SUMMARY
LIST OF CONTRACTED PROJECTS FUNDED (1993 - Spring 2014)

Project	Location		Owner	Units/Beds		Funding	Pct of Total Allocation	Distribution Target
3. Homeless/Transitional Housing								
Hopelink Place	Bellevue	**	Hopelink **	20		$500,000		
Chalet	Bellevue		Imagine Housing	4		$46,667		
Kensington Square	Bellevue		Housing at Crossroads	6		$250,000		
Andrew's Glen	Bellevue		Imagine Housing	30		$1,162,500		
Bellevue Apartments	Bellevue	***	LIHI ***	12		$200,000		
Sophia Place	Bellevue		Sophia Way	20		$250,000		
Dixie Price Transitional Housing	Redmond		Hopelink	4		$71,750		
Avondale Park	Redmond		Hopelink (EHA)	18		$280,000		
Avondale Park Redevelopment	Redmond	**	Hopelink (EHA) **	60		$1,502,469		
Petter Court	Kirkland		KITH	4		$100,000		
Francis Village	Kirkland		Imagine Housing	45		$1,125,000		
South Kirkland Park n Ride	Kirkland	***	Imagine Housing ***	12		$225,349		
Totem Lake Phase 2	Kirkland		Imagine Housing	15		$138,158		
Rose Crest (Talus)	Issaquah	**	Imagine Housing **	10		$229,712		
Lauren Heights (Iss Highlands)	Issaquah	**	SRI **	5		$73,038		
Issaquah Family Village I	Issaquah	**	YWCA **	10		$503,745		
SUB-TOTAL				**257**		**$6,658,387**	15.1%	(13%)
4. Special Needs Housing								
My Friends Place	K.C.		EDVP	6	Beds	$65,000		
Stillwater	Redmond		Eastside Mental Health	19	Beds	$187,787		
Foster Care Home	Kirkland		Friends of Youth	4	Beds	$35,000		
FOY New Ground	Kirkland		Friends of Youth	6	Units	$250,000		
DD Group Home 7	Kirkland		Community Living	5	Beds	$100,000		
Youth Haven	Kirkland		Friends of Youth	10	Beds	$332,133		
FOY Transitional Housing	Kirkland	**	Friends of Youth **	10	Beds	$252,624		
FOY Extended Foster Care	Kirkland	**	Friends of Youth **	10	Beds	$112,624		
DD Group Home 4	Redmond		Community Living	5	Beds	$111,261		
DD Group Homes 5 & 6	Redmond/KC (Bothell)		Community Living	10	Beds	$250,000		
United Cerebral Palsy	Bellevue/Redmond		UCP	9	Beds	$25,000		
DD Group Home	Bellevue		Residence East	5	Beds	$40,000		
AIDS Housing	Bellevue/Kirkland		AIDS Housing of WA	10	Units	$130,000		
Harrington House	Bellevue		AHA/CCS	8	Beds	$290,209		
DD Group Home 3	Bellevue		Community Living	5	Beds	$21,000		
Parkview DD Condos III	Bellevue		Parkview	4		$200,000		
IERR DD Home	Issaquah		IERR	6	Beds	$50,209		
FFC DD Homes	NE KC		FFC	8	Beds	$300,000		
Oxford House	Bothell		Oxford/Compass Ctr.	8	Beds	$80,000		
Parkview DD Homes VI	Bothell/Bellevue		Parkview	6	Beds	$150,000		
FFC DD Home II	TBD		FFC	4	Beds	$168,737		
SUB-TOTAL				**158**	**Beds/Units**	**$3,151,584**	7.2%	(12%)
TOTAL				**3,033**		**$44,037,270**	**100.0%**	
						10%		

* Funded through Bellevue Downtown Program
** Also, includes in-kind contributions (e.g. land, fee waivers, infrastructure improvements)
*** Amount of Fee Waiver still to be finalized

RESOLUTION R-5104

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE DULY-APPOINTED ADMINISTERING AGENCY FOR A REGIONAL COALITION FOR HOUSING (ARCH) TO EXECUTE ALL DOCUMENTS NECESSARY TO ENTER INTO AGREEMENTS FOR THE FUNDING OF AFFORDALBE HOUSING PROJECTS, AS RECOMMENDED BY THE ARCH EXECUTIVE BOARD, UTILIZING FUNDS FROM THE CITY'S HOUSING TRUST FUND.

WHEREAS, A Regional Coalition for Housing (ARCH) was created by interlocal agreement to help coordinate the efforts of Eastside cities to provide affordable housing; and

WHEREAS, the ARCH Executive Board has recommended that the City of Kirkland participate in the funding of a certain affordable housing project hereinafter described; and

WHEREAS, the ARCH Executive Board has developed a number of recommended conditions to ensure that the City's affordable housing funds are used for their intended purpose and that projects maintain their affordability over time; and

WHEREAS, the City Council approved Resolution R-4804 on March 2, 2010, approving the Amended and Restated Interlocal Agreement for ARCH; and

WHEREAS, the City Council desires to use $280,000 from the City's Housing Trust Funds and $80,152 from Community Development Block Grant funds as designated below to finance the projects recommended by the ARCH Executive Board;

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

Section 1. The City Council authorizes the duly-appointed administering agency of ARCH, pursuant to the Amended and Restated Interlocal Agreement for ARCH, to execute all documents and take all necessary actions to enter into Agreements on behalf of the City with:

East King County Men's Winter Shelter in an amount not to exceed $160,000; and

Regional Equitable Development Initiative (REDI) Fund in an amount not to exceed $120,000; and

Parkview Homes Supportive Living Services Home in an amount not to exceed $80,152.

Section 2. The agreements entered into pursuant to Section 1 of this Resolution shall be funded in a total amount not to exceed $360,152. Such agreements shall include terms and conditions to

ensure that the City's funds are used for their intended purpose and that the affordability of projects is maintained over time. In determining what conditions should be included in the agreements, the duly-appointed administering agency of ARCH shall be guided by the recommendations set forth in the ARCH Executive Board's memorandum as of December 12, 2014, a copy of which is attached hereto as Exhibit A.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2015.

Signed in authentication thereof this ____ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

MEMORANDUM

TO: City of Bellevue Council Members
City of Clyde Hill Council Members
Town of Hunts Point Council Members
City of Issaquah Council Members
City of Kenmore Council Members
City of Kirkland Council Members
City of Medina Council Members
City of Mercer Island Council Members
City of Newcastle Council Members
City of Redmond Council Members
City of Sammamish Council Members
City of Woodinville Council Members
Town of Yarrow Point Council Members

FROM: Lyman Howard, Chair, and ARCH Executive Board

DATE: December 12, 2014

RE: Fall 2014 Housing Trust Fund (HTF) Recommendation

The ARCH Executive Board has completed its review of the four applications for the Fall 2014 Housing Trust Fund round. The CAB recommends funding for three projects. Recommendations total $1,400,800 as summarized in the attached table, Proposed Funding Sources. The actual amount will depend on final action by the City Councils.

Following is a summary of the applications, the CAB recommendation and rationale, and proposed contract conditions for the three proposals recommended for funding at this time. Also enclosed is a project summary table, a chart summarizing overall funding sources, an economic summary for each projects, and a summary of funded projects to date.

1. Congregations for the Homeless/King County Housing Authority EKC Men's Winter Shelter

Funding Request: $700,000 (Secured Grant)
50 beds

CAB Recommendation: $700,000 (Secured Grant)
See attached Funding Chart for distribution of City Funds

Project Summary:
Congregations for the Homeless (CFH) with the support of King County Housing Authority (KCHA) is applying to ARCH for the acquisition of a property to be developed as a permanent winter shelter for men. For the past six years East King County cities have funded two winter shelters: one for unaccompanied men and one for women and families. CFH has operated the men's emergency winter shelter during that time, at non-permanent locations usually churches or civic buildings, which have sometimes been in single family neighborhoods. The emergency shelter is a low barrier shelter which means few requirements on the shelter guests other than they don't pose a danger to other guests. The emergency shelter started out being open only on severe winter nights, but moved to being open all nights from November through March. This application takes the project a next step to a permanent location better located for shelter guests, and also be able to house daytime services and drop in center. ARCH-member planning staff have already identified a number of locations generally in or near transit-served centers and near services which would be appropriate for siting the shelter. Initially the shelter and daytime services could operate on a similar schedule as the current facilities – night time shelter during winter months and daytime services weekdays throughout the year. To the extent there is additional private and/or public funding support, it could expand the period shelter and day services are available.

The proposed shelter is sized to house at least 50 men. It would include kitchen and dining facilities, gathering space, computer lab, staff and counseling offices, a hygiene center including washrooms, showers and laundry, staff laundry, bedding storage area and sleeping areas. Ultimately the goal is to create a second similar facility for women/families. The acquisition could include a building shell which could be renovated for the purpose of the shelter/day center, or it could mean new construction. The ARCH funding in conjunction with an interim Loan from King County would be used to acquire the property. After acquisition, a final budget will be prepared and other permanent funding will be sought including permanent funding from King County and State Housing Trust Fund and a capital campaign by CFH.

Funding Rationale:

The CAB supported the intent of this application for the following reasons:

- Provides shelter during winter months for at least 50 men and part time daytime services year round which has been a demonstrated need over the past 5 years in East King County.
- Is consistent with Countywide Committee to End Homelessness priorities.
- Operator is respected, and has been successful for six years of operation in serving this population in a winter shelter.
- Would help address challenges of siting a temporary shelter on an annual basis.
- Permanent location would allow it to be better located close to transit and services and not impact single family neighborhoods.
- Permanent facility would provide opportunity to expand period shelter and day services are available with additional operating funds
- KCHA as interim owner will allow CFH to act to secure and hold potential site.

While it is not typical to recommend funding prior to a specific site is identified, it is recognized that there are special circumstances associated with this proposal. First, there is a temporary location for the shelter that is only available the next two winters and a new location needed by winter 2016. Second, acquiring properties in the areas being targeted can be competitive and require relatively quick action to

secure an option. In the recommended conditions, there are several special conditions intended to address these circumstances.

Potential Conditions:

Standard Conditions: Refer to list of standard conditions found at end of this memo

Special Conditions:

1. Prior to September 1, 2015, CFH shall provide to City or Administering Agency an update on the status of the project which will include: update on status of a site search, updates on the status of the capital campaign and applications for other public funding; updated capital and operating budgets (including reflecting federal funding requirements); and progress toward being able to meet all funding conditions within the 18 month period specified in Condition 2. If the City or Administering Agency evaluation indicates that funding conditions cannot be met within the 18 month funding condition period, (e.g. status of site search, progress on the capital campaign, application for other funding, updated budgets), then the ARCH Executive Board will be authorized to have the funding award expire and CFH will have to reapply to ARCH for funding.

2. In the event the first funding condition is met, the funding commitment shall be extended to eighteen (18) months from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to City or Administering Agency no later than sixty (60) days prior to the expiration date. City or Administering Agency will consider an extension only on the basis of documented, meaningful progress in bringing the project to readiness or completion.

3. CFH will provide a capital campaign strategy by March 2015 which includes key activities and campaign funding target milestones. Sustain operation over time through fundraising and other efforts.

4. With the approval of the ARCH Executive Board, up to $50,000 of funds may be released for predevelopment expenses including Option money for securing a site, due diligence associated with securing the site and project management during the predevelopment phase. The remaining funds could be released upon all other public funding commitment.

5. Funds shall be used by CFH toward acquisition and related due diligence, construction, design and relocation costs. Final designation of use of funds, including any other project related purpose, must receive written authorization from ARCH staff.

6. Funds will be in the form of a secured grant with no repayment, so long as affordability and target population is maintained, and the service funds necessary to provide services to this population are available.

7. A covenant is recorded ensuring affordability for at least fifty (50) beds for fifty (50) years at 30% AMI maximum income.

8. Upon identification of any specific site being considered CFH shall notify ARCH and the City where the site is located for review and approval. In addition CFH shall furnish to ARCH, for

review by the Citizen Advisory Board, terms for the site acquisition and updated development and operating budgets.

9. By March 2015, an outreach plan will be submitted to ARCH staff for review and approval. The outreach plan will include provisions such as:

   - Provide written notification to neighbors upon identification of a suitable site to include description of the project, and information regarding CFH that will include the website and contact number
   - Send out invitations and provide an opportunity for neighbors to individually and/or as a group to meet with CFH in an Open House or other format regarding the project during the site feasibility stage.
   - Strategies for maintaining community communication after development of a specific site, including information about what to do in case something out of the ordinary occurs.

10. As part of the quarterly monitoring report, CFH shall explicitly include any activities related to the neighborhood outreach plan; and progress of the Capital Campaign including active solicitations, amounts pledged and secured against campaign targets and how funds are allocated to the different projects covered by the campaign.

11. Prior to release of funds, the Agency shall submit to ARCH staff for review and approval the winter shelter operating plan including how the facility will be managed and maintained, maintaining the safety and security of shelter guests as well as neighbors, and the financial operations of the shelter.

12. In the event that any operating support funding levels will be reduced, the Agency shall inform ARCH Staff about the impacts the proposed reduction will have on the budget and plan for services to clients, and what steps shall be taken to address the impacts. A new budget or services plan must be approved by ARCH.

2. REDI (Regional Equitable Development Initiative) Fund

Funding Request:	$500,000 (Deferred Loan) Unknown number of affordable units
CAB Recommendation:	$500,000 (Deferred Loan) See attached Funding Chart for distribution of City Funds

Project Summary:
This application is for $500,000 in seed funding for capitalizing a $25 million revolving loan fund for the purpose of acquiring sites within a four-county region. The goal is for the program to be operational in 2015. The proposed mission statement for the fund is: “to promote equitable transit communities throughout the central Puget Sound region through strategic property acquisition lending that supports the development and preservation of housing and community facilities that meet the needs of low-income households and are located within walking distance of high-capacity transit services and stations.” ARCH's funding combined with several other public funders (King County, Seattle, State Department of Transportation) is intended to then leverage funds from foundations and lenders. The three funding tiers are:

- $5 million in first tier seed money from public sources;

- $7.5 million second tier from foundations and mission driven investors;
- $12.5 million third tier from banks and community development financial institutions.

The revolving loan is expected to be in place for at least ten years and when stopped, funds would be returned to investors with private investors being paid first, and principal returned to public funders as remains. The basic program follows models used in other parts of the country including the Denver Transit Oriented Development Fund, and the Bay Area Transit Oriented Affordable Housing (TOAH) Fund.

The REDI Fund proposal emerges from the work of the Growing Transit Communities (GTC) Partnership, a consortium of public, private, and non-profit stakeholders led by the Puget Sound Regional Council (PSRC). A framework and draft business plan for this project was developed by Enterprise Community Partners and Impact Capital, both of which are Community Development Finance Institutions (CDFIs) that are active in the central Puget Sound region.

Funding Rationale:

The CAB supported the intent of this application for the following reasons:
Would allow acquisition in areas evolving as supported by transit ahead of escalating property values

- Would leverage significant funding from banks and mission-driven organizations. The relatively small public investment by ARCH would give East King County developers access to acquisition loans to the order of several million dollars.
- The REDI fund will fill the gap in the spectrum of financial products currently available to developers interested in equitable TOD by allowing mixed income projects, providing longer term loans for land banking purposes, and providing larger loans for larger sites and completed properties.
- Revolving loan means potential for funds being made available to several projects in succession, and a return to city if the program is ended.
- Loans would be secured by real estate which could be sold at future value should individual projects not move forward.

While the CAB supports the intent of the REDI fund, because it is in its formative stage, it is not as evolved as many other programs. In addition, the program is unique in that it will support a wide range of types of housing with different financing and affordability levels. While these circumstances provide challenges, it is still recommended to make a conditioned funding award at this time because of the important intent of the program, and it would also allow ARCH members to be involved with the development of the program and better insure that ARCH member interests are accounted for in the program. The conditions clarify program issues that at a minimum must be addressed prior to program implementation and also provide for the ARCH Executive Board final review.

Potential Conditions:

Special / Revised Conditions:

1. The funding commitment shall continue for nine (9) months from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to City staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date, and expected schedule for start of construction and project completion. City staff will consider an extension only on the basis of documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant will demonstrate that all capital

funding has been secured or is likely to be secured within a reasonable period of time. City staff will grant up to a 12 month extension.

2. Funds shall be used by the Agency toward seed money for loan fund.

3. Completion of an Interlocal Agreement and Credit Agreement that is reviewed and approved through the ARCH Executive Board and that at a minimum address:

- Program and project criteria including:
  - Geographic balance for use of the fund, with goals for sub-regions including East King County.
  - Defined transit oriented neighborhood areas eligible for use of the fund with flexibility over time to account for changes in land use and transit service.
  - Criteria for eligible borrowers.
  - Overall affordability goals for housing created through fund. This should allow for different levels of affordability to encourage a range of types of developments and variety of financing approaches.
  - Criteria for establishing loan terms (e.g. amount, interest rate, duration) for individual projects.
  - Guidelines regarding eligible types of development, with the primary objective being the development of housing that includes affordable housing in stand-alone or mixed use development. Also provisions to help benefit other non-housing uses (e.g. community facilities; small businesses) as a secondary use in mixed use developments to encourage vibrant urban centers.
  - Minimum developer contributions and how REDI funds could be blended with other funding sources.
  - Review/underwriting criteria for evaluating individual sites, including establishing milestones to be able to evaluate appropriate progress on individual sites. Include some level of flexibility in these criteria to be responsive to different market conditions throughout the region.
  - Procedures for disposition or other use of properties that are not able to proceed as proposed.
  - Clear direction/policy regarding relocation.

- Governance issues including:
  - Committee structure (Oversight and/or Loan), membership, frequency of meetings and responsibilities. Address ARCH Representation in governance structure.
  - Process for identifying a fund manager and the roles and responsibilities of the fund manager.
  - Procedures/process the fund will use to review individual applications and develop funding recommendation.
  - The amounts and terms of funds from each investor, including minimum funding levels needed from each funding tier for program to become operational.
  - How losses are allocated.
  - Process for regular review and evaluation of REDI Fund activity and revisions to fund priorities and structure

4. Submit monitoring reports quarterly through completion of the project, and annually thereafter. Submit a final budget upon project completion.

5. Funds will be in the form of a deferred 0% interest loan with repayment upon closing the loan pool.

3. Parkview Homes XI

Funding Request: $200,800 (Secured Grant)
3 Beds

CAB Recommendation: $200,800 (Secured Grant)
See attached Funding Chart for distribution of City Funds

Project Summary:
Parkview Services, a Shoreline-based non-profit organization which to date has done 158 beds in 53 properties in the region, with this project is proposing to develop two homes in King County. The ARCH application is to help fund one of those homes, a Supportive Living Services Home in Bothell or Kirkland. The other home will be in Federal Way. For the ARCH sphere home they plan to acquire and remodel a three-bedroom house that will serve three (3) low-income individuals with developmental disabilities. A specific home will be identified once all funding is committed. Improvements will include remodeling to meet both Evergreen sustainability and ADA (Americans with Disabilities Act) accessibility standards, and a monitored fire suppression system.

There currently is no site control. The house to be bought will be remodeled to include accessibility features necessary for the initial tenants and for future tenants. Parkview will be looking to acquire suitably laid out minimum 1,500 square foot rambler-style houses that can easily be modified for accessibility.

Funding Rationale:

The CAB supported the intent of this application for the following reasons:

- Serves neediest developmentally disabled residents by relying on referrals from the State DDD for new residents
- Provides housing for a population (Special Needs housing) that currently is below long term ARCH Trust Fund goals
- Property will have 24/7 non-resident care provider coverage
- Acquisitions to be done near transit and community amenities
- Developer has long track record with properties in King County and good reputation with funders and Department of Developmental Disabilities
- Is on the Department of Commerce Trust Fund LEAP (Legislative Evaluation and Accountability Program) list in the special needs set aside

Potential Conditions:

Standard Conditions: Refer to list of standard conditions found at end of this memo

Special / Revised Conditions:

1. The funding commitment shall continue for six (6) months from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will

provide a status report on progress to date, and expected schedule for start of construction and project completion. ARCH staff will consider an extension only on the basis of documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant will demonstrate that all capital funding has been secured or is likely to be secured within a reasonable period of time. ARCH staff will grant up to a 12 month extension. If necessary a second extension of up to 6 months may be requested by following the same procedures as the first extension.

2. Funds shall be used by the Agency toward acquisition and closing costs and developer fee. Funds may not be used for any other purpose unless ARCH staff has given written authorization for the alternate use.

3. Parkview shall not proceed with searching for a home until all funding commitments have been received. The Agency shall only purchase unoccupied homes or owner occupied homes in order to not trigger local and federal relocation regulations.

4. Prior to acquisition, the Agency shall submit an appraisal by a qualified appraiser. The appraisal shall be equal to or greater than the purchase price.

5. If CDBG is a funding source, site control cannot be entered into until the completion of the HUD required Environmental Assessment. The option agreement shall contain language that addresses federal funds' "choice-limiting" restrictions.

6. Funds will be in the form of a secured grant with no repayment, so long as affordability and target population is maintained, and the service/care providers have a contract with DDD for funds necessary to provide services to this population.

7. A covenant is recorded ensuring affordability for at least 50 years, with three beds for developmentally disabled individuals at or below 30% of area median income at move in.

8. Unless otherwise approved by ARCH staff the development budget for the ARCH sphere house shall include:

   - The development budget will include a minimum of $3,000 of private sources provided by the applicant.
   - $467,500 combined for acquisition and construction cost. In the event that total acquisition and rehab costs, including contingency, exceeds this amount, additional costs shall be covered by private sources from the applicant.
   - Developer fee shall not exceed $55,000.

9. Replacement Reserves will be funded out of operations at $1,500 for the first year with an annual increase of 3.5% per year for replacement reserves and $500 for the first year with an annual increase of 3.5% per year for operating reserves.

10. Residents referred from DDD will not receive Section 8 assistance.

11. All cash flow after payment of operating expenses shall be placed into a project reserve account that can be used by the applicant for project related operating, maintenance or services expenses. Any other use of these reserves funds must be approved by ARCH staff.

12. In the event that any operating support funding levels will be reduced, the Agency shall inform ARCH Staff about the impacts the proposed reduction will have on the budget and plan for services to the DD clients, and what steps shall be taken to address the impacts. A new budget or services plan must be approved by ARCH. Parkview must find other sources to make up shortfall.

13. The Agency will notify ARCH when they enter into an option or purchase and sale agreement for any home, providing information on the location of the home and terms for acquiring the home. No home considered for acquisition will be within two blocks of another home owned by Agency unless otherwise approved by ARCH staff. The option and purchase and sales agreement shall contain language that addresses federal funds' "choice-limiting" restrictions.

14. Prior to closing on a home, an individualized outreach plan will be submitted to ARCH staff for review and approval. The outreach plan will include provisions such as:

    - At time of a mutually accepted purchase and sales agreement, provide written notification to neighbors to include Parkview's intention to purchase the house, description of the project, and information regarding Parkview, property manager and the service provider that will include their websites and contact names/numbers;
    - At time when the home is ready to open and after tenants move in, provide invitations to neighbors for an opportunity such as an open house to individually and/or as a group to meet with Parkview and the service provider regarding the project. Provide contact information for service provider, property manager and Parkview.

15. Once home is selected the Agency shall include ARCH Staff in the inspection of the property and development of the final scope of work for the rehab. The final scope of work for the basic construction budget shall include, at a minimum, all work necessary for licensing of the home and correction of substandard health and safety conditions. Prior to start of construction, the Agency shall submit the final scope of work for ARCH Staff approval, along with evidence that construction costs have been confirmed by a qualified contractor and are within the basic construction budget. All uses of construction contingency funds must be approved by ARCH staff prior to authorization to proceed with such work.

16. Prior to release of funds, the Agency shall submit to ARCH staff for review and approval drafts of all documents related to the provision of services to residents and management of the property, including the Memorandum of Understanding with the service provider, form of lease agreement with residents, and services agreement between DDD and the Service Provider. These documents shall at a minimum address: tenant selection procedures through DDD; management procedures to address tenant needs; services provided for or required of tenants; management and operation of the premises; community and neighbor relations procedures; a summary of ARCH's affordability requirements as well as annual monitoring procedure requirements. The plan shall also detail policies and procedures regarding resident turnover with the express purpose placing new residents in available beds and limiting vacancies.

Standard Conditions:

1. The Applicant shall provide revised development and operating budgets based upon actual funding commitments, which must be approved by city staff. If the Applicant is unable to adhere to the budgets, City or Administering Agency must be immediately notified and (a) new budget(s) shall be submitted by the Applicant for the City's approval. The City shall not unreasonably withhold its approval to (a) revised budget(s), so long as such new budget(s) does not materially adversely change the Project. This shall be a continuing obligation of the Applicant. Failure to adhere to the budgets, either original or as amended may result in withdrawal of the City's commitment of funds.

2. The Applicant shall submit evidence of funding commitments from all proposed public sources. In the event commitment of funds identified in the application cannot be secured in the time frame identified in the application, the Applicant shall immediately notify City or Administering Agency, and describe the actions it will undertake to secure alternative funding and the timing of those actions subject to City or Administering Agency's review and approval.

3. In the event federal funds are used, and to the extent applicable, federal guidelines must be met, including but not limited to: contractor solicitation, bidding and selection; wage rates; and Endangered Species Act (ESA) requirements. CDBG funds may not be used to repay (bridge) acquisition finance costs.

4. The Applicant shall maintain documentation of any necessary land use approvals and permits required by the city where the projects are located.

5. Submit monitoring reports quarterly through completion of the project, and annually thereafter. Submit a final budget upon project completion. If applicable, submit initial tenant information as required by City or Administering Agency.

Council Meeting: 02/03/2015
Agenda: OtherBusiness
Item #: 8. h. (4).

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
Kyle Butler, Budget Analyst

Date: January 21, 2015

Subject: ANNEXATION STATE SALES TAX CREDIT RESOLUTION

RECOMMENDATION:

City Council approves the resolution required for notification of the Department of Revenue regarding the annexation state sales tax credit threshold for July 1, 2015 through June 30, 2016.

BACKGROUND DISCUSSION:

An important part of the implementation strategy for the 2011 annexation was the use of the annexation state sales tax credit to assist the City in providing municipal services in the area where the revenues are not yet sufficient to fund those services. RCW 82.14.415 requires the City to provide the Department of Revenue (DOR) with an estimate of the anticipated shortfall (labeled, "new threshold amount") in the annexation area for the next fiscal year (July 1, 2015 through June 30, 2016). To be eligible for the credit in the coming fiscal year, DOR must be notified no later than March 1, 2015, which necessitates approval of the attached resolution at the February 3 City Council meeting.

The state sales tax credit helps bridge the gap between revenues and expenditures in the annexation area. It is important to note that the credit is only available up to the amount needed to offset actual shortfalls due to annexation. The distribution is set up to match the State's fiscal year of July through June. The new threshold amount for the fiscal year beginning July 1, 2015 is $3.935 million.

RCW 82.14.415 (9) also requires the City to provide the DOR with a certification of the City's true and actual costs to provide municipal services to the annexed area. This certification language is included in the resolution for the last completed State fiscal year (in this case, July 1, 2013 to June 30, 2014).

DOR makes the monthly distributions on a two-month delay (for example, July revenue received in September) and continues until the threshold amount has been reached or until June 30 of the following year, whichever occurs first.

RESOLUTION R-5105

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND DETERMINING THE ANTICIPATED SHORTFALL IN REVENUES FOR PROVIDING MUNICIPAL SERVICES TO THE ANNEXATION AREA AS REQUIRED BY RCW 82.14.415.

WHEREAS, RCW 82.14.415 authorizes the City to impose a sales and use tax as a credit against the state tax to assist the City in providing municipal services to the areas annexed in 2011; and

WHEREAS, on April 7, 2009, the City Council passed Resolution R-4751 which directed the City Clerk to file a notice of intent to annex the Finn Hill, Kingsgate and North Juanita Annexation Area with the King County Boundary Review Board; and

WHEREAS, the Boundary Review Board held a public hearing on the proposed annexation on June 8, 2009, and approved the annexation on July 9, 2009; and

WHEREAS, the City Council passed Resolution R-4763 calling for an election which was held pursuant to state statute; and

WHEREAS, the King County Council transmitted a certified abstract of the vote in the November 3, 2009, general election reflecting that the annexation was approved by the voters; and

WHEREAS, the City Council passed Ordinance No. 4229 on December 15, 2009, annexing the Finn Hill, Kingsgate and North Juanita Annexation Area, an area that has a population of at least twenty thousand people; and

WHEREAS, on February 16, 2010, the City Council passed Ordinance No. 4237 creating Chapter 5.07 of the Kirkland Municipal Code and imposing the sales and use tax at the rate of 0.2 percent; and

WHEREAS, the annexation sales tax credit revenues for the fiscal year July 1, 2013 to June 30, 2014 were necessary to support the true and actual costs to provide municipal services to the Annexation Area; and

WHEREAS, the City Council certifies the true and actual cost to provide municipal services to the Annexation Area totaled $25.37 million for the period corresponding to the State's fiscal year July 1, 2013 to June 30, 2014; and the revenue from the Annexation Area, excluding gambling and sales tax credit revenues for the same period totaled $19.56 million, resulting in a difference of $5.81 million. The gambling

tax revenue from the Annexation Area of $730,769 reduced this gap to $5.08 million. The annexation sales tax credit received from the State was $3.65 million.

WHEREAS, RCW 82.14.415 requires the City to provide the Washington State Department of Revenue with an estimate of the anticipated shortfall or "threshold amount" in the Annexation Area for the next fiscal year by March 1, 2015; and

WHEREAS, the City Council finds and determines that the projected net cost to provide municipal services to the Annexation Area exceeds the projected general revenue that the City would receive from the Annexation Area by $3.935 million for the state fiscal year starting July 1, 2015, through June 30, 2016.

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

Section 1. Purpose. The Kirkland City Council determines that the City's projected net cost in providing municipal services to the Finn Hill, Kingsgate and North Juanita Annexation Area is in the amount of $3.935 million. The City Council previously imposed a sales and use tax at the rate of 0.2 percent, with the passage of Ordinance No. 4237 on February 16, 2010.

Section 2. Implementation. The City Manager is authorized to implement such administrative procedures as may be necessary to carry out the directions of this Resolution.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2015.

Signed in authentication thereof this ____ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

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: January 22, 2015

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF FEBRUARY 3, 2015.

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 January 8, 2015, are as follows:

	Project	Process	Estimate/Price	Status
1.	Ford F250 Trucks (2)	Cooperative Purchase	$55,825.48	Ordered from Legacy Ford of Pasco, WA using WA State contract.
2.	Citywide ITS Improvement-Field Equipment (Rebid)	Invitation for Bids	$450,000 – $550,000	Advertised on 1/20 with bids due on 2/10.

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

Council Meeting: 02/03/2015
Agenda: Unfinished Business
Item #: 10. a.

CITY OF KIRKLAND
Police Department
11750 NE 118th St, Kirkland, WA 98034 425.587.3400
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Eric Olsen, Chief of Police
Michael Ursino, Administrative Captain

Date: January 13, 2014

Subject: REGIONAL ANIMAL SERVICES 2016 INTERLOCAL AGREEMENT

RECOMMENDATION

It is recommended that the City Council approve the resolution authorizing the City Manager to sign the Agreement to Extend Animal Services between the City of Kirkland and King County for the provision of animal services for a term of two years, beginning January 1, 2016 and ending December 31, 2017.

BACKGROUND

In June of 2010, Kirkland, along with 26 other cities, signed the 2010 "Regional Animal Services" Interlocal Agreement (ILA) with King County, contracting for services effective July 1, 2010 through December 31, 2012.

At its June 19, 2012 regular meeting, the Council approved Resolution R-4925 which authorized the City Manager to enter into the current 2013 ILA for Regional Animal Services. The 2013 ILA was made effective January 1, 2013 and is scheduled to terminate December 31, 2015.

At a study session on January 6, 2015, the Council was presented with three options for the provision of Animal Services going forward at the completion of the current agreement. The three options presented were as follows:

Option A – Extend, for two additional years, the current Interlocal Agreement (2013 ILA) with King County for Regional Animal Services (extension effective January 1, 2016 and ending December 31, 2017).
Option B – Extend, for one additional year, the current Interlocal Agreement (2013 ILA) with King County (extension effective January 1, 2016 and ending December 31, 2016) to align with the City's biennial budget and budget process.
Option C – Allow the current Interlocal Agreement (2013 ILA) with King County for Regional Animal Services to expire December 31, 2015. Effective January 1, 2016, provide Animal Services locally.

Following review of the background materials and the completion of the detailed discussion of each option during the study session, the majority of the Council expressed a preference for Option A. The resolution implements Option A by authorizing the City Manager to sign an

extension of services with King County for two years, beginning January 1, 2016 and ending December 31, 2017.

Subparagraph 4 of the existing ILA provides that either party may propose amendments to the ILA as a condition of extension. In recent negotiations about the ILA extension, County staff took the position that if the cities sought to propose amendments, it would be necessary to receive approval from the County Council, which would be unlikely to be granted. Despite taking this position, in its proposed Agreement to Extend, the County included an amendment which would have waived the parties' rights under Subparagraph 4. In the Agreement to Extend Animal Services attached to the Resolution as Exhibit A, City staff has removed the section proposed by the County which would have waived the parties' rights to propose amendments to the ILA during the extended term of the ILA. Removing this language protects the City's rights under the ILA but does not impact the City or County's ability to extend the ILA term administratively.

RESOLUTION R-5106

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT TO EXTEND THE CURRENT INTERLOCAL AGREEMENT WITH KING COUNTY FOR REGIONAL ANIMAL SERVICES FOR TWO ADDITIONAL YEARS.

WHEREAS, the provision of animal control, sheltering and licensing services protects public health and safety and promotes animal welfare; and

WHEREAS, providing such services on a regional basis allows for enhanced coordination and tracking of regional public and animal health issues, consistency of regulatory approach across jurisdictional boundaries, economies of scale, and ease of system access for the public; and

WHEREAS, the City currently contracts with King County for the provision of animal services through an Interlocal Agreement for Regional Animal Services authorized by the City Council with the passage of Resolution R-4925 on June 19, 2012; and

WHEREAS, the Interlocal Agreement for Regional Animal Services is set to expire on December 31, 2015, unless extended; and

WHEREAS, the City Council wishes to extend the Interlocal Agreement through December 31, 2017.

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

Section 1. The City Manager is authorized to execute on behalf of the City of Kirkland the Agreement to Extend the Animal Services Interlocal Agreement, substantially in the form attached as Exhibit A and incorporated by this reference.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2015.

Signed in authentication thereof this ____ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

R-5106
Exhibit A

AGREEMENT TO EXTEND
ANIMAL SERVICES INTERLOCAL AGREEMENT
THROUGH DECEMBER 31, 2017

This AGREEMENT is made and entered into by and between KING COUNTY, a Washington municipal corporation and legal subdivision of the State of Washington (the "County") and the City of Kirkland, a Washington municipal corporation (the "City").

WHEREAS, the County and the City entered into an Interlocal Agreement regarding the provision of animal control, sheltering and licensing services for the period of 2013 through 2015 ("Interlocal Agreement"); and

WHEREAS, the Interlocal Agreement took effect on July 1, 2012 and remains in effect through December 31, 2015, unless otherwise extended through December 31, 2017; and

WHEREAS, the Interlocal Agreement provides for a two-year extension of Term in Subparagraph 4.b.; and

WHEREAS, Subparagraph 4.b, section i, states either Party may propose amendments to the Agreement as a condition of an extension; and

WHEREAS, Subparagraph 4.b, section ii, states that nothing in this Agreement shall be construed to compel either Party to agree to an extension or amendment of the Agreement, either on the same or different terms; and

WHEREAS, Subparagraph 4.b, section iii, states that the County agrees to give serious consideration to maintaining the various credits provided to the City under this Agreement in any extension of the Agreement; and

WHEREAS, the County and the City ("the Parties") wish to extend the Interlocal Agreement through December 31, 2017, as contemplated within Section 4 of the Interlocal Agreement;

NOW THEREFORE, in consideration of the promises, covenants and agreements contained in the Interlocal Agreement, as extended, the Parties agree as follows:

1. The Interlocal Agreement shall remain in effect through December 31, 2017 under the same terms and conditions and may not be terminated for convenience.

2. In order to maintain the same terms and conditions, dates within Interlocal Agreement shall reflect the extended 2016 and 2017 period, as set forth in Attachment A.

3. The County may sign an agreement with additional cities for provision of animal services prior to the expiration of the extended Interlocal Agreement, but only if the additional city agreement will not increase the City's costs payable to the County under the Interlocal Agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed effective this ____ day of _____, 2015.

King County

_____
Dow Constantine
King County Executive

_____
Date

Approved as to Form:

_____
Deputy Prosecuting Attorney

_____
Date

City of Kirkland

_____
Kurt Triplett
City of Kirkland City Manager

_____
Date

Approved as to Form:

_____
Kirkland City Attorney

_____
Date

ATTACHMENT A

RASKC ILA Extension Dates

Section 1(d)	Definition of "Agreement" means this Animal Services Interlocal Agreement for ~~2013-2015~~ 2016 and 2017….
Section 4(e)	Limited Reopener and Termination: " If a countywide, voter approved property tax levy for funding some or all of the Animal Services program is proposed that would impose new tax obligations before January 1, ~~2016~~ 2018…"
Section 7(c)	ii – " The City may request licensing revenue support from the County in ~~2014 and 2015~~ 2016 and 2017…" - "…provision of licensing revenue support in ~~2014 and 2015~~ 2016 and 2017…"
Exhibit A, Part II Shelter Services	"During ~~2013-2015~~ 2016 and 2017"
Exhibit C, Part 2	
- Bullet #2	"(fixed at 2013 level, payable annually through ~~2015~~ 2017)" "(also fixed at a 2013 level, payable annually through ~~2015~~ 2017)"
- Bullet #3	"In ~~2014 and 2015~~ 2016 and 2017…" ".. Licensing Revenue Support Cities with a licensing Revenue Target over $20,000/year will be assured such services in ~~2013-2015~~ 2016 and 2017"
- Bullet #4	"…of total New Regional Revenues, in ~~2014 and 2015~~ 2016 and 2017…"
- Bullet #5	"In Service Years ~~2014 and 2015~~ 2016 and 2017…"
Exhibit C4 – Transition Funding Credit, Shelter Credit, Estimated new Regional Revenue	
A. Transition Funding Credit	"..these cities will receive credit at the level calculated for 2013 in the 2010 Agreement for Service Years ~~2013, 2014 and 2015~~ 2016 and 2017, …"
B. Shelter Credit	"A total of $750,000 will be applied as a credit in each of the Service Years ~~2013-2015~~ 2016 and 2017…"
	Table 3 title "Annual Shelter Credit Allocation – ~~2013-2015~~ 2016 and 2017"
Exhibit C5 Licensing Revenue Support (E)	"In ~~2014 and 2015~~ 2016 and 2017…" and "…Exhibit F with respect to all ~~3~~ service years (2016 and 2017)"
Exhibit C5 Licensing Revenue Support, Table 2	"For Service Year ~~2015~~ 2016 and 2017…."
Exhibit C-7	"…Licensing Revenue Support in Service Years ~~2014 or 2015~~2016 or 2017…"

ATTACHMENT B

King County – Regional Animal Services – Contracting Cities

Beaux Arts	Maple Valley
Bellevue	Mercer Island
Black Diamond	Newcastle
Carnation	North Bend
Clyde Hill	Redmond
Covington	Sammamish
Duvall	SeaTac
Enumclaw	Shoreline
Issaquah	Snoqualmie
Kenmore	Tukwila
Kent	Woodinville
Kirkland	Yarrow Point
Lake Forest Park	

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
Kathi Anderson, City Clerk/Public Records Officer
Sean Devlin, Public Disclosure Analyst

Date: January 21, 2015

Subject: PUBLIC DISCLOSURE SEMI-ANNUAL PERFORMANCE REPORT

RECOMMENDATION:

City Council receives the semi-annual status update per KMC 3.15.120 related to the City's public records disclosure program.

BACKGROUND DISCUSSION:

KMC 3.15.120 provides that, "no later than July 31 and January 31 of each year, the City Clerk will submit to the City Council a report on the city's performance in responding to public records requests during the preceding six months." This report complies with the KMC as the Council will receive the status update by Friday, January 30, but the first public review will be at the February 3 Council meeting. This is the second of the semi-annual reports to Council regarding the City's Public Disclosure Program.

KMC 3.15.120 requires that the report shall include the following information:
(1) number of open records requests at the beginning of reporting period;
(2) number of records requests received during the reporting period;
(3) number of records requests closed in the period; and
(4) number of open requests at the end of the reporting period.
This overview information is presented in Figure A.

During the first half of 2014, the City implemented its records portal (WebQA) to streamline the ability to submit and respond to public records requests, effectively track request processing, and expedite access to public records. The first performance report described this implementation as well as the other activities the Public Disclosure Program was engaged in to develop the system during its first six months. These initiatives continued during the second half of 2014 with attention directed to refining the public records disclosure process through an ongoing assessment of user needs, improving the existing portal template forms, and demonstrating the capacity to promptly process requests despite increases in request volume and complexity.

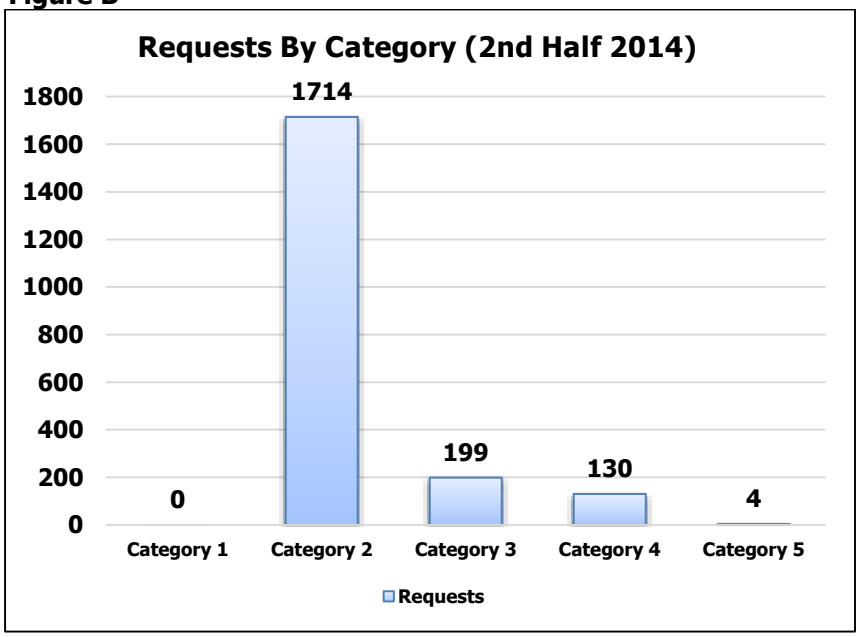
Figure A

Mandatory Reporting Information	
Number of Requests Open at Start of Reporting Period	23
Number of Requests Received During Reporting Period	2047
Number of Requests Closed During Reporting Period	2054
Number of Requests End at Start of Reporting Period	16

DATA-BASED ANALYSIS OF PERFORMANCE

This report presents information reflecting the City's performance based on data captured from WebQA and focuses on process performance in terms of request processing time by category. Performance improvement is presented as a comparison between the first and second halves of 2014.

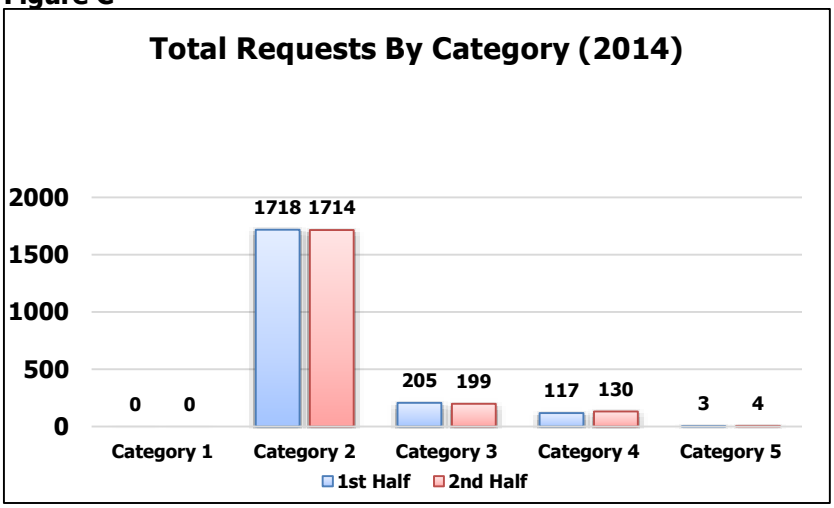
Figure B



The data conveyed by Figure B is that the total number of requests received in the second half of 2014 was 2,047. Of these requests, about 84% (or 1,714) were designated as Category 2, or routine requests, and less than 1% of total requests received were designated as the most complex form of requests.

In comparison to the first half of 2014, 2,066 total requests were received, of which 1,781 were designated as Category 2, and 3 requests were designated as Category 5. Given this, the character of requests, as a percentage of total requests, has not materially changed between the two halves of 2014 with 86% to 84% and Category 5 remaining at 1%. All request categories between the two reporting periods are shown in Figure C.

Figure C



Having presented the data that shows little deviation between the two reporting periods of 2014 concerning volume of requests, this report shifts to evaluate any significant deviation in request processing time by request category. The data concerning second half processing time (in days) is presented first in Figure D with a comparative presentation expressed in Figure E.

Figure D

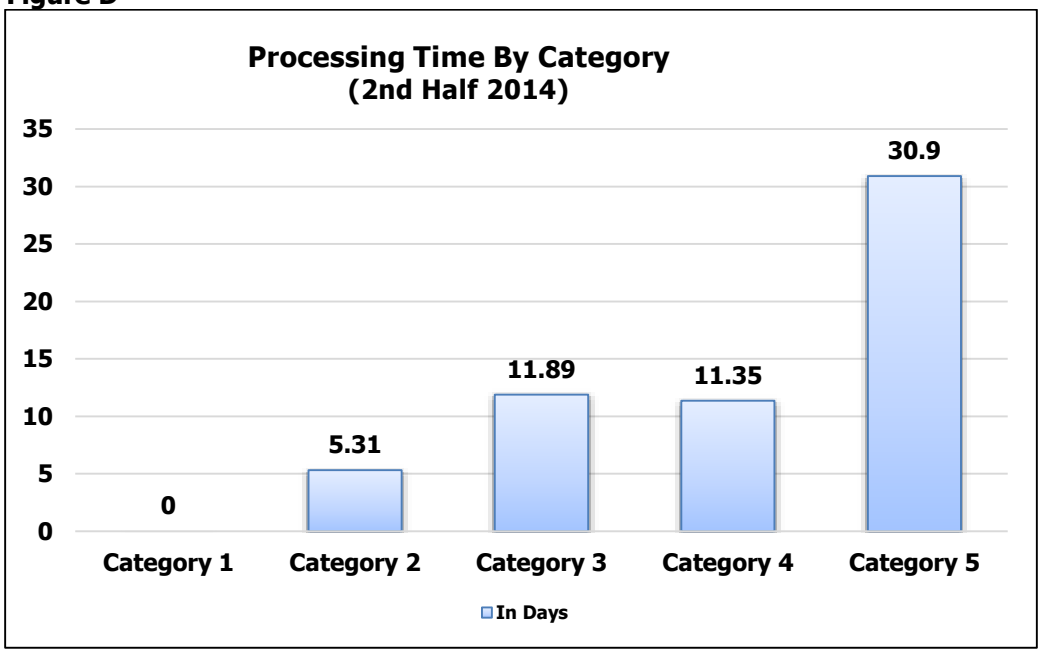
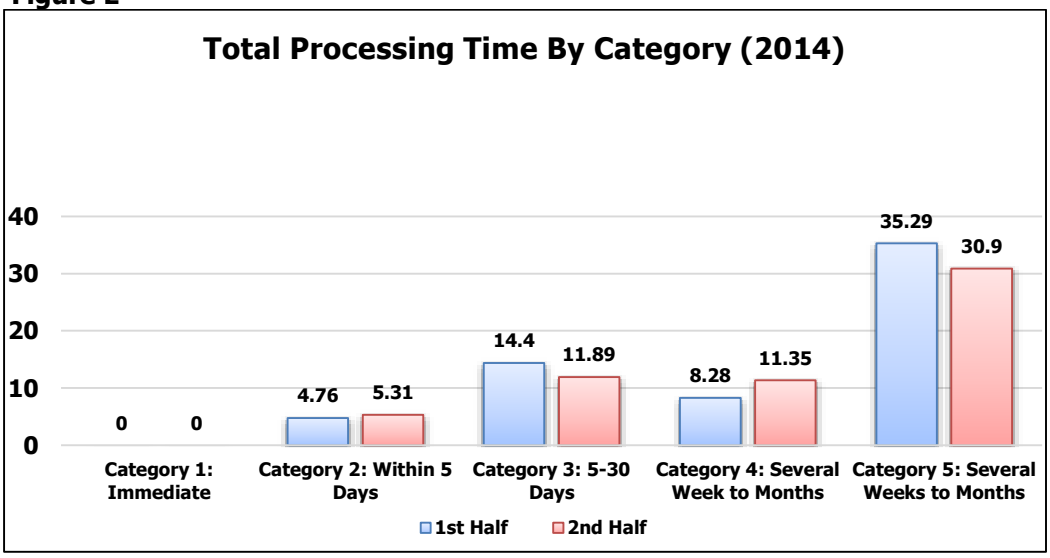


Figure E



The data presented on processing time shows slight changes in processing times between the two 2014 reporting periods with consistent performance between the periods for the majority of requests. An example of this consistency is the Police Department processing of Category 2 requests near the statutory standard in both halves. Concerning the slight changes, the most notable changes concern Categories 3 and 4 in the forms of a 20% decrease in processing Category 3 requests and about a 37% increase in processing Category 4 requests.

Given these variations between the periods, it must be mentioned that there were 13 additional Category 4 requests, which are of an increasing level of complexity to fulfill, during the second half of 2014. Another factor contributing to the variations between the periods was the vacancy of the Public Disclosure Analyst position during the last few months of 2014. With this information in mind, an indicator of increased performance concerning complex requests is a 12.5% decrease in the processing time of Category 5 requests. Additionally, the City's request processing time, across all departments and categories, has decreased from 8.48 days in the first half to 7.17 days in the second half of 2014.

NEXT STEPS AND CONCLUSION:

The overall conclusion of the information presented above is that during the second half of 2014, the City improved its ability to fulfill complex requests, while ensuring that routine requests were processed within less than half a day of the optimal deadline of five days. Furthermore, the City has demonstrated performance improvement with a 1.31 day reduction in the overall request processing time.

In 2015, the City is presented with the opportunity to continue to develop and improve upon its systems to respond to records requests that were implemented in 2014. These opportunities present themselves in two general groups. The first is to continue to develop the capacity of staff who must respond to records requests on a daily basis. By providing staff with the skills needed to respond to requests through professional development activities, confidence and capacity will continue to mature. These abilities will then translate into increased efficiency in responding to requests, decreased likelihood of error, and risk mitigation.

The second opportunity can be identified as systems improvement. This includes continuing to assess WebQA use, the utility of tools the City provides its staff, and the processes involved in record identification and recovery. In addition, by completing these assessments during 2015, improved tools, such as record portal templates and clear protocols, can be implemented in order to facilitate the application of the staffers' increased abilities and expedite the anticipated performance benefits.

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MEMORANDUM

To: Kurt Triplett, City Manager

From: Lorrie McKay, Intergovernmental Relations Manager

Date: January 23, 2015

Subject: 2015 LEGISLATIVE UPDATE #2

RECOMMENDATION:

Council should receive its second update on the 2015 legislative session.

BACKGROUND DISCUSSION:

This is memo reflects an update on the City's legislative interests as of January 23. At the writing of this memo, the legislature had concluded its second week of the 2016 State Legislative Session and staff were reviewing over 140 bills introduced since January 12.

Council's Legislative Committee

The Council's Legislative Committee (Mayor Walen, Councilmember Asher and Councilmember Marchione) meets weekly throughout the session on Friday's at 3:30pm. The Council's Legislative Committee met on January 23 to discuss the status of the city's 2015 legislative priorities. (Attachment A)

Status Summary of the City's 2015 legislative priorities

- State and local transportation revenue:
  Senate – No update on state or local packages
  House – No update on state package. There are two local options proposals, HB 1593 and HB 1757. These two bills are similar but they do have a few differences, reflected in the attached handout. (Attachment B)
  - ✓ HB 1593 - Concerning local transportation options. (Rep. McBride) 1593 is referred to by some in Olympia as the omnibus transportation local options bill. It has a $20-$50 TBD, streamlining of city TBD, a "transportation utilities" concept, and .2 councilmanic sales tax.
  - ✓ HB 1757 - Concerning local transportation options. (Rep. Fey) 1757 is referred to by some in Olympia simply as the "$20-$50 TBD." While it too, has the streamlining of city TBD (and adds TBD revenue-sharing for Thurston County), it does not have the "transportation utilities" concept or the .2 sales tax.

- $75M for the next phase of the I-405 / NE 132nd Interchange ramp: (Attachment C)
  - ✓ Staff and Legislative Committee members are responding to requests for information from delegation.

- Continued state financial assistance and other tools that further the development of the CKC:
  No update

- Capital budget funding for multimodal safety investments:
  See attached project descriptions. (Attachment D)
  - ✓ Senate project requests due to leadership at the end of January.
  - ✓ House project request forms are being drafted

- Flexibility to site marijuana retail facilities and revenue sharing with cities that allow retail facilities:
  While there are many marijuana related bills that have been dropped in Olympia since January 12, the following bills have a direct nexus to the City's legislative priority in this regard.
  - ✓ HB 1165 - Concerning the establishment of a dedicated local jurisdiction marijuana fund and the distribution of a specified percentage of marijuana excise tax revenues to local jurisdictions. (Rep. Condotta) *This house bill addresses revenue sharing with cities.*
  - ✓ HB 1335 - Permitting cities, towns, and counties to reduce the buffer between recreational marijuana businesses and various entities. (Rep. Condotta) Permitting cities, towns, and counties to reduce the buffer between recreational marijuana businesses and various entities. *This bill reduces siting buffers in all categories, except schools, by local ordinance from 1000 to 500 feet.*
  - ✓ HB 1411 - Concerning the siting of marijuana facilities. (Rep. Moscoso) *This house bill contains Kirkland's siting issue.*
  - ✓ HB 1412 - Concerning municipalities prohibiting the operation of recreational marijuana production, processing, and retail facilities within their jurisdictional boundaries. (Rep. Moscoso) *This bill says that jurisdictions don't have to site marijuana facilities but if they don't allow, then they can't receive marijuana revenue. While not an interest of the City, Section 2 makes clear that if a city doesn't allow marijuana facilities, then they can't receive marijuana revenue, which is a city priority.*
  - ✓ SB 5417 - Concerning local government marijuana policies. (Senator Rivers) *This senate bill contains Kirkland's siting issue, among several other issues.*
  - ✓ SB 5519 - Enacting the comprehensive marijuana reform act. (Senator Kohl-Wells) *This bill reduces siting in all categories from 1000 to 500 feet.*
  - ✓ SB 5572 - Concerning the sales, distribution, and delivery of marijuana. (Senator Kohl-Wells)

- Additional Sound Transit revenue authority and that such authority may also be used to fund trail development and alternative transportation along the Eastside Rail Corridor:
  - ✓ HB 1180 / SB 5128 - Concerning dedicated funding sources for high capacity transportation service. (Rep. Fey / Sen. Liias)

- Allow both the state and local governments the option of replacing the property tax cap:
  No update

BILL TRACKING AND THE BILL TRACKER:

Legislative proposals (bills) are introduced daily in either the Senate, or the House, or both. Waypoint Consulting monitors bills dropped each day and forwards likely bills of interest to the City. Staff subject-matter experts provide review, analysis and an initial recommendations (Attachment E) to the Council's Legislative Committee, which measures bills against our 2015 legislative agenda. The Legislative Committee discusses, seeks additional information and/or validates staff recommendations. Intergovernmental staff then communicate the City's position on bills to out legislative lobbyist, Council Members and Department Directors via the "bill tracker" report. The bill tracker, showing bill position recommendations by staff (Support/Oppose/Neutral), to which the Legislative Committee has concurred (as of January 23) is attached to this memorandum. (Attachment F & G)

If, during the session, a proposed bill (of concern to the City) is determined to be beyond the scope of the legislative agenda's general principles or not in sync with the Council Goals, then the Legislative Committee will bring the bill before the full Council for consideration and discussion at its next regular council meeting.

In an effort to keep the full Council as up to date as possible on the status of the City's priorities, staff will make an effort to provide councilmembers with the legislative priorities status sheet and the bill tracker prepared for the Legislative Committee's Friday meetings. For example, the January 30 status of priorities and bill tracker will be provided to Council in advance of its February 3 meeting.

Bills of Concern

Staff recommendation to Actively Oppose

- HB 1102 / SB 5055 - Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances.
- HB 1394 - Preserving the common law interpretation and application of the vested rights doctrine. (Attachments H)
- HB 1417 / SB 5048 - Subjecting a resolution or ordinance adopted by the legislative body of a city or town to assume a water-sewer district to a referendum.

Focus in weeks two and three

Week 2 (1/20 – 1/26)

The primary focus in week 2

1. City's subject-matter expert review of bills dropped
2. Transportation revenue (statewide and local options)
3. Marijuana related legislation
4. Opposition letter to HB 1102 (Attachment I)

Week 3 (1/27 – 2/2)

The primary focus in week 3

1. Arranging testimony at four hearings
2. Capital Budget request work
3. Amendment language
4. City's subject-matter expert review of bills dropped

HEARINGS AND CORRESPONDENCE:

Bill	Cmte	Dt/Time	City Rep.	SME
HB 1383, Redevelopment financing in apportionment dist.	HCDHTA	1/27 1:30	TBD	T. Dunlap
HB 1180, Dedicated funding for high capacity transportation	HT	1/28 3:30	Dave Asher	K. Triplett
HB 1417, Water-sewer district assumption	HLG	1/29 1:30	TBD	T. Dunlap

Cmte (Committee) Legend

HCDHTA = House Committee on Community Development and Housing & Tribal Affairs
HT = House Transportation Committee
HLG = House Committee on Local Government

Correspondence

Letter Opposing HB 1102, Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances. HLG 1/22

Session Cutoff Calendar

The cutoff calendar for the 2015 regular session is attached (Attachment J). Cutoffs for the first half of the session are: The last day to read in committee reports in the house of origin, except fiscal committees and Senate Ways and Means and Transportation committees is Friday, February 20. The last day to read in committee reports from House fiscal committees and Senate Ways and Means and Transportation committees is Friday, February 27. And Wednesday, March 11 is the last day to consider bills in their house of origin.

AWC ANNUAL CITY ACTION DAYS CONFERENCE:

The AWC's annual City Action Days conference is scheduled for Wednesday February 18 and Thursday, February 19th. See the attached conference agenda (Attachment K). Staff has taken care of basic logistics such as conference registration and lodging. Meetings with members of the delegation are being scheduled as well. Opportunities beyond the scheduled sessions of the conference include a 4pm Washington Tech Cities Coalition meeting at the hotel and the annual 7pm Eastside Cities' Dinner.

DRAFT SUPPORT ITEMS AGENDA:

The City's Legislative Priorities, adopted in October of 2014, represent the top priority items on the city's legislative agenda, and are the primary focus for the city's Intergovernmental Relations Manager and contracted lobbyists during session. That said, Council has historically adopted a Legislative "Support" Agenda each session as well.

A proposed 2015 Legislative "Support" Agenda is attached for Council's consideration. (Attachment L). The Legislative Support Agenda includes many issues & interests identified in the process of developing the proposed legislative priorities, from selected legislative priority items of the City's partner and ally organizations. An annotated version of the proposed "Support" agenda is attached for more information. (Attachment M) On December 9, Council requested staff compare the legislative agendas that were submitted to the SCA to consider what neighboring cities are focused on this session. (Attachment N) Formal City support of these items is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

After receiving the City Council's feedback and edits on the proposed 2015 Legislative "Support" Agenda, a final version will be prepared for adoption by Council.

Attachments: A. City's adopted 2015 Legislative Priorities
B. Comparison Sheet on Transportation Revenue Local Option bills - HB 1593 and HB 1757
C. City Project Description of I-405 / NE 132nd Street Ramps
D. City Project Descriptions of Three Capital Projects
E. Matrix of Bill Analysis and Staff Recommendations
F. Bill Tracker (01-23-15)
G. List of Bills that Received a "Neutral" Position Recommendation
H. Detailed Analysis of HB 1394, Preserving the common law interpretation and application of the vested rights doctrine.
I. Letter from City Expressing Opposition to HB 1102, Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances.
J. 2015 Session Cutoff Calendar
K. Agenda for AWC's City Action Days Conference
L. Response to Dec. 9, 2015 Council Request to Compare City Legislative Agendas
M. DRAFT Proposed 2015 Legislative "Support" Agenda
N. Annotated version of DRAFT Proposed 2015 Legislative "Support" Agenda

2015 Legislative Priorities and Status – City of Kirkland
Updated: January 23, 2015

Attachment A

Legislative Priority	Bill #	Prime Sponsor	Status
State Transportation Revenue		Sen. King	
Local Transportation Revenue	HB 1593	Rep. McBride	1/23 - First reading, referred to Transportation
$75M for the next phase of the I-405 / NE 132nd Interchange ramp			
Continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor (CKC)			
Capital budget funding for multimodal safety investments • Juanita Dr. Multimodal Safety Investments: $1,350,000 • CKC to Redmond Central Connector: $750,000 • NE 52nd Street Sidewalk: $1,068,600			
Flexibility to help site marijuana retail facilities and marijuana revenue sharing with cities that allow retail facilities	**SB 5417** SB 5519 HB 1165 HB 1335 **HB 1411** HB 1412 HB 1413	Sen. Rivers Sen. Kohl-Wells Rep. Condotta Rep. Condotta Rep. Moscoso Rep. Moscoso Rep. Moscoso	1/21 - First reading, referred to Commerce & Labor 1/22 - First reading, referred to Commerce & Labor 1/14 - First reading, referred to Commerce & Gaming 1/19 - First reading, referred to Commerce & Gaming 1/20 - First reading, referred to Commerce & Gaming 1/20 - First reading, referred to Commerce & Gaming 1/20 - First reading, referred to Commerce & Gaming
Additional Sound Transit revenue authority *and that such authority may also be used to fund trail development and alternative transportation along the Eastside Rail Corridor.*	SB 5128 HB 1180	Sen. Liias Rep. Fey	1/14 - First reading, referred to Transportation 1/28 – Scheduled for hearing Transportation
Allow both the state and local governments the option of replacing the property tax cap			

Cities need local transportation funding options

Cities are where Washington's economy lives. From agriculture to technology, from aerospace to natural resources, cities are where products are made, innovation happens, and trade occurs. **Yet cities do not have a dedicated revenue source for transportation.** At the critical junction where state highways make connection to manufacturers, warehouse, shipping and retail **there is no dedicated source of funds to assure local arterial streets can meet our needs.**

Here are some key reasons now is the time to act:

- The state's population was divided almost evenly between cities and counties in 1985, the growth curve has bent markedly toward cities since then – nearly 2/3rd (65.5%) of our residents now live in cities.

- At the very same time that growth has been occurring, funding support and options for local roadway needs has declined significantly. The Motor Vehicle Excise Tax funds cities once had at their disposal have been eliminated, federal funding assistance has not kept up with growth, grant and loan programs have been re-directed or diverted to other purposes, and the Legislature has not authorized new transportation revenue for a decade.

- Without dedicated transportation revenue city general funds must balance transportation needs with those of public safety, parks and open space, human services, and more.

- Cities are the often-critical "first mile" and "last mile" connection to employment centers, distribution hubs, freight connections, and ports. Data from the US Conference of Mayors shows that well over 90 percent of the state's Gross Domestic Product is generated in eight metropolitan areas – and the population of those metro areas is comprised mostly of cities.

- Making the challenge even more dramatic is the cost per lane mile of constructing new city streets – estimated by the AWC at $1 million/lane mile.

In light of the intense growth cities are dealing with, the employment hubs that cities must serve with transportation infrastructure, the drying up of outside funding assistance, the lack of dedicated resources for city transportation needs, the cost of maintaining local roadway infrastructure systems, and the competition for local dollars between vital services and transportation needs without a dedicated source of revenue, it's no surprise that cities are continually striving to find new and reliable tools and funding options.

There's also a recognition among larger cities that no matter how good a job the state does with direct distribution of gas tax revenues and grant program funding in any new-revenue package, it simply won't be enough to address the huge M&O backlogs they face. **Cities need new local option funding tools.**

In 2015, legislators have responded to the cities' local option funding challenge with two bills, both in the House: One by Rep. Jake Fey (D-Tacoma/27th Dist.) and one by Rep. Joan McBride (D-Kirkland/48th Dist.). There are funding and governance components of the two bills that are similar if not identical, while the Rep. McBride bill has a couple of additional funding options within it. A matrix comparing those bills can be found on the back page of this sheet.

Local Option Funding Bills by Reps. Jake Fey and Joan McBride – snapshot comparison

Bill Component	***Brief description***	***In Rep. Fey bill?***	***In Rep. McBride bill?***	***Comments***
'Councilmanic' authority to impose Vehicle License Fees (VLFs) w/in a Transportation Benefit District (TBD)	Current $20 councilmanic maximum raised to $50	YES	YES	2013-14 packages either enacted or proposed in House & Senate had $20 to $40 provisions within them
Streamlining of **TBD governance**	Ensuring single-city TBDs are not required to be separately formed, keep multiple sets of books	YES	YES	Prior TBD statute was written w/ multiple-jurisdiction TBD in mind; in fact, most have been single-City
Resolve **Thurston County TBD revenue-sharing issue**	Explicit language and ILA provisions for sharing TBD revenues among Thurston County and individual cities outside of Olympia, which previously formed its TBD	YES	NO	Rep. Chris Reykdal previously sponsored legislation on this issue (**HB 1892** in 13-14 Session)
Authorize **establishment of "Transportation Utilities"**	Cities could form such utilities, with trip-generation based charges	NO	YES	Bill language adapts and expands prior "Street Maintenance Utility" concept
Turning 0.2 sales tax "by voter approval" authority into 'councilmanic' authority	Would allow this for TBDs – but only those outside the Sound Transit service area	NO	YES	Current statute is for up to 0.2% with voter approval only – passed by several cities

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December, 2014

WORKING TITLE: I-405/NE 132nd Street Interchange

Kirkland supports $75 million in funding for the I-405/ NE 132nd Street Interchange. Restoring funding for the new interchange would provide new I-405 access to and from the Regionally designated urban center of Totem Lake, reduce congestion, and compliment the recently completed I-405/NE 116th Street Interchange.

ISSUE BACKGROUND:

The I-405/NE 132nd Street Interchange was originally funded at $60 million in the 2005 Transportation Partnership Funding Package with a commitment of construction in 2018. Under the 2007 Approved budget, based on the significance of the Project, construction was moved forward five years and was to be built immediately following the "Kirkland Bundle" (a combination of Nickel and TPA projects) – it was identified in the 2007-2009 Transportation budget passed on April 22 to have been completed by 2015. The City of Kirkland reprioritized $200,000 of local funds and completed a companion Master Plan of NE 132nd Street in 2008 to augment the State's design process, the State's design was advanced to approximately 5%, and property began to be acquired along the alignment of the Interchange. This Project has now been delayed to 2025.

The Project was originally funded because the Totem Lake Urban Center is an integral part in the City's and the Region's plan to revitalize this area to boost economic development, create jobs, and target and accommodate growth that is envisioned by the PSRC within Puget Sound. Because lawsuits at the national level between Totem Lake's two owners have finally been resolved, the newly comprised majority owner is ready to develop Totem Lake along the line of a "University Village look." The lack of easy freeway access will continue to hamper redevelopment and increase congestion on both the local arterials and I-405 and will continue to hamper access to Evergreen Hospital, Kirkland's largest employer

In WSDOT's recent review of the I-405 Corridor project, the NE 132nd St. Interchange project was identified as a project with direct benefits to the I-405 system.

The City of Kirkland is seeking funding to move this critical improvement forward as originally envisioned. Delaying additional funding until 2025 will further jeopardize much needed economic development in the Totem Lake Urban Center and impact the successful completion of WSDOT's I-405/SR 167 Corridor program. WSDOT estimates the total cost for the Intersection to be on the order of $75 million (2012 costs)

Given the importance of this project to the local and regional economy, the City of Kirkland respectfully requests the original funding time-line be restored in the upcoming budget and $75 million be advanced for the project.

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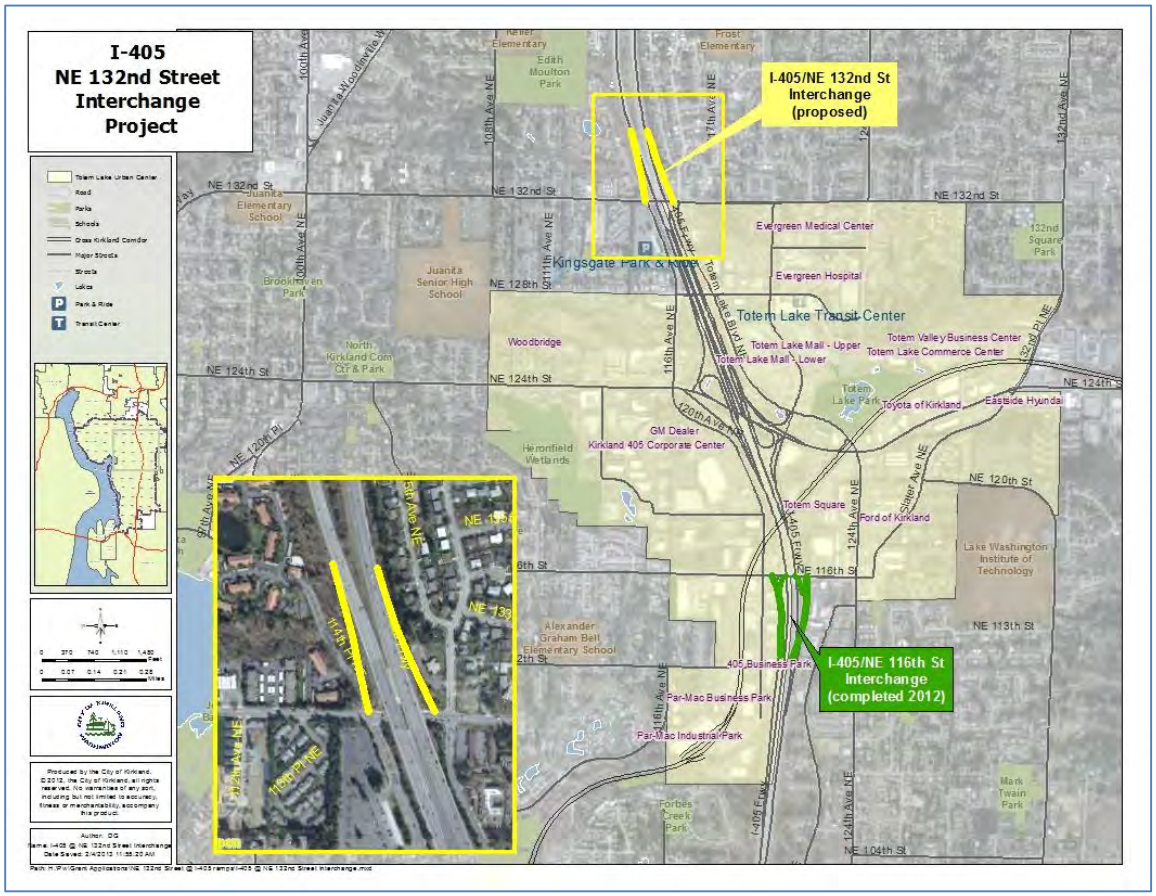
Kathy Brown, Director of Public Works, 425-587-3802
Lorrie McKay, Intergovernmental Relations Manager, 425-587-3009



Completing the 40-mile system

A. Tukwila to Bellevue - $1,353* million (WSDOT: $1,215 m; others: $138 m)

Benefits			
• Benefit/Cost: 4.7 • Approximately 50,000 vehicle hours of delay reduced every day which equates to $276 M in annual travel time savings by drivers.	Renton to Bellevue (Option 4)	$890	• Adds one lane in each direction
	SR 167 Direct Connector	$325 ($40M in PE/RW funded)	• Builds a flyover ramp connecting the I-405 express toll lanes to the SR 167 HOT lanes
	Sound Transit: N 8th St Direct Access	$78*	• Builds a direct access ramp at N. 8th St.
	City of Bellevue: NE 6th St Extension Bellevue Share	$60*	• Extends NE 6th St. east across I-405 to 120th Ave. NE

B. SR 167 HOT Lanes Extension - $117 million

Benefits			
• Benefit/Cost: 2.3 • Increases capacity over 50% and extends the reliability and traffic benefits of the SR 167 HOT lanes.	Stage 4 (SB)	**$82 (Funded)**	• Extends the existing southbound HOT lane to the King / Pierce County line.
	Stage 5 (NB)	$35	• Starts the northbound HOT lane at the King/Pierce County.

Future I-405 Corridor priorities

C. Bothell to Lynnwood Dual Express toll Lanes - $570 million

Benefits			
• Benefit/Cost: 1.7 • 36,000 vehicle hours of delay reduced every day ($211 M annual travel time savings). Provides a new direct access connection between SR 522 and I-405 express toll lanes eliminating weaving and improving operations for the general purpose lanes.	SR 522 Interchange	$315	• Builds a new direct access connection to SR 522 and redesigns a new interchange. • Replaces the northbound I-405 bridge over the Sammamish River and SR 522.
	SR 522 to I-5 Dual Express Toll Lanes	$255	• Adds a new lane in each direction between SR 522 and I-5 in Lynnwood to be paired with the existing HOT lane to form a dual express toll lane system.

D. SR 167 Stage 6 - $300 m

• Benefit/Cost: 2.5 • Reduces vehicle delay by 32,000 vehicles daily. • Project connects regional facilities of SR 410, SR 512, and future SR 167 extension.	SR 167 Stage 6	$300m	• Extends the SR 167 HOT lanes northbound and southbound to SR 410 / SR 512 interchange.

E. I-405/NE 132nd St. Interchange – Prior TPA project commitment

Benefits			
• Benefit/Cost: 1.1 • Provides new access to and from north Kirkland area and complements 116th interchange which has recently been rebuilt.	NE 132nd St. Interchange	$75	• Builds a new half-diamond interchange at NE 132nd St. in Kirkland.

Projects on other corridors with direct benefits to I-405 (system to system connections)

F. I-90/I-405 Interchange Direct Connectors - $535 million

Benefits			
• Benefit/Cost: 1.6 • Reduces daily delay by 22,000 vehicle hours of $112M in annual travel time savings. Reduces weaving and provides high speed reliable trips between the two interstate systems.	I-405 / I-90 Renton to Issaquah Direct Connector	$270	• Builds a new flyover ramp between the express toll lanes on I-405 and the HOV lanes on I-90. • The ramp would connect Renton to Issaquah.
	I-405 / I-90 Bellevue to Issaquah Direct Connector	$265	• Builds a new flyover ramp between the express toll lanes on I-405 and the HOV lanes on I-90. • The ramp would connect Bellevue to Issaquah.

G. SR 520/I-405 Interchange and SR 520/124th Ave NE Interchange - $550 million

Benefits			
• Benefit/Cost: 1.6 • Reduces delay by 24,000 vehicle hours daily or $136 M in annual travel time savings. Provides direct connection between I-405 and SR 520 and eliminates weaving in the general purpose lanes.	SR 520 / 124th Ave NE New Interchange	$235	• Rebuilds the SR 520/124th Ave NE interchange to Master Plan configuration
	I-405 / SR 520 Direct Connectors	$315	• Builds flyover ramps connecting the express toll lanes on I-405 to the HOV lane on SR 520. Ramps will connect Bellevue to Redmond traffic.

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October 23, 2014

PROJECT TITLE: Juanita Drive Multimodal Safety Improvements

Kirkland supports funding of $1,350,000 to complete the design and construction of pedestrian and bicycle safety improvements between the 93rd Avenue NE and NE 143rd Street.

PROJECT SUMMARY:

The proposed improvements provide for the installation 4.5 miles of non-motorized safety improvements along the Juanita Drive Corridor including pavement markings for buffered pedestrian and bicycle facilities, flashing pedestrian crosswalks, and improved street lighting.

Project benefits include:

- Flashing Pedestrian Crosswalks
- Continuous Pedestrian walkway
- Buffered bicycle lanes with localized physical barriers

The City of Kirkland is requesting $1,350,000 for design and construction.

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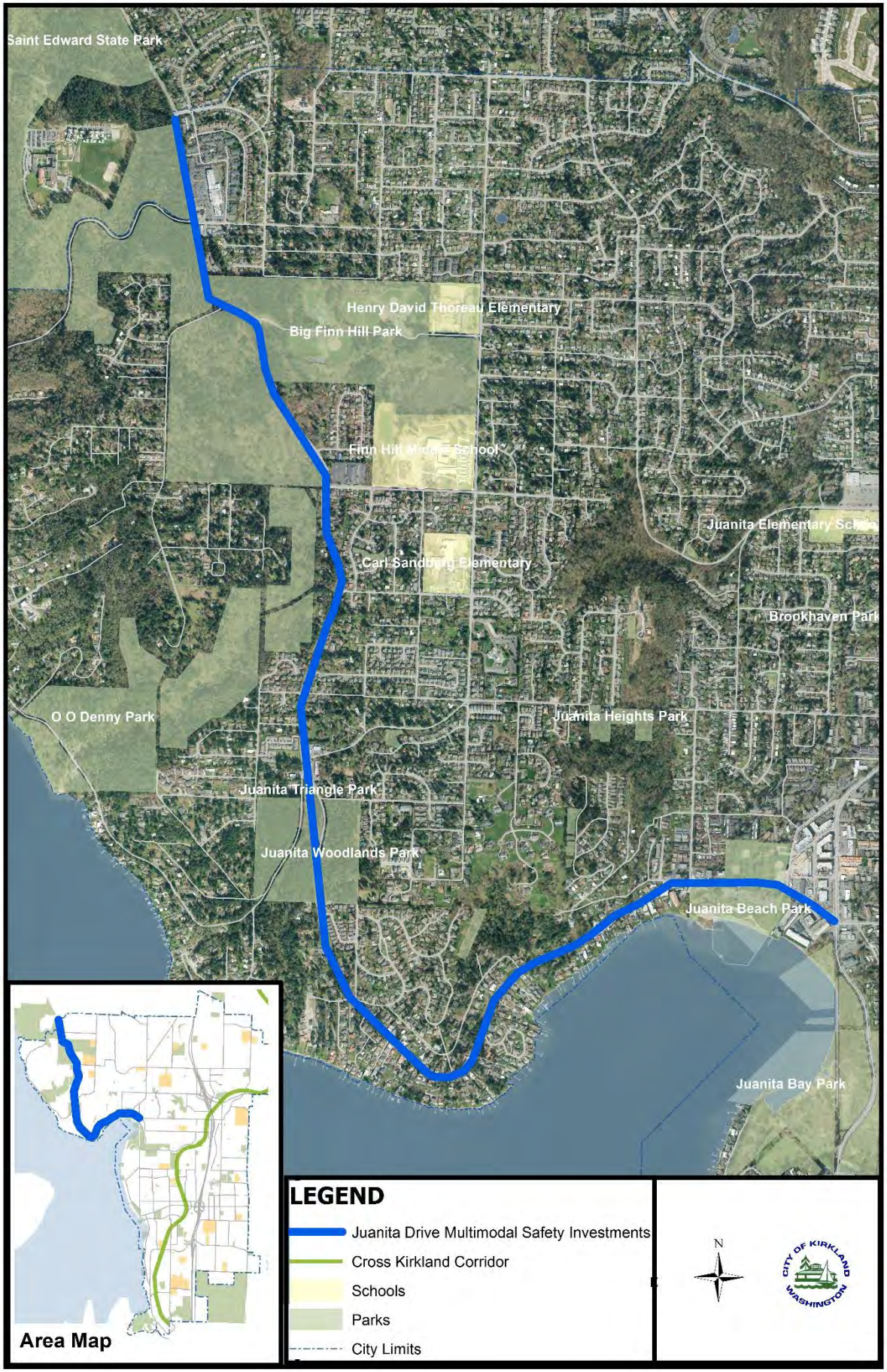
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Henry David Thoreau Elementary
Big Finn Hill Park
Finn Hill Middle School
Juanita Elementary School
Carl Sandburg Elementary
Brookhaven Park
O O Denny Park
Juanita Heights Park
Juanita Triangle Park
Juanita Woodlands Park
Juanita Beach Park
Juanita Bay Park
Area Map
LEGEND
Juanita Drive Multimodal Safety Investments
Cross Kirkland Corridor
Schools
Parks
City Limits
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October 23, 2014

PROJECT TITLE: Cross Kirkland Corridor to Redmond Central Connector

Kirkland supports funding of $750,000 to complete the design and construction of a 1/3 mile pedestrian and bicycle connection between the Cross Kirkland Corridor (CKC), and the Redmond Central Connector (RCC) to connect the high tech corridor of Willows Road and the aerospace and manufacturing companies to Totem Lake and the expanding regional trail network.

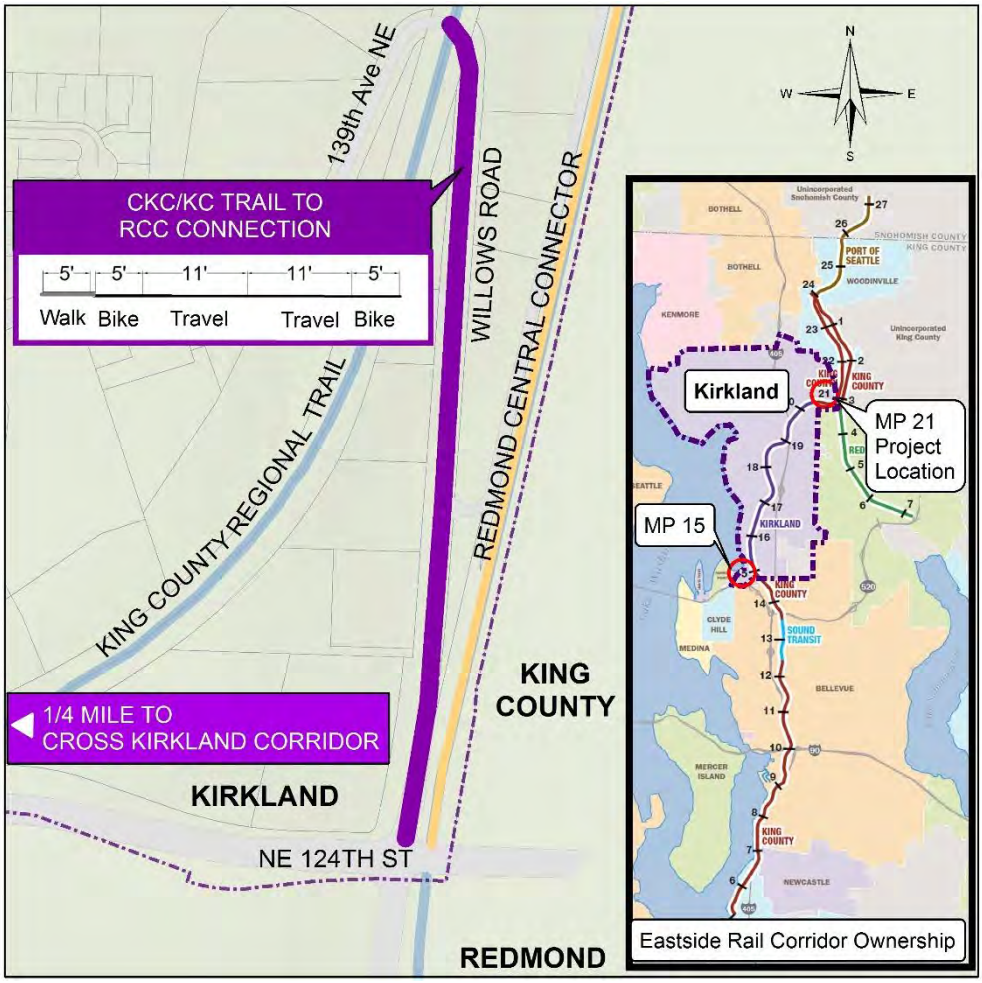
PROJECT SUMMARY:

This proposed improvement provides for the installation of a continuous ADA compliant sidewalk as well as 5 foot bike lanes between the intersection of NE 124th Street and Willows Road, and the CKC at 139th Avenue NE. Kirkland is currently completing the construction of a 5.75 miles all-weather, crushed-gravel pedestrian/bike trail along the ERC mileposts (MP) 15 to 21. The remaining 3/4 mile trail section is currently owned by King County.

The City of Kirkland, City of Redmond, and King County are actively pursuing connections between regional trail assets. Project benefits include:

- Encouraging convenient alternative transportation connections between city centers
- Providing usable and safe public access to healthy forms of recreation

The City of Kirkland is requesting $750,000 for design and construction. The connection can be designed and constructed in 12-18 months with multi-agency coordination needed.



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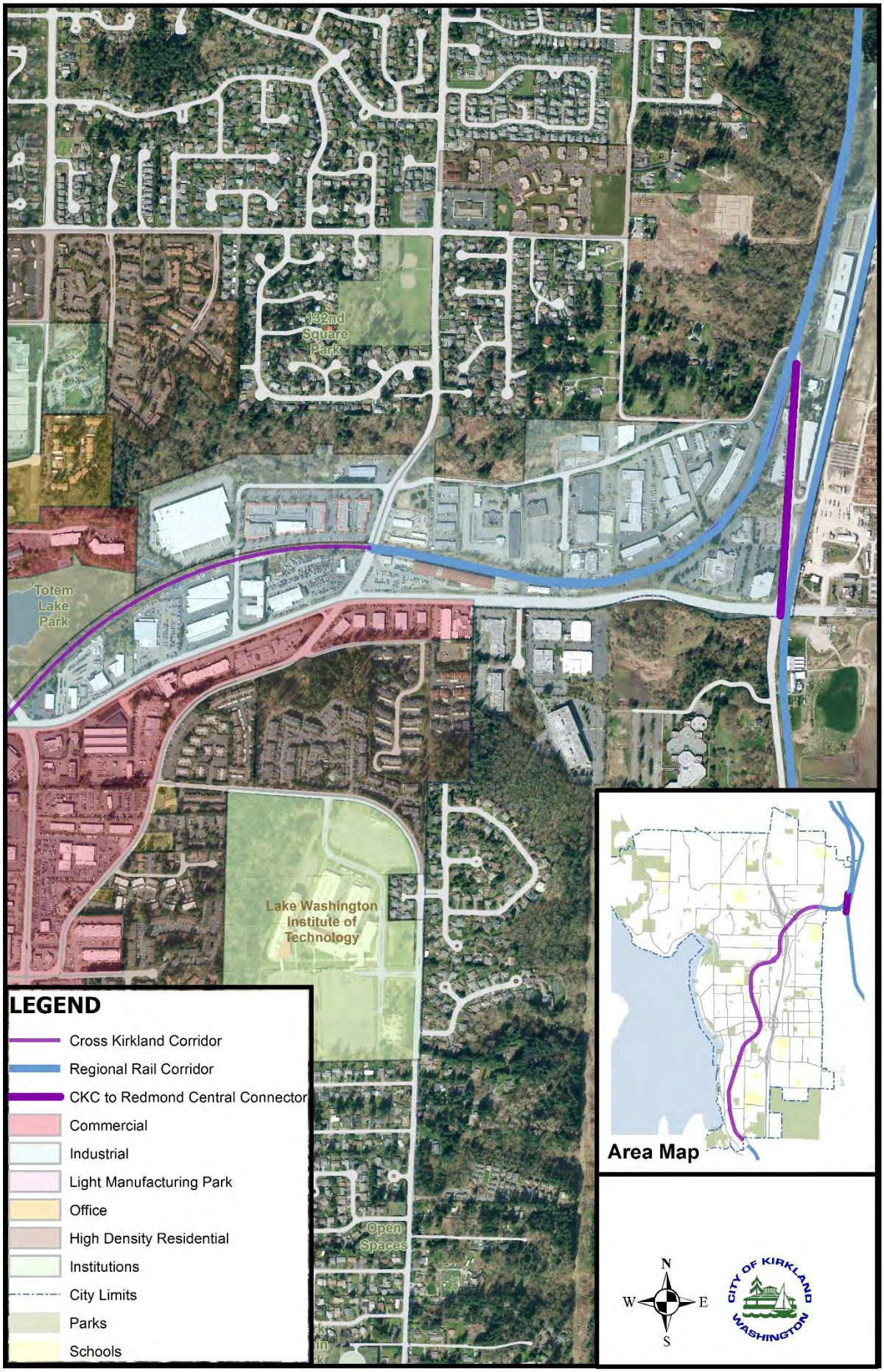
132nd Square Park
Totem Lake Park
Lake Washington Institute of Technology
Open Spaces
LEGEND
Cross Kirkland Corridor
Regional Rail Corridor
CKC to Redmond Central Connector
Commercial
Industrial
Light Manufacturing Park
Office
High Density Residential
Institutions
City Limits
Parks
Schools
Area Map
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October 23, 2014

PROJECT TITLE: NE 52nd Street Sidewalk Improvements

Kirkland supports funding of $1,068,600 to complete the design and construction of a 1/3 mile pedestrian and bicycle connections between the Cross Kirkland Corridor (CKC), and existing pedestrian and bicycle improvements on 108th Avenue NE as well as Lake Washington Boulevard.

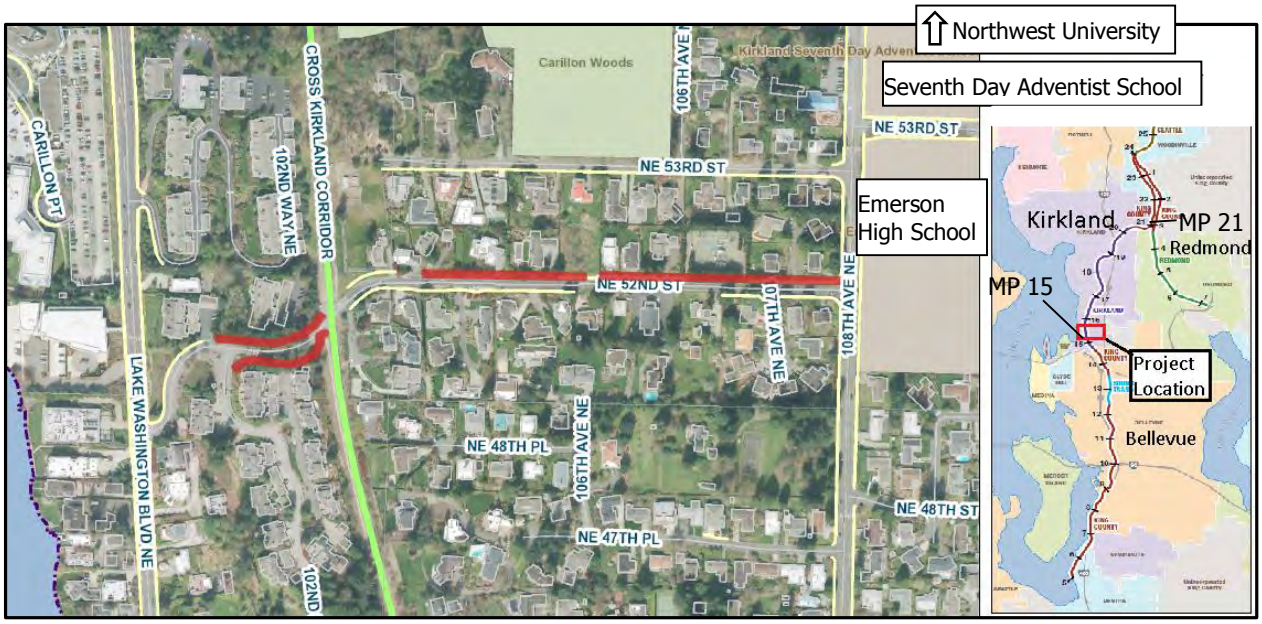
PROJECT SUMMARY:

The proposed improvements provide for the installation of approximately 2,000 feet of continuous ADA compliant sidewalks as well as bicycle facilities between the CKC and 108th Avenue NE, as well as sidewalks between the CKC and Lake Washington Boulevard. The Project includes improvements to treat surface water runoff to nearby Lake Washington. Kirkland is currently completing the construction of a 5.75 miles all-weather, crushed-gravel pedestrian/bike trail along the ERC mileposts (MP) 15 to 21.

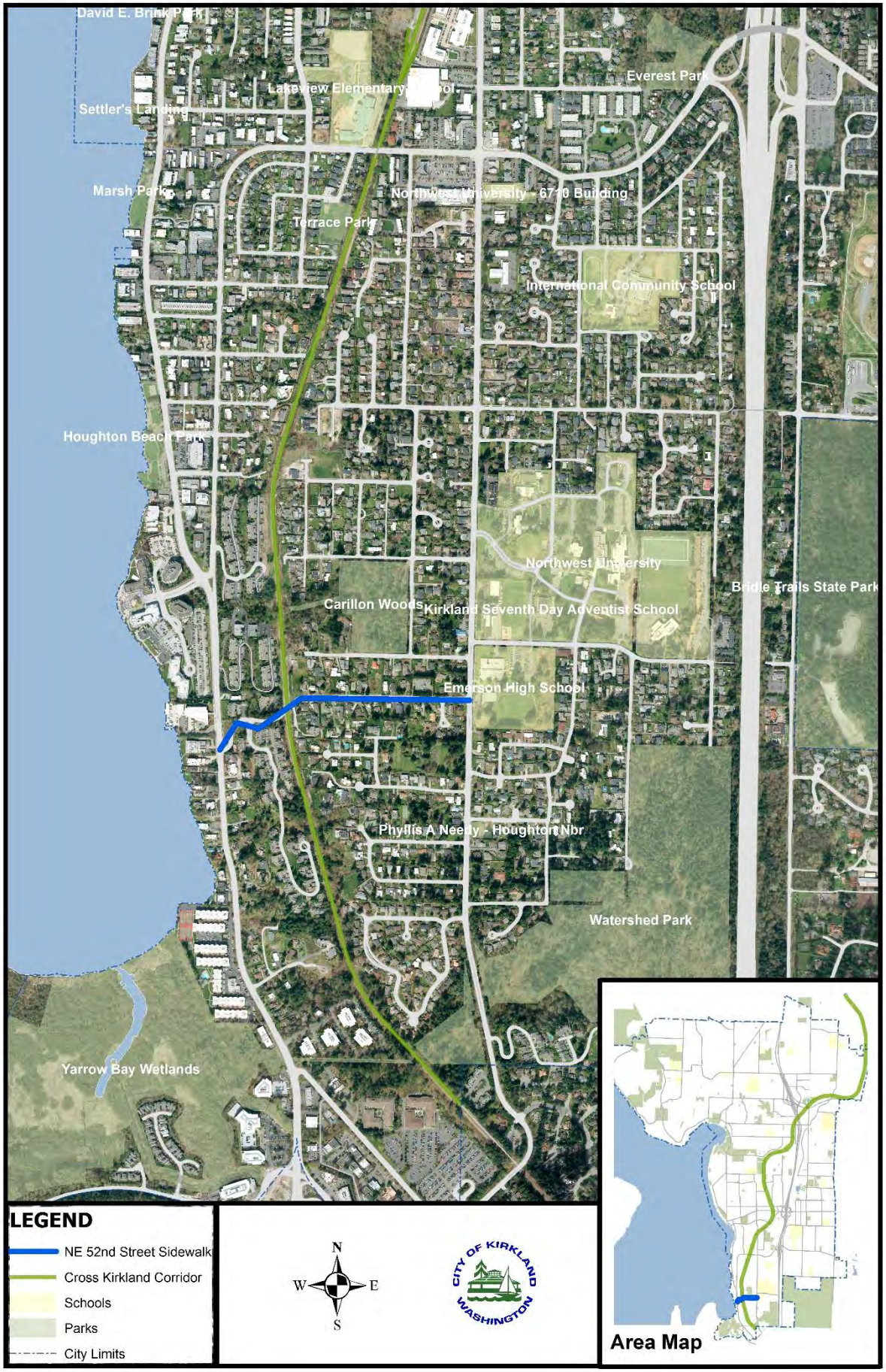
Project benefits include:

- Improved multimodal safety along NE 52nd Street
- Provide ADA compliant access between the CKC and nearby Emerson High School and Northwest University
- Provide ADA compliant access between the CKC and multimodal routes on Lake Washington Boulevard

The City of Kirkland is requesting $1,068,600 for design and construction. The connection can be designed and constructed in 12-18 months with multi-agency coordination needed.



KIRKLAND CONTACTS:
Kurt Triplett, City Manager, 425-587-3020
Lorrie McKay, Intergovernmental Relations Manager, 425-587-3009
Kathy Brown, Public Works Director, 425-587-3802


David E. Brink Park
Lakeview Elementary School
Everest Park
Settler's Landing
Marsh Park
Northwest University - 6700 Building
Terrace Park
International Community School
Houghton Beach Park
Northwest University
Bridle Trails State Park
Carillon Woods
Kirkland Seventh Day Adventist School
Emerson High School
Phyllis A Needy - Houghton Nbr
Watershed Park
Yarrow Bay Wetlands
LEGEND
NE 52nd Street Sidewalk
Cross Kirkland Corridor
Schools
Parks
City Limits
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E
S
CITY OF KIRKLAND
WASHINGTON
Area Map

2015 Legislative Session
Bills Dropped, Department Analysis Recommendations

Bill #	Bill Short Title	Position	Companion	Notes	Leg Comm Review
HB 1007	Limiting the use of automated traffic safety cameras to detect speed violations not in school zones to certain cities.	Oppose			22-Jan
HB 1008	Authorizing the state auditor to conduct audits of state government and local agencies' data storage and management practices thereby protecting privacy and securing personal information from computer hacking or misuse of data.	Oppose		Would likely take extra IT resources – we are already audited on this by WCIA as it relates to security, and most of this would be repetitive.	22-Jan
HB 1011	Assigning counties to two climate zones for purposes of the state building code.	Support		The International Energy Code has 3 climate zones in the State. This was changed by WAC rule last year so there are only 2 zones. The purpose of this bill appears to keep subsequent energy code adoptions from creating more than 2 climate zones in the state, which are Western WA and Eastern WA	22-Jan
HB 1028	Requiring cities and counties to provide security for their courts.	Support			22-Jan
HB 1057	Modifying authority regarding where mopeds may be operated.	Oppose		This bill allows mopeds to operate in bike lanes, unless the local agency prohibits. Other places (trails, bikeways, bicycle path, [It's not clear that a bike lane is not a bikeway] etc) require local agency to allow use. Bike lanes could be added to that list. Recommend keeping mopeds out of bike lanes without having to deal with our own ordinance.	22-Jan
HB 1058	Relating to the public disclosure commission concerning responsibilities and funding	Support		Appears to be the same bill as 1085.	23-Jan
HB 1069	Concerning preservation of DNA work product.	Support			22-Jan

2015 Legislative Session
Bills Dropped, Department Analysis Recommendations

HB 1082	Allowing for the collection of DNA from adults arrested for a ranked felony or a gross misdemeanor violation of certain orders.	Support			22-Jan
HB 1084	Addressing notice requirements for land use applications, approvals, and decisions.	Oppose		Overly burdensome; terms too general or confusing (e.g. licensing); could cause delays in permitting.	22-Jan
HB 1085	Requiring lobbying reports to be filed electronically.	Support		Appears to be the same bill as 1058	23-Jan
HB 1087	Concerning automated traffic safety cameras in school speed zones.	Oppose			22-Jan
HB 1102	Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances.	Oppose Actively	SB 5055	Major concerns. There appears to be a lot of problems for the City and potential conflict between these Bills and other State law	23-Jan
HB 1123	Regulating the minimum dimensions of habitable spaces in single-family residential areas	Oppose		Pre-empts local control and discretion to address local issues.	22-Jan
HB 1128	Allowing for the collection of DNA from adults arrested for a ranked felony or a gross misdemeanor violation of certain orders.	Support			22-Jan
HB 1139	Establishing a work group to study human trafficking of youth issues.	Support		Human Services recommend Neutral	22-Jan
HB 1141	Requiring certain operational standards for regional jails.	Oppose Actively		It is bad law!	22-Jan
HB 1155	Concerning property tax relief for senior citizens and persons retired because of physical disability.	Support		While there would be some minor revenue impact to the City, it seems reasonable to index qualification thresholds to account for inflation. Human Services recommends Neutral	23-Jan
HB 1161	Indexing qualifying income thresholds for senior citizen property tax relief programs.	Support		This appears to be a duplicate of 1155? Human Services recommends Neutral	23-Jan

HB 1165	Concerning the establishment of a dedicated local jurisdiction marijuana fund and the distribution of a specified percentage of marijuana excise tax revenues to local jurisdictions.	Support		This bill appears to relate to marijuana revenue sharing. If it does, it is one of the City's legislative priorities.	22-Jan
HB 1174	Concerning flame retardants.	Support		Bill is attempting to limit flame retardants that are suspected to be cancer causing agents. Many organizations support this move. Fire retardants are of limited value in much of the furniture and textiles in homes. Fire spread and overall fuel load in homes have expanded beyond the ability of these chemicals to contain fire growth.	22-Jan
HB 1218	Implementing public-private partnership best practices for nontoll transportation projects.	Neutral / Support		Changes rules for non-toll projects. Allows WSDOT to do PPP for projects under $10m. Doesn't affect local agencies. Seems like an okay idea.	23-Jan
HB 1223	Allowing the use of lodging taxes for financing workforce housing.	Support		Provides more flexibility in using current revenues	23-Jan

HB 1234	Modifying certain building permit fees.	Support	SB 5183	The State Building Code Council (SBCC) is funded with this fee which has not been increased in 30 yrs. Meanwhile, the duties the SBCC has been tasked with continues to grow, such as Energy Code, Barrier free, Photovoltaic panel and fire sprinkler committees. The SBCC is responsible for the adoption and amendment of the Building, Plumbing, Mechanical and Energy codes...in a very transparent manner which includes builders, developers and gov. officials. This additional revenue is needed to properly fund the SBCC to keep Washington's codes workable for the building industry and local regulators. This fee is paid by permit applicants and doesn't impact the city's budget.	22-Jan
HB 1251	Providing for increased funding for emergency medical services by adjusting the emergency medical services' levy cap.	Support (monitor amendments)		Changes the EMS levy cap from 50 cents to 75 cents per thousand AV with a couple of language clean-ups. Good legislation as written for the City of Kirkland if we ever place a medical levy on the ballot or choose to use the County unused levy capacity for EMS in Kirkland.	22-Jan

HB 1278	Concerning building energy use disclosure requirements.	Support		Mayor Walen was authorized (10/23/14) to sign a Joint Letter of Commitment: Climate Change Actions in King County that speaks about Kirkland's support of adopting a local building and energy benchmarking disclosure ordinance for commercial buildings.	22-Jan
HB 1291	Concerning credentialing requirements for the design and installation of residential fire protection sprinkler systems.	Support		Reduces the professional credentialing requirements for the design and installation of fire sprinklers in 1 & 2 family structures and townhouses. Several years ago the sprinkler codes were changed to allow the sprinkler system to be part of the plumbing system in houses. This reduces the cost of fire sprinkler systems which helps the City's efforts of having a fire sprinkler system installed in every new house. The problem is, even though the sprinkler system can now be part of the plumbing system, the licensing laws were not changed to allow a plumber to install the sprinkler system. This bill eliminates that conflict.	22-Jan

2015 Legislative Session
Bills Dropped, Department Analysis Recommendations

HB 1314	Implementing a carbon pollution market program to reduce greenhouse gas emissions.	Support		Mayor Walen was authorized (10/23/14) to sign a Joint Letter of Commitment: Section II of the letter addresses Climate Policy which supports 1314. The topic of working together to support this bill came up at the K4C Elected Officials Joint Commitments Working Session on 1/8/15. CM Kloba represented the City. Staff recommends support.	23-Jan
HB 1306	Concerning the management of state-owned aquatic lands by cities for the purposes of operating a publicly owned marina.	Oppose		This bill says that any enterprise that the City has within state leased water, they get 80% of the revenue.	23-Jan
HB 1394	Preserving the common law interpretation and application of the vested rights doctrine.	Oppose Actively		City is diametrically opposed to this bill. (position paper pending)	23-Jan
HB 1411	Concerning the siting of marijuana facilities.	Support		This is Kirkland's marijuana siting bill	23-Jan
HB 1412	Concerning municipalities prohibiting the operation of recreational marijuana production, processing, and retail facilities within their jurisdictional boundaries.	Support		This bill says that jurisdictions don't have to site marijuana facilities but if they don't allow, then they can't receive marijuana revenue. Finance - Unless we want the flexibility to prohibit any marijuana businesses, not sure if this addresses Kirkland's interests directly. That said, Section 2 makes clear that if cities don't allow MJ facility, then they can't receive marijuana revenue, which is a City priority.	23-Jan
HB 1593	Concerning local transportation options.	Support		Includes councilmanic TBD, 20 to 50. City Priority	23-Jan

2015 Legislative Session
Bills Dropped, Department Analysis Recommendations

SB 5109	Concerning infrastructure financing for local governments.	Support? What's AWC position?		While City does not have a revitalization area at present and may not be at a high probability to qualify, this is a financial flexibility-related item, so may want to support if AWC supports.	23-Jan
SB 5124	Prohibiting the sale of vapor products to minors.	Support			22-Jan
SB 5128	Concerning dedicated funding sources for high capacity transportation service.	Support	HB 1180	While City supports it, it only allows spending on HCT so doesn't fit our funding the ERC idea.	23-Jan
SB 5041	Concerning seizure and forfeiture of property for patronizing a prostitute.	Support			22-Jan
SB 5044	Concerning mitigation measures for shoreline development.	Oppose		Requires local govt. to undertake extensive and expensive site-specific evaluation of each permit and mitigation measure for development in the shoreline.	22-Jan
SB 5048	Subjecting a resolution or ordinance adopted by the legislative body of a city or town to assume a water-sewer district to a referendum.	Oppose Actively	HB 1417	For all the reasons we articulated last year.	22-Jan
SB 5054	Concerning the design-build procedure for certain transportation projects.	Neutral / Oppose		Says WSDOT must design build all projects over $10m "to ensure all risk is properly allocated to the contractor." That's silly, but it doesn't really apply to Kirkland.	22-Jan

SB 5056	Concerning the use of chemical action plans for recommendations of safer chemicals.	Oppose		Concern with Section 3, line 26 refers to "department." Assume is the DOE. K Solid Waste currently receives $70K annually from DOE's Coordinated Prevention Grant Program - used to pay, in part, for our business and multifamily recycling programs. Legislation appears to be mandating that the DOE use additional resources to comply with the new requirements in Section 3. This could potentially affect the amount of our grant funding available if the new requirements are competing with the grant dollars in the DOE Model Toxics Control Account which it appears they are... which could have a significant impact on the availability of funding for Kirkland to fund our conservation and recycling programs. While Kirkland would get by, many smaller cities that rely on this funding could be affected in a significant way. Recommend Oppose if the funding source remains as is. If can find a different funding source, then recommend Support.	22-Jan
SB 5158	Requiring call location information to be provided to law enforcement responding to an emergency.	Support			22-Jan

SB 5185	Creating a six-year time frame for substantial building code amendments.	Oppose		Most building officials recognize that the code making process is spiraling out of control and would like to see it slowed down, but in an orderly manner, that is, at the national level. Washington shouldn't lag behind the rest of the country in current codes that often take advantage of newer technology. The Washington Association of Building Officials (WABO) has made this a national issue and would like a year or two to see if it can increase the code cycle span for the nation.	22-Jan
SB 5187	Concerning voter approval of a high capacity transportation system plan and financing plan.	Oppose		Bill says if a vote for a transit plan doesn't pass, the agency can't alter the plan.	22-Jan
SB 5196	Concerning funding for certain transportation planning organizations.	Oppose		Doesn't allow state funds to go to a MPO if it has received federal funds.	23-Jan
SB 5200	Modifying legislators' participation on regional transportation planning organization transportation policy boards.	Oppose		Appoints senior state legislative members as full time voting board members of the MPO's TPB. They can currently do it, this makes them automatically appointed.	23-Jan
SB 5208	Allowing the use of lodging taxes for financing workforce housing.	Support		Appears to be companion bill to 1223.	23-Jan
SB 5211	Correcting restrictions on collecting a pension in the public employees' retirement system for retirees returning to work in an ineligible position or a position covered by a different state retirement system.	Support? (maybe check in with HR)		This appears to clarify language regarding retirees returning to work, but it isn't clear to me that it helps clarify our issue as it related to Pam	23-Jan
SB 5336	Limiting the use of automated traffic safety cameras to detect speed violations not in school zones to certain cities.	Oppose			23-Jan

2015 Legislative Session
Bills Dropped, Department Analysis Recommendations

SB 5342	Concerning definitions related to human trafficking.	Support			23-Jan
SB 5343	Concerning parking impact mitigation from regional transit authority facility construction.	Support		New section of RCW that would make Sound Transit consider parking impacts and determine appropriate mitigation in cooperation with the local agency. Could include subsidizing RPD or paying for it.	23-Jan
SB 5417	Concerning local government marijuana policies.	Support		This is Senator Rivers' bill. Contains Kirkland's marijuana siting issue.	23-Jan
SB 5537	Establishing regional fire protection service authorities within the boundaries of regional cities.	Support	HB 1606	This is language change to the current RCW allowing a single City over 50,000 population (or City less than 50,000 population but 40% or more of that counties population) to create a RFA.	23-Jan
SB 5519	Enacting the comprehensive marijuana reform act.	Support			23-Jan

Kirkland Bill Tracker: House Bills
(Update 01-23-15)

Attachment F

Bill	Title	Position	Status
Support			
HB 1011	Assigning counties to two climate zones for purposes of the state building code.	Support	1/13 - Heard in Local Gov. 1/19 - Referred to Rules
HB 1028	Requiring cities and counties to provide security for their courts.	Support	1/20 - Heard in Judiciary 1/29 - Scheduled for Exec
HB 1058	Relating to the public disclosure commission concerning responsibilities and funding	Support	1/12 - First read/referred to State Gov
HB 1069	Concerning preservation of DNA work product.	Support	1/20 - Heard in Public Safety and Exec'd
HB 1082	Allowing for the collection of DNA from adults arrested for a ranked felony or a gross misdemeanor violation of certain orders.	Support	1/12 - First read/referred to Public Safety
HB 1085	Requiring lobbying reports to be filed electronically.	Support	1/20 - Heard in State Gov
HB 1128	Allowing for the collection of DNA from adults arrested for a ranked felony or a gross misdemeanor violation of certain orders.	Support	1/14 - First read/referred to Public Safety
HB 1139	Establishing a work group to study human trafficking of youth issues.	Support	1/27 - Scheduled for hearing in Public Safety 1/30 - Scheduled for Exec
HB 1155	Concerning property tax relief for senior citizens and persons retired because of physical disability.	Support	1/23 - Heard in Finance
HB 1161	Indexing qualifying income thresholds for senior citizen property tax relief programs.	Support	1/23 - Heard in Finance
HB 1174	Concerning flame retardants.	Support	1/19 - Heard in Environment
HB 1180	Concerning dedicated funding sources for high capacity transportation service.	**Support**	1/28 - Scheduled for hearing in Transportation
HB 1223	Allowing the use of lodging taxes for financing workforce housing.	Support	1/26 - Sched for hearing Cm Dev. and Hsing & Tribal
HB 1234	Modifying certain building permit fees.	Support	1/21 - Heard in Local Gov
HB 1251	Providing for increased funding for emergency medical services by adjusting the emergency medical services' levy cap.	Support (monitor amendments)	1/23 - Heard in Finance
HB 1278	Concerning building energy use disclosure requirements.	Support	1/22 - Heard in Environment
HB 1291	Concerning credentialing requirements for the design and installation of residential fire protection sprinkler systems.	Support	1/16 - First read/referred to Labor
HB 1314	Implementing a carbon pollution market program to reduce greenhouse gas emissions.	Support	1/27 - Scheduled for hearing in Environment
HB 1411	Concerning the siting of marijuana facilities.	**Support**	1/20 - First read, referred to Commerce & Gaming
HB 1412	Concerning municipalities prohibiting the operation of recreational marijuana production, processing, and retail facilities within their jurisdictional boundaries.	**Support**	1/20 - First read, referred to Commerce & Gaming
HB 1593	Concerning local transportation options.	**Support**	1/23 - First read, referred to Transportation
HB 1606	Establishing regional fire protection service authorities within the boundaries of regional cities.	Support	
Neutral			
	See Supplemental Attachment on Neutral Recommendations		
Oppose			
HB 1102	Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances.	**Oppose Actively**	1/22 - Heard in Local Gov at 1:30
HB 1141	Requiring certain operational standards for regional jails.	**Oppose Actively**	1/21 - Heard in Public Safety 1/23 - Scheduled for Exec
HB 1394	Preserving the common law interpretation and application of the vested rights doctrine.	**Oppose Actively**	1/20 - First read, referred to Judiciary
HB 1417	Subjecting a resolution or ordinance adopted by the legislative body of a city or town to assume a water-sewer district to a referendum.	**Oppose Actively**	1/29 - Scheduled for hearing in Local Gov
HB 1007	Limiting the use of automated traffic safety cameras to detect speed violations not in school zones to certain cities.	Oppose	1/14 - Heard in Transportation 1/26 - Scheduled for Exec

Attachment F

HB 1008	Authorizing the state auditor to conduct audits of state government and local agencies' data storage and management practices thereby protecting privacy and securing personal information from computer hacking or misuse of data.	Oppose	1/30 - Scheduled for hearing in Gen. Gov & Info Tech
HB 1057	Modifying authority regarding where mopeds may be operated.	Oppose	1/14 - Heard in Transportation
HB 1084	Addressing notice requirements for land use applications, approvals, and decisions.	Oppose	1/22 - Heard in Local Gov
HB 1087	Concerning automated traffic safety cameras in school speed zones.	Oppose	1/19 - Heard in Transportation 1/26 - Scheduled for Exec
HB 1123	Regulating the minimum dimensions of habitable spaces in single-family residential areas	Oppose	1/26 - Sched for hearing Cm Dev. and Hsing & Tribal
HB 1306	Concerning the management of state-owned aquatic lands by cities for the purposes of operating a publicly owned marina.	Oppose	1/26 - Scheduled for hearing in Environment

Kirkland Bill Tracker: Senate Bills
(Update 01-23-15)

Attachment F

Bill	Title	Position	Status
Support			
SB 5041	Concerning seizure and forfeiture of property for patronizing a prostitute.	Support	1/22 - Heard in Law & Justice
SB 5109	Concerning infrastructure financing for local governments.	Support? AWC position?	1/26 - Scheduled in Law & Justice at 1:30
SB 5124	Prohibiting the sale of vapor products to minors.	Support	1/22 - Heard in Law & Justice at 8
SB 5128	Concerning dedicated funding sources for high capacity transportation service.	**Support**	1/14 - First read, referred to Transportation
SB 5158	Requiring call location information to be provided to law enforcement responding to an emergency.	Support	1/15 - First read/referred Law & Justice
SB 5208	Allowing the use of lodging taxes for financing workforce housing.	Support	1/22 - Heard in HS and MH & Housing 1/23 - Passed to Rules
SB 5211	Correcting restrictions on collecting a pension in the public employees' retirement system for retirees returning to work in an ineligible position or a position covered by a different state retirement system.	Support? (maybe check in with HR)	1/15 - First read/referred Ways & Means
SB 5342	Concerning definitions related to human trafficking.	Support	1/20 - First read, referred to Commerce & Labor
SB 5343	Concerning parking impact mitigation from regional transit authority facility construction.	Support	1/20 - First read, referred to Transportation
SB 5417	Concerning local government marijuana policies.	**Support**	1/20 - First read, referred to Commerce & Labor
SB 5519	Enacting the comprehensive marijuana reform act.	**Support**	1/22 - First read, referred to Commerce & Labor
SB 5537	Establishing regional fire protection service authorities within the boundaries of regional cities.	Support	1/23 - First read, referred to Gov Ops
Neutral			
	See Attachment C on Neutral Recomm		
Oppose			
SB 5044	Concerning mitigation measures for shoreline development.	Oppose	1/12 - First read/referred Energy, Environ & Telecom
SB 5048	Subjecting a resolution or ordinance adopted by the legislative body of a city or town to assume a water-sewer district to a referendum.	**Oppose Actively**	1/19 - Heard in Gov Ops
SB 5055	Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances.	**Oppose Actively**	1/15 - Heard in Gov Ops
SB 5056	Concerning the use of chemical action plans for recommendations of safer chemicals.	Oppose	1/22 - Heard in Energy, Environ & Telecom
SB 5185	Creating a six-year time frame for substantial building code amendments.	Oppose	1/22 - Heard in Gov Ops
SB 5187	Concerning voter approval of a high capacity transportation system plan and financing plan.	Oppose	1/15 - First read/referred to Transportation

Kirkland NEUTRAL Position Tracker: House Bills
(Update 01-23-15)

Attachment G
- NEUTRAL Recommendations

Bill	Title	Position	Status
Neutral			
HB 1021	Creating a silver alert system.	Neutral	
HB 1036	Addressing survivor benefits from the public employees' retirement system for survivors of members in registered domestic partnerships prior to Dec 2012.	Neutral	
HB 1088	Modifying per diem compensation for flood control zone district supervisors.	Neutral?	
HB 1099	Providing consumers the option to cancel contracts over the internet when entered into by the same means.	Neutral	
HB 1101	Concerning conservation districts.	Neutral	
HB 1108	Creating a food truck beer and/or wine license.	Neutral	
HB 1130	Concerning water power license fees	Neutral	
HB 1131	Concerning ivory and rhinoceros horn trafficking.	Neutral	
HB 1132	Concerning the regulation of adult family homes.	Neutral	
HB 1133	Authorizing counties to impose a public utility	Neutral?	
HB 1170	Granting port districts certain administrative powers.	Neutral	
HB 1197	Concerning water-sewer districts.	Neutral	
HB 1218	Implementing public-private partnership best practices for nontoll transportation projects.	Neutral / Support	
HB 1332	Modifying yellow light intervals and monetary penalties related to automated traffic safety cameras.	Neutral	
HB 1338	Concerning the diversion of certain municipal waters.	Neutral	
HB 1368	Removing disincentives to the voluntary formation of regional fire protection service authorities by equalizing certain provisions with existing laws governing fire protection districts and by clarifying the formation process.	Neutral	
HB 1370	Increasing the total amount of tax credits allowed under the Washington main street program.	Neutral	
HB 1393	Authorizing certain public transportation benefit areas to impose a sales and use tax approved by voters.	Neutral	
HB 1410	Modifying provisions governing the competitive bidding process of water-sewer districts.	Neutral	

Kirkland NEUTRAL Bill Tracker: Senate Bills
(Update 01-23-15)

Attachment G
- NEUTRAL Recommendations

Bill	Title	Position	Status
Neutral			
SB 5087	Concerning oil transportation	Neutral	
SB 5111	Concerning projects of statewide significance for economic development and transportation.	Neutral	
SB 5129	Concerning overriding considerations of the public interest in management of the waters of the state.	Neutral	
SB 5134	Concerning base flows and minimum instream flows.	Neutral	
SB 5136	Repealing an instream flow rule and adopting a new instream flow rule.	Neutral	
SB 5139	Concerning building code standards for certain buildings four or more stories high.	Neutral	
SB 5003	Concerning the taxes payable on sales by licensed recreational marijuana producers, processors, and retailers.	Neutral	
SB 5042	Providing a business and occupation tax credit for businesses that hire veterans.	Neutral	
SB 5043	Providing greater small business assistance by modifying the filing threshold for excise tax purposes.	Neutral	
SB 5054	Concerning the design-build procedure for certain transportation projects.	Neutral / Oppose	
SB 5066	Concerning the collection of blood samples for forensic testing	Neutral	
SB 5121	Establishing a marijuana research license.	Neutral	
SB 5127	Providing that veterans with total disability ratings and their surviving spouses and domestic partners are eligible to qualify for a property tax exemption without meeting certain income requirements.	Neutral	
SB 5186	Allowing certain health care coverage deductions from the calculation of disposable income for the purpose of qualifying for senior property tax programs.	Neutral?	
SB 5193	Exempting documents recording a water-sewer district lien from the surcharge for local homeless housing and assistance.	Neutral	
SB 5298	Concerning the diversion of certain municipal waters.	Neutral	
SB 5313	Increasing the total amount of tax credits allowed under the Washington main street program.	Neutral	
SB 5314	Modifying the use of local storm water charges paid by the department of transportation.	Neutral	
SB 5323	Extending and modifying the commute trip reduction tax credit.	Neutral	
SB 5326	Authorizing certain public transportation benefit areas to impose a sales and use tax approved by voters.	Neutral	
SB 5350	Concerning water-sewer districts.	Neutral	

Lorrie McKay

From: Robin Jenkinson
Sent: Wednesday, January 21, 2015 6:05 PM
To: Lorrie McKay
Cc: Eric Shields; Paul Stewart
Subject: Vesting Bill (HB 1394)
Attachments: MRSC Article on Potala Village, LLC v. City of Kirkland.pdf

Good afternoon, Lorrie –

There is nothing confusing about the Court of Appeals opinion in *Potala Village, LLC v. City of Kirkland.* In the opening paragraph of its opinion the Court of Appeals states: "Washington's vested rights doctrine originated at common law **but is now statutory**. Under RCW 19.27.095(1), vesting occurs on the filing of a 'valid and fully complete building permit application.' In such an event, the 'zoning and other land use control ordinances in effect on the date of the application' shall control." (Emphasis added.)

In reaching this conclusion, the Court of Appeals traces the development of the vested rights doctrine, by Washington Courts, and the judicial extension of the vested rights doctrine to various types of permit applications. The Court then discusses the enactment by the legislature, in 1987, of vesting provisions for building permit applications in chapter 19.27 RCW and subdivision applications in chapter 58.17 RCW. The Court of Appeals reviews the legislative history of the addition of these vesting provisions limited to building permit applications and subdivision applications and discusses cases decided following these enactments, in which the Washington Supreme Court declined to extend the vested rights doctrine to master use applications (*Erickson & Associates, Inc. v. McLerran*) and site plans (*Abbey Road Group, LLC v. City of Bonney Lake*). Most recently, in *Town of Woodway v. Snohomish County*, the Supreme Court reiterated that while the vested rights doctrine originated in common law, the vested rights doctrine is now statutory.

Potala Village, LLC argued that its entire project was vested to the zoning or land use control ordinances in effect on the date that it filed a complete application for a shoreline substantial development permit. The Court of Appeals rejected this argument. That the Court of Appeals opinion in *Potala Village, LLC v. City of Kirkland* does not sit well with many in the development community is clear, but that is not because there is confusion about what the Court of Appeals said. It is the outcome that the proposed legislation would change.

Thanks.

Robin

Robin S. Jenkinson
Kirkland City Attorney's Office
123 5th Avenue
Kirkland, WA 98033-6189

From: Lorrie McKay .
Sent: Tuesday, January 20, 2015 8:42 AM
To: Eric Shields; Paul Stewart; Robin Jenkinson
Subject: RE: vesting bill (HB 1394)

Good morning all,

The vesting bill officially dropped yesterday. It's HB 1394 and it's linked to in the box below. 1394 has been referred to the House Judiciary Committee. We'll be watching for it to get scheduled for hearing and we'll also be watching for its Senate companion. Please review the bill and confirm recommendation of the city's position on this bill. Thanks.

If you click on the bill's number... a hyperlink will take you straight to the proposed legislation (or to the bill's summary page, where a link to the bill exists).

Bill #	Short Title / Description	Recommended Position	Companion Bill	Notes
HB 1394	Preserving the common law interpretation and application of the vested rights doctrine.	Oppose		See above.

New Court Decision Clarifies Vested Rights Doctrine

Posted on August 27, 2014 by Bob Meinig

In *Potala Village Kirkland, LLC v. City of Kirkland* (August 25, 2014), Division I of the state court of appeals issued a significant decision regarding the vested rights doctrine. The court held that the doctrine is entirely statutory, with the statutory doctrine replacing, rather than supplementing, the common law (court-made) vested rights doctrine. In the first sentence of its opinion, the court states: "Washington's vested rights doctrine originated at common law but is now statutory."

The plaintiff in this case, Potala Village Kirkland, LLC, filed a complete application for a shoreline substantial development permit for a large mixed-use project in a Neighborhood Business (BN) zone, a small portion of which was subject to state and local shoreline laws. However, before Potala Village applied for a building permit for its development, the city imposed an emergency moratorium on the issuance of any development-related permits in its BN zones. During an extension of the moratorium, the city adopted more restrictive development regulations in these zones, placing a limit on residential density and thus precluding Potala Village's development as had been proposed. Potala Village sued the city, arguing that the city had violated its vested rights that it contended were established by the filing of the shoreline substantial development permit application. (If Potala Village's rights vested at the time of that application, then its development would be governed by the regulations in effect at the time of that application, rather than by any subsequently-enacted regulations.)

The court of appeals rejected Potala Village's argument, concluding that an application for a shoreline substantial development permit does not establish vested rights. The court's conclusion was based on its determination that, under the language of recent state supreme court decisions, the vested rights doctrine is now governed solely by statutory law and not by common law. That common law includes a 1974 court of appeals decision, *Talbot v. Gray*, 11 Wn. App. 807, 811 (1974), that held that vested rights were established with the filing of a shoreline substantial development permit application. Statutory law, however, does not apply vested rights to shoreline substantial development permit applications. Statutory law applies vested rights only to building permit applications (RCW 19.27.095), short subdivision and subdivision applications (RCW58.17.033), and development agreements (RCW 36.70B.180). A city or county may, however, grant broader vested rights.

The court explained that the legislature codified the vested rights doctrine in 1987 and that its codification, in effect, limited the scope of the doctrine. The court also noted, as indicated by the Washington Supreme Court, that if there is any need for reform of Washington's vested rights doctrine, it's the legislature, not the judiciary, that is best suited for that job.

This court decision is significant because, although the state supreme court had in three recent cases stated that the vested rights doctrine was now statutory, that court had not yet squarely addressed – as the court did here – the continued viability of the common law vesting doctrine. Unless the court of appeals decision in *Potala Village Kirkland, LLC v. City of Kirkland* is appealed to and reversed by the state supreme court, the common law vested rights doctrine is indeed dead.

For more information on the vested rights doctrine, see our Vested Rights webpage.

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January 22, 2015

The Honorable Dean Takko, Chair
The Honorable David Taylor, Ranking Minority Member
House Committee on Local Government
P.O. Box 40600
Olympia, WA 98504-0600

RE: HB 1102: Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances

Dear Chair Takko, Ranking Member Taylor and Honorable Members of the House Committee on Local Government,

The City of Kirkland opposes House Bill 1102, concerning a local government installing a public sewage system within the public right-of-way under certain circumstances, as drafted.

House Bill 1102 proposes to amend RCW 70.05.074(3) as follows:

> If the local health officer denies an application to install an on-site sewage system for an existing single-family residence that would otherwise be approved except for a law, regulation, or ordinance requiring connection to a public sewer system, the local government must install a sewer system within any public right-of-way in order to extend service to the property owner. The property owner of the existing single-family residence is only responsible for the cost of improvements on his or her property and sewer connection fees required to connect to the public sewer system. If the local government does not install a sewer system within the public right-of-way, the local health officer must issue an on-site sewage system permit.

While the city certainly agrees it is an environmentally sound practice to see all residences using a sewer system rather than septic, this amendment would have the effect of punishing cities for having enacted laws that try to achieve that goal. House Bill 1102 would place the City of Kirkland as the responsible party to fund, design and install a sewer main to serve a residence with a failed septic system, regardless of the cost. This amendment would now make it the City's obligation to pay for the sewer, which is arguably a violation of Article 8, Section 7 of the Washington State Constitution that prohibits gifts of public funds.

It would also create an expense that cities cannot afford. Depending on the size of the project, the expense could easily exceed $50,000 per residence. More importantly, this cost would most likely be paid by existing sewer utility customers who already have sewer lines. In effect, this bill forces people on sewer to pay to convert people on septic. This is not fair or equitable. The City of Kirkland has used a different approach to funding new sewer mains for the last 15 years that

enables the resident to get connected but gives them up to 10 years making annual payments to pay their fair share of the cost. Using this approach, the person that should bear the cost does while getting financial help to connect. In this manner, these costs are not passed through to the other customers of the City's utility. Instead only the benefitted property owners, those that enjoy the increased value the sewer will bring to their property, pay those costs. Unfortunately, this program has been suspended temporarily because even with the financial assistance, many property owners have objected to some contemplated sewer main extensions under this program due to the expense. Most recently, the projected cost for one such project was anticipated to be more than $55,000 per residence.

While the City of Kirkland opposes House Bill 1102 as currently drafted, an amendment that we could offer would be to modify the language to make it clear that a city can recover the cost as part of the sewer connection fee this amendment references. In this manner, with financing from a city, the resident would be able to immediately enjoy the benefits of being on a sewer system and receive the financial benefit of a home with a higher value. Both would happen without 1) violating the constitutional prohibition on gifts of public funds, 2) imposing a substantial financial burden on the other customers of the utility and 3) continuing the harm to the environment that septic systems present.

The City of Kirkland opposes House Bill 1102 and we urge you to oppose it as currently drafted, or amend it as requested. Thank you for your consideration. Should you have any questions, please don't hesitate to contact Bobbi Wallace, Stormwater/Sewer Division Manager at 425-587-3909.

Sincerely,
KIRKLAND CITY COUNCIL

By Amy Walen, Mayor
City of Kirkland

Cc: Kirkland's House Delegation Members
Kirkland City Council
Kurt Triplett, City Manager
Kathy Brown, Public Works Director
Lorrie McKay, Intergovernmental Relations Manager

WASHINGTON STATE LEGISLATURE

2015 Session Cutoff Calendar

January 12, 2015	First Day of Session
February 20, 2015	Last day to read in committee reports in house of origin, except House fiscal committees and Senate Ways & Means and Transportation committees.
February 27, 2015	Last day to read in committee reports from House fiscal committees and Senate Ways & Means and Transportation committees in house of origin.
March 11, 2015	Last day to consider bills in house of origin (5 p.m.).
April 1, 2015	Last day to read in committee reports from opposite house, except House fiscal committees and Senate Ways & Means and Transportation committees.
April 7, 2015	Last day to read in opposite house committee reports from House fiscal committees and Senate Ways & Means and Transportation committees.
April 15, 2015*	Last day to consider opposite house bills (5 p.m.) (except initiatives and alternatives to initiatives, budgets and matters necessary to implement budgets, differences between the houses, and matters incident to the interim and closing of the session).
April 26, 2015	Last day allowed for regular session under state constitution.
* After the 94th day, only initiatives, alternatives to initiatives, budgets and matters necessary to implement budgets, matters that affect state revenue, messages pertaining to amendments, differences between the houses, and matters incident to the interim and closing of the session may be considered.	

2015 City Action Days

February 18 – Olympia Red Lion Hotel
February 19 – Capitol Campus

Preliminary Conference Agenda

Feb 18 – Red Lion Hotel

8:30 – 7 pm	**Registration desk opens**
9 – 10:30 am	Education and Small City Advisory Committee breakfast meetings
9:30 – 11 am	**Pre-conference workshops** (no charge) • Mandatory Open Government Training • Tips and Strategies for Engaging with Your Legislators while in Olympia
11:30 am – 1 pm	**Opening Luncheon** – Governor Inslee invited
1:30 – 2:15 pm	**General session**: Understand the hard issues facing cities and the best ways to tackle them
2:30 – 3:45 pm	**Meet AWC's Lobbyists** A standing-room favorite. AWC lobbyists share insights, details on pressing bills and answer your city's questions
4 – 5:30 pm	**Breakout sessions** on topics such as Marijuana, Transportation from A to Z, Cost Containment ideas and topics you choose
4 – 5:30 pm	**City Chats** Conversations on topics you choose, with same-size cities
5:30– 7pm	**Joint Legislative Reception** with AWC, Washington State Association of Counties (WSAC) and Washington Association of County Officials (WACO) members A great opportunity to promote our consistent agenda with city and county elected officials

Feb 19 –Capitol Campus

We encourage you to make your appointments with legislators on this day.

7:30 – 11:30 am	**Breakfast and panel discussion/question and answers with key legislators and interests on the hill** *Event in heated tent on Capitol grounds.*
12 – 12:30 pm	**Show your strength in numbers with AWC, WSAC and WACO members** Gather in the Rotunda to hear from local government champions in the Legislature.
12:30 – 1:30 pm	**Lunch provided** (invite your legislators to join us)
1:30 pm – onward	Meet with your legislator/attend hearings

Comparison of TOP Priorities of 9 Cities'
2015 Legislative Agendas - submitted to the SCA

General Category	Cities' TOP Legislative Priorities / Asks	Cities	Other
1% PTC	Support adjusting the 1 percent property tax cap	**Kirkland** and Shoreline	
Capital Budget Funding	Local stormwater and flood control	Kent	
	Local Project Requests	Burien, Federal Way, Kent, **Kirkland**, Redmond, Renton and SeaTac	
	Higher Ed	Bothell and Federal Way	
Economic Development	Tax Incentives - Hi-Tech Industry / Start-up	Redmond	
Education Funding	Increase state revenue from non-regressive revenue sources to support education	Shoreline	
Housing & Human Services	Increase state revenue from non-regressive revenue sources to support human services	Shoreline	
	Affordable Housing Task Force - creation	Federal Way	
	South King County Regional Hygiene Shelter for the Homeless	Federal Way	
Infrastructure Funding	Community Economic Revitalization Board (CERB)	SeaTac	
	Model Toxics Control Act (MTCA)	Bothell and SeaTac	
	Public Works Trust Fund (PWTF) / Public Works Assistance Account (PWAA)	Bothell, SeaTac and Shoreline	
	Safe Routes to Schools & Complete Streets program Funding	Kent	
	Freight Mobility Strategic Investment Board Funding	Kent	
Marijuana	Harmonize Medical & Recreational	Kent, Renton and Shoreline	
	Local Control	**Kirkland**	
Public Records Act	Public Records Act (PRA) – Reform	SeaTac	
Public Safety	Public Safety / Criminal Justice - Protect Funding	Renton and SeaTac	
	Gang intervention/street outreach	Renton	
	Funding (Local Project)	Federal Way	
Shared Revenue	Liquor - Shared Local Revenues	Burien, Bothell, Federal Way, Kent and Renton	
	Marijuana - Shared Local Revenues	Bothell, Federal Way, **Kirkland** and Renton	
	Protect Shared Revenue / New Revenue / Flexibility	Burien, **Kirkland,** Redmond, Renton and Shoreline	AWC
	Streamlined Sales Tax (SST) mitigation payments - Protect	Kent	
ST3	Sound Transit (ST) - Additional authority for Phase 3	Federal Way, **Kirkland** and Redmond	

TOP PRIORITIES

Comparison of TOP Priorities of 9 Cities
2015Legislative Agendas submitted to the SCA

General Category	Cities' TOP Legislative Priorities / Asks	Cities	Other
Tourism	Tourism Promotion Areas (TPA) – authorization of in King County	Federal Way	
Transportation	Transportation - Local Options	Redmond, SeaTac and Shoreline	
	Transportation - Statewide Package (Local Options)	Shoreline	
	Transportation - Statewide Package (Specific local projects)	Burien, Kent, **Kirkland,** Redmond, SeaTac	
	Transportation - Statewide Package (Local/Regional projects)	Federal Way, Kent, Kirkland, Redmond, Renton and SeaTac	
Utilities	Water-sewer districts "assumption" laws	Shoreline	

TOP PRIORITIES

Comparison of Legislative SUPPORT Items of 9 Cities
2015 Legislative Agendas - submitted to the SCA

General Category	Cities' Legislative SUPPORT items	Cities	Other
1% PTC	Support adjusting the 1 percent property tax cap	Kent	
Capital Budget Funding	Local stormwater and flood control	Kent and Renton	
Economic Development	State Sales Tax Credit - Additional years of usage for Public Facilities Districts (PFDs)	Kent	
	Support DOR legislation to simplify sales taxation on "amusement and recreation services"	Kent	
	Tax-Increment Financing (TIF), Local Revitalization Financing (LRF) tools	Kent, Redmond, Renton	
	Small Business Development Centers (grants & Loans)	Renton	
Education Funding	K-12 Obligation	Renton	
	Educated/Flexible work force for all employers	Renton	
Environment	Environment - Oil Train safety	Kent	
	Product stewardship program	Kent, Redmond and Renton	
	Paint stewardship program	Shoreline	
	Fish Consumption rates	Kent and Renton	
	Puget Sound Action agenda	Kent, Redmond and Renton	
	Climate Change Impacts	Burien	
	Funding to assist WRIA 9 Salmon Recovery efforts	Renton	
GMA	Oppose Mandatory Deferral of GMA Impact Fees	Kent, Redmond and Renton	
	Expand the use of GMA Impact Fees	Redmond and Renton	
	Restore planning grants for local governments	Kent and Renton	
	Streamline Annexation laws	Kent and Renton	
Home Rule	Home Rule	Kent	
Housing & Human Services	Affordable Housing - Funding	Kent, Redmond and Renton	
	Human Services - Funding	Kent, Redmond and Renton	
	Mental Health – Funding	Burien	
Infrastructure Funding	Authorizing code cities to complete additional public works projects in-house	Kent, Redmond and Renton	
	Transportation Investment Board Funding	Redmond	
	Public Works Trust Fund (PWTF) / Public Works Assistance Account (PWAA)	Kent, Redmond, Renton and Shoreline	
	Regional Mobility Grant Funding Program - Preserve	Kent	
	Support Healthy & Sustainable Communities Initiative	Kent, Redmond and Renton	

SUPPORT ITEMS

Comparison of SUPPORT Legislative Items of 9 Cities
2015Legislative Agendas submitted to the SCA

General Category	Cities' Legislative SUPPORT items	Cities	Other
Labor	Oppose pension enhancements that add costs	Kent, Redmond and Renton	
	Workers' Compensation statutes - Revisions	Kent	
	LEOFF 1 medical costs	Kent and Renton	
Marijuana	Maintain Local Control	Kent	
	Harmonize Medical & Recreational Regulations	Redmond	
Public Records Act	Public Records Act (PRA) – Public Agency Cost Recovery	Burien, Redmond and Renton	
	Public Records Act (PRA) – Technical fix	Kent	
Public Safety	Public Safety / Criminal Justice - Protect Funding	Kent, Burien	
	Broaden use of DNA sampling	Kent, Renton	WASPC
	Gang intervention/street outreach	Kent	
	Funding - Indigent Defense	Kent, Renton	
	Funding - statewide gangs intelligence database	Kent, Redmond	
	Oppose legislation reducing local authority to contract for jail services	Redmond	
	Driving While License Suspended laws for non-payment of child support	Redmond	
	Improve Sex Offender Registration Laws	Redmond	
	Maximum property tax rates for EMS	Renton	WFCA?
	Cost Recovery for statewide emergency disaster mobilization	Renton	WFCA
	Oppose efforts by insurance companies to pay patients directly for ambulance transport fees	Renton	WFCA
Recreation	Washington Wildlife, Recreation and Parks (WWRP) - Preserve funding	Kent, Redmond and Renton	
	Youth Athletic Facilities (YAF) program - Preserve funding	Kent, Redmond and Renton	
	Moorage Liability Legislation	Renton	
REET 3	Revenue from first one-quarter percent and second one-quarter percent REET could be used for same purpose	Redmond	
ST3	Sound Transit (ST) - Additional authority for Phase 3	Kent	
Transportation	Comprehensive revenue package if includes Prioritized: projects that maintain or improve existing urban infrastructure; bike/ped facilities; transit; and direct distribution to local governments	Shoreline	
	Clarify WSTC role in approving tolls imposed by a local TBD	Shoreline	
	City tools (funding or authority) to support Transit Communities	Shoreline	
Utilities	Utility Tax authority for counties	Kent and Renton	
	Water and electrical fixture efficiency standards	Kent, Redmond and Renton	
	Water-sewer districts "assumption" laws	Kent and Renton	

SUPPORT ITEMS

Comparison of SUPPORT Legislative Items of 9 Cities
2015Legislative Agendas submitted to the SCA

General Category	Cities' Legislative SUPPORT items	Cities	Other
Miscellaneous	Oppose changes to "presumptive disease" laws	Kent and Renton	AWC
	Oppose Unfunded Mandates	Redmond and Renton	
	Oppose legislation to centralized statewide administration of the B&O tax and business licensing	Kent and Renton	
	Re-Authorize funding for Financial Fraud/Identify Theft Task Force in King and Pierce	Redmond	
	Public Health Funding – Operating Budget	Renton	

SUPPORT ITEMS

CITY OF KIRKLAND
2015 LEGISLATIVE SUPPORT AGENDA

Kirkland generally supports the policy principles of the items below, however, formal City support is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

2015 Legislative Support

Legislation on Kirkland's Support agenda from 2014

- Honor the state's commitment to reconnect the Eastside Rail Corridor (ERC) at 1-405 (Wilburton).
- Support maintaining/enhancing funding to the Life Sciences Discovery Fund (LSDF).
- Support legislation to enable local funding sources for multi-benefit watershed projects.
- Support providing cities with financing options to support public/private partnerships.
- Support brown grease to energy conversion legislation and programs.
- Support an amendment to RCW 46.68.090 that would allocate gas tax revenues between counties and cities based on a per capita allocation rather than the current fixed percentages.

Additionally, Kirkland supports selected items from the 2015 legislative agendas led by the following ally organizations:

Association of Washington Cities

Shared Revenue: Maintain the revenue sharing partnership between the state and cities and restore local liquor revenue.
Marijuana: Fund critical criminal justice needs by sharing a portion of the excise tax on recreational marijuana.
Transportation: Adopt a multi-modal transportation package that addresses city needs.
Property Tax: Replace the 1% property tax cap with an annual limit that accounts for inflation and population growth.
Infrastructure: Restore the state's commitment to public infrastructure investment.

Transportation Issues

Transportation Choices Coalition

- LOCAL FUNDING FOR TRANSIT
- COMMUTE TRIP REDUCTION PROGRAM
- CARBON PRICING
- EFFICIENT MOVEMENT OF PEOPLE AND GOODS
- TRANSPORTATION PACKAGE AND BUDGET

Eastside Transportation Partnership

- Develop and fund a transportation package through an increase in the state gas tax and/or other revenue sources to pay for critical safety, maintenance, and mobility improvements including I-405, I-90, SR 520, SR 522, SR 202, SR 203, and other East King County routes.
- Support reforms that streamline and reduce costs of transportation improvements.

- Increase funding options for city, county, and regional transportation needs; while maintaining funding for programs that support mobility, economic vitality, and maintenance of the existing transportation system.
- Develop funding mechanisms for transit in, between, and to communities east of Lake Washington as a fundamental tenet of achieving growth management goals.
- Continue to have the State Transportation Commission explore alternatives to the gas tax and encourage implementation of a demonstration project statewide of the road usage charge.

Washington Bikes & Cascade Bicycle Club

- Highlight the benefits of efficient transportation investments
- Improve safety and health through smart investments and legislative improvements
- Grow the state's economy via bicycle travel and tourism

Human Services Issues

Eastside Human Services Forum

Not finalized yet (as of 1/13/15)

Washington Low Income Housing Alliance

- Create Affordable Homes
- Protect Washington's Lifeline for Disabled and Elderly Adults
- Help End Chronic Homelessness by Creating a Medicaid Supportive
- Pass the Fair Tenant Screening Act
- Pass the Truth In Evictions Reporting Act
- Pass Legislation to Protect Renters from Source of Income Discrimination

Environmental Issues

Environmental Priorities Coalition

- Making big industries pay for their pollution in order to reduce emissions that harm our health and environment
- Protecting our communities and waterways from the risks of increased oil transport.

Northwest Product Stewardship Council (While the NPSC does not develop a legislative agenda, the NPSC does advocate in support of the principles of product stewardship and producer responsibility in policies and legislation.)

- **Support Paint Stewardship legislation.**

Water Issues

WRIA 8

Not finalized yet (as of 1/13/15)

Cascade Water Alliance

- **High Efficiency Toilet Legislation**

Public Safety Issues

Washington Association of Sheriffs and Police Chiefs

- Body-Worn Cameras
- Improve Sex Offender Registration Laws
- Authorize the Use of Warrant Officers in Cities with a Population of Less than 400,000
- Continue Funding for Statewide Public Safety Programs

Washington Fire Chiefs Association

- Raise the E.M.S. levy cap to $.75 /$1000 of A.V.
- Funding of all-risk mobilization
- Public record request compliance funding
- Volunteer firefighter incentives
- Allowing a city to form RFA and RFA "clean-up" language

Parks Issues

Washington Recreation and Parks Association

- Enhance WWRP funding in 2015-17 Capital Budget
- Support Department of Revenue (DOR) request legislation on "Amusement and Recreation Services" sales taxes
- Re-establish competitive grant funding for the Youth Athletic Facilities (YAF) program
- Support Key Recommendations of the Blue Ribbon Task Force on Outdoor Recreation

Planning Issues

Washington Chapter of the American Planning Association

Not finalized yet (as of 1/13/15)

CITY OF KIRKLAND
2015 LEGISLATIVE SUPPORT AGENDA

Kirkland generally supports the policy principles of the items below, however, formal City support is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

2015 Legislative Support

Legislation on Kirkland's Support agenda from 2014

- **Honor the state's commitment to reconnect the Eastside Rail Corridor (ERC) at 1-405 (Wilburton).**
- **Support maintaining/enhancing funding to the Life Sciences Discovery Fund (LSDF).** The Fund involves several startup companies, including Aqueduct Neurosciences and OtoMetrix in Kirkland, whose work will create new jobs for the future, from research and development, to manufacturing to sales. There is also important LSDF funded activity through the Lake Washington Institute of Technology and Evergreen Hospital. LSDF grants are helping to drive the innovation that will create the future of health care. The $19 million appropriated for the LSDF in the 2013-14 biennium was critical for start-up companies to develop enough to attract private investments.
- Support legislation to enable local funding sources for multi-benefit watershed projects.
- Support providing cities with financing options to support public/private partnerships.
- Support brown grease to energy conversion legislation and programs.
- Support an amendment to RCW 46.68.090 that would allocate gas tax revenues between counties and cities based on a per capita allocation rather than the current fixed percentages.

Additionally, Kirkland supports selected items from the 2015 legislative agendas led by the following ally organizations:

Association of Washington Cities

Shared Revenue: Maintain the revenue sharing partnership between the state and cities and restore local liquor revenue. Sharing of these revenues is the product of a longstanding partnership, and without the promise of this revenue, cities would have sought other local options and authorities.

Marijuana: Fund critical criminal justice needs by sharing a portion of the excise tax on recreational marijuana. The state and local governments must partner to respond to the legalization of marijuana, including support for enforcement, prevention, and education efforts. We must also appropriately regulate medical marijuana while maintaining patient access.

Transportation: Adopt a multi-modal transportation package that addresses city needs. Like the state, cities have insufficient funding to maintain and enhance critical transportation infrastructure. We urge passage of a statewide transportation revenue package that includes direct distribution of gas tax revenues to cities at a percentage that reflects the actual amount of travel that occurs on city streets; an array of local transportation revenue options; and increased funding for programs that benefit cities, including the Transportation Improvement Board, Safe Routes to Schools, Bicycle and Pedestrian grants, Complete Streets, transit, and freight mobility.

Property Tax: Replace the 1% property tax cap with an annual limit that accounts for inflation and population growth. This local option would balance the public's desire for property tax limits with the reality of keeping pace with funding service needs.

Infrastructure: Restore the state's commitment to public infrastructure investment. To keep

ANNOTATED DRAFT

Washington moving forward and to keep up with demand and regulatory requirements we need on-going and reliable funding for programs like the Public Works Assistance Account, the Centennial Clean Water Fund and the Model Toxics Control Account.

Transportation Issues

Transportation Choices Coalition

LOCAL FUNDING FOR TRANSIT

- Local revenue options for Sound Transit: The Puget Sound region is one of the fastest growing regions in the nation and need more high capacity transit to meet demand. Sound Transit 3 will connect people to jobs and housing and spur even more economic growth.
- Local options sales tax for Community Transit: TCC supports a revenue option for Community Transit to restore and grow transit service in Snohominsh County.

COMMUTE TRIP REDUCTION PROGRAM

- Expand CTR program and tax credit renewal: The CTR program is a cost-effective and successful program that makes our transportation system more efficient. We will be partnering with the State CTR board to advocate for the expansion of this program beyond work trips to include all trips under the program. State funding for CTR is lower today than it was in the 1990s and the CTR tax credit needs to be renewed this year.

CARBON PRICING

Legislation to address carbon pricing should:

- Include transportation (45% of emissions in Washington State) and offer an easy way to price transportation emissions, such as upstream fuel inventories and taxing.
- Be equitable in its approach and include provisions to ensure fair and equitable taxation, rebate options, and investments in low income and communities of color.
- Ensure that a significant portion of revenues should be reinvested in equitable transit-oriented development and more transit. All investments in transportation and other sectors should undergo an evaluation of their long-term carbon emissions impacts and lead to significant net reductions of carbon emissions.

EFFICIENT MOVEMENT OF PEOPLE AND GOODS

- Improving the HOV network: A functioning HOV lane network is critical for the efficient movement of people and goods.
- WSDOT's goal for optimal HOV performance is to keep the lanes moving at 45 MPH for 90% of the peak period. Currently only 2 of 7 HOV corridors in the Puget Sound are meeting the WSDOT goal.
- We oppose any efforts loosen HOV requirements including allowing single-occupancy electric vehicles. We support efforts to strengthen HOV requirements to improve their efficiency.

TRANSPORTATION PACKAGE AND BUDGET

- If a statewide transportation package gains traction, we will be focused on increasing funding for transit, bicycle and pedestrian investments.
- Our efforts on the transportation budget will focus on protecting transit funding, prioritizing state transportation grants based on performance measures, and increasing funding for the Safe Routes to School Program.

ANNOTATED DRAFT

Eastside Transportation Partnership

- Develop and fund a transportation package through an increase in the state gas tax and/or other revenue sources to pay for critical safety, maintenance, and mobility improvements including I-405, I-90, SR 520, SR 522, SR 202, SR 203, and other East King County routes.
- Support reforms that streamline and reduce costs of transportation improvements.
- Increase funding options for city, county, and regional transportation needs; while maintaining funding for programs that support mobility, economic vitality, and maintenance of the existing transportation system.
- Develop funding mechanisms for transit in, between, and to communities east of Lake Washington as a fundamental tenet of achieving growth management goals.
- Continue to have the State Transportation Commission explore alternatives to the gas tax and encourage implementation of a demonstration project statewide of the road usage charge.

Washington Bikes & Cascade Bicycle Club

- Highlight the benefits of efficient transportation investments
- Improve safety and health through smart investments and legislative improvements
- Grow the state's economy via bicycle travel and tourism

Investments that Get Washingtonians Where They Want to Go

Washington State continues to slip behind other states in making investments to grow biking and make safer streets. As the Governor and Legislature begin another round of discussions to pass a multi-year transportation-spending package, and as funding for school safety improvements are in doubt, it's even more important that Washingtonians get the right investments for biking, walking, and making streets work for everyone.

In 2015 Washington Bikes will advocate to:

1. Grow and stabilize state funding for the Safe Routes to School Grant Program;
2. Ensure that biking, walking and complete streets projects are a component in any transportation revenue package; and
3. Support the $97 million Washington Wildlife and Recreation Program Grant request.

Updating State Law to Accommodate for Faulty Traffic Signal Detection

In 2014 state law was improved to allow for motorcycles to stop and proceed or make left-hand turns through traffic control signals that do not detect motorcycles or bicycles under certain very limited conditions with a specific protocol that is clear and understood by law enforcement.

Because this same issue affects bicycles and the 2014 law did not include bicycles, in 2015 Washington Bikes will seek similar legislation would improve the 2014 law's uniformity by including bicycles and providing a clear protocol for how to safely and legally make a left turn and a non-functioning signal.

Strengthen Washington State's Distracted Driving Laws

Following Washington Bikes successful lobbying in 2010 to pass Washington's distracted driving legislation, the Washington Traffic Safety Commission is expected to make agency request legislation improves upon the current law. Work is still being conducted to refine the legislative proposal to help address the crisis of one in every ten Washington state drivers driving distracted.

In 2015 Washington Bikes will be supporting this agency request legislation to help protect bicycle riders on our streets and roads.

ANNOTATED DRAFT

Growing the Multimillion Dollar Bicycle Travel & Tourism Industry

Bicycle travel and tourism is big business. Annually Oregon receives $400 million in direct economic impact from bicycle travel and tourism. An improved understanding of bike travel and tourism in Washington State is needed to make smart choices for growth statewide, particularly in rural areas and in communities seeking to recover their economies after natural disasters, like SR 530.

In 2015 Washington Bikes will be seeking state investments in a similar study to help quantify the industry and improve strategies to grow our state's economy.

Human Services Issues

Eastside Human Services Forum

Not finalized yet (as of 1/13/15)

Washington Low Income Housing Alliance

- Create Affordable Homes
- Protect Washington's Lifeline for Disabled and Elderly Adults
- Help End Chronic Homelessness by Creating a Medicaid Supportive
- Pass the Fair Tenant Screening Act
- Pass the Truth In Evictions Reporting Act
- Pass Legislation to Protect Renters from Source of Income Discrimination

Create Affordable Homes

Utilize the state capital budget to build healthy communities by investing in affordable homes.

How the State Can Respond to the Need for Affordable Homes

A capital investment in affordable housing will build and preserve affordable homes for seniors, homeless families, veterans, people with mental illness and disabilities, farmworkers, and more. The capital investment will fund rental homes that will remain affordable for at least 40 years and will help low-income households become first time homeowners. The vast majority of state investments in affordable homes assist people who are extremely low-income and are otherwise unable to afford a home.

Creating Affordable Homes Will Help the State Achieve Important Priorities

A home is the foundation for health, education, and stability. Children need a home to study and do homework. Investing in affordable housing ensures that investments in education reach our most vulnerable students. Homes for people with mental illness help ensure they stay connected to health care and treatment, while reducing the use of expensive emergency services.

The Legislative Solution

Invest at least $100 million to build and preserve safe, healthy, affordable housing.

Protect Washington's Lifeline for Disabled and Elderly Adults

Protect the Housing & Essential Needs Program; the Aged, Blind, & Disabled Program; and SSI Facilitation Services.

About the Housing & Essential Needs (HEN) Program

The state's HEN program provides housing support to ensure a temporary disability doesn't result in homelessness for very low-income adults. The program provides rental and utility assistance,

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and recipients have access to essential basic need items, including transportation assistance and health/hygiene products.

About the Aged, Blind & Disabled (ABD) Program

The state's ABD program helps extremely low-income adults with permanent mental illnesses or permanent physical disabilities by providing cash assistance of up to $197/month while they apply to the federal Supplemental Security Income (SSI) program. When people transition to SSI, the state is retroactively reimbursed for the full cost of the ABD cash grant.

About SSI Facilitation Services

SSI Facilitation Services assists disabled individuals through the lengthy and complicated process of applying for federal SSI benefits.

The Legislative Solution

Maintain HEN, ABD, and SSI Facilitation Services at their current funding levels.

Help End Chronic Homelessness by Creating a Medicaid Supportive Housing Services Benefit

Ensure that services for people living in supportive housing can be paid for with Medicaid.

About the Medicaid Supportive Housing Services Benefit

Because of the Affordable Care Act, most people experiencing homelessness are now eligible for Medicaid. A Medicaid Supportive Housing Services Benefit would allow some housing providers to bill Medicaid for supportive services provided to eligible residents. This would help individuals with severe and chronic health conditions stay off the street and in a healthy home.

About Supportive Housing

Supportive housing is an affordable home combined with comprehensive primary and behavioral health services. Supportive housing is a research-proven model that reduces utilization of costly emergency, inpatient, and crisis services and while improving health outcomes.

Supportive housing serves people who need services in order to succeed in housing. And these same people need housing in order to succeed in services. People living in supportive housing usually have a long history of homelessness and often face persistent obstacles to keeping their home, such as a serious mental health illness, chemical dependency, physical disability, or chronic medical condition.

The Legislative Solution

Medicaid can and should pay for supportive housing services. The state needs to take action to request this amendment to the state's Medicaid plan and make a modest investment of state Medicaid dollars.

Pass the Fair Tenant Screening Act

Make tenant screening reports fair and affordable for all renters.

How Tenant Screening Reports Are a Barrier to a Home

The high cost of tenant screening reports, especially when tenants have to pay over and over, is a significant barrier to housing and mobility. Different companies produce tenant screening reports with virtually the same information. Despite this, each time prospective tenants submit a single

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application, they must pay for a new report each time. These costs add up, especially when applicants are competing for vacancies in tight rental markets. Costly duplicate reports are not only unfair, but can also be a significant economic barrier for low-income renters in accessing a stable home.

The Legislative Solution

Pass the Fair Tenant Screening Act to make the tenant screening process more affordable and fair for both tenants and landlords.

Pass the Truth In Evictions Reporting Act

Ensure that evictions are reported only when a tenant was proven guilty.

The Problem with Current Evictions Reporting

Tenant screening companies report all eviction lawsuits as equal, even lawsuits that have been settled to the landlord's satisfaction or when the tenant has won in court. Eviction court has many different outcomes. The tenant could have been wrongfully named, the tenant could have been a victim of their landlord's foreclosure, or the tenant could have won. But tenant reports list all eviction lawsuits as equal. No matter the outcome, tenants have a mark on their record. This mark makes accessing a rental home in the future much more difficult.

The Legislative Solution

Pass the Truth in Evictions Reporting Act, ensuring that evictions are reported only when a tenant was proven guilty.

Pass Legislation to Protect Renters from Source of Income Discrimination

Provide Choice and Mobility for Renters: Outlaw Discrimination.

About Source of Income Discrimination

In the search for a home, many individuals and families face outright or unintentional discrimination. This occurs when landlords are unwilling to rent to Housing Choice (Section 8) voucher holders, seniors relying on social security income, veterans using housing subsidies, and people with disabilities who receive other legal sources of income. This discrimination has a significant impact on communities who disproportionately need to rely on housing subsidies to make ends meet: households of color, seniors, people with disabilities, and single-parent headed households with young children.

Already, several municipalities in Washington and many states have adopted laws prohibiting housing discrimination based on source of income. These protections ensure families who pay rent with a housing subsidy or other legal sources of income other than from a job can secure a safe and healthy home.

The Legislative Solution

Pass legislation to prevent landlords from categorically denying housing to all tenants relying on a lawful housing subsidy or lawful income supports to help pay the rent.

Environmental Issues

Environmental Priorities Coalition

- Making big industries pay for their pollution in order to reduce emissions that harm our health and environment

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- Protecting our communities and waterways from the risks of increased oil transport.

Carbon Pollution Accountability Act
Washingtonians are doing their part as individuals to keep this state clean, but industries that emit huge amounts of carbon pollution are able to do it without paying a price. Right now we are already paying the price of global warming pollution; from economic losses in the shellfish industry to fiercer and more frequent forest fires, we are seeing impacts close to home. Our Priority is going to ensure Washington is cleaner by:

- Making polluters pay for carbon emissions
- Enforcing our state climate laws
- Reducing harmful emissions in the future
- Generating needed revenue to make smart investments across the entire state

Oil Transportation Safety Now
The risk of a spill or disaster from crude oil is growing here in Washington, but our laws were crafted in the 1970s and need to be updated to reflect reality. From highly volatile Bakken crude oil to toxic tar sands, the risks to our communities and waterways are real. Our Priority is going to ensure Washington is safer by:

- Giving the public information on how oil is moving through our communities
- Authorizing common sense oil spill prevention measures
- Ensuring companies carrying oil, not taxpayers, pay for cleaning up all oil spills
- Providing funding to modernize our system that safeguards communities and waterways

Northwest Product Stewardship Council (While the NPSC does not develop a legislative agenda, the NPSC does advocate in support of the principles of product stewardship and producer responsibility in policies and legislation.)

- **Support Paint Stewardship legislation.** The Paint Stewardship legislation would authorize manufacturers selling paint in Washington to provide a take-back and recycling program for unwanted latex and oil-based architectural paint. This legislation is supported by the paint manufacturers who have been actively working with local governments on this bill.

Water Issues

WRIA 8

Cascade Water Alliance

- **High Efficiency Toilet Legislation**

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Public Safety Issues

Washington Association of Sheriffs and Police Chiefs

- Body-Worn Cameras
- Improve Sex Offender Registration Laws
- Authorize the Use of Warrant Officers in Cities with a Population of Less than 400,000
- Continue Funding for Statewide Public Safety Programs

Body-Worn Cameras

Advancements in technology now enable law enforcement agencies to equip their officers with body-worn cameras. Body-worn cameras offer additional information regarding interactions between law enforcement officers and the public. The current state of laws impede, rather than encourage, law enforcement's use of this technology. WASPC will work with the Legislature to craft legislation that removes barriers to law enforcement agencies' use of body-worn cameras.

Improve Sex Offender Registration Laws

While Washington maintains one of the most advanced sex offender registration and monitoring systems in the nation, certain provisions have been identified for improvement and to better comply with federal requirements. WASPC is seeking legislation that would make technical and policy changes to Washington's sex offender registration system.

Authorize the Use of Warrant Officers in Cities with a Population of Less than 400,000

Existing law authorizes cities with a population over 400,000 to employ warrant officers. A warrant officer is limited-commission officer with the authority to serve local court warrants, subpoenas and court orders such as domestic violence and anti-harassment orders. WASPC is seeking legislation that authorizes cities with a population less than 400,000 to employ warrant officers.

Continue Funding for Statewide Public Safety Programs

WASPC administers a number of important public safety programs on behalf of the State of Washington, including Uniform Crime Reporting, Jail Booking and Reporting, Crime Victim Notification, Auto Theft Prevention, and Sex Offender Address Verification. These programs are essential information programs for state and local law enforcement and help those agencies provide community safety services. These programs are also widely used by the general public in their efforts to remain safe.

Washington Fire Chiefs Association

- Raise the E.M.S. levy cap to $.75 /$1000 of A.V.
- Funding of all-risk mobilization
- Public record request compliance funding
- Volunteer firefighter incentives
- Allowing a city to form RFA and RFA "clean-up" language

Raise the E.M.S. levy cap to $.75 /$1000 of A.V.

RCW 84.52.069 authorizes an EMS levy up to $.50 per $1,000 of assessed valuation to provide local emergency medical services. The initial authorization of an EMS Levy must include the desired amount of the levy, and the statement of the levy period (6 years, 10 years, or permanent in nature). Passage requires a 60% favorable vote, with a 40% validation of voter turnout. EMS levies are subject to the same 1% limitation annually as are all other property taxes.

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The cap for EMS levies, which provides funds to local jurisdictions relative to the provision of emergency life safety efforts, has been capped at 50 cents for over 13 years, and has only been raised once since its inception in 1979. With budgets being extremely tight relative to public safety these days, it only makes sense to allow the local citizenry another option regarding maintaining or enhancing emergency medical services.

The WFC would like to raise the cap for EMS levies from $.50 per $1,000 of assessed valuation to $.75. Any increase would still be subject to voter approval, but the increase would allow another tool for local governments with respect to public safety funding.

Funding of all-risk mobilization

Under RCW 43.43.961, the Fire Service Resource Mobilization Plan is implemented to provide personnel, equipment, and other logistical resources from around the state when a wildland fire or other emergency exceeds the firefighting capacity of local jurisdictions. The types of emergencies that may require state mobilization include wildland fires, earthquakes, floods, spread of contagious disease, and other disasters that local districts are unable to fully handle on their own.

An Assistant Attorney General Interpretation was prepared that reinterpreted the governing RCW regarding state fire service mobilization. This opinion stated that the governing RCW should be interpreted to limit state mobilization to only incidents directly involving fire. This interpretation defeats the purpose of state fire service mobilization and eliminates coordinated response of the various local fire districts to such disasters as floods, earthquakes, rescues, and pandemics. This was demonstrated during the recent Oso Landslide disaster.

The WFC would like to remedy this dangerously narrow interpretation by codifying existing practice with respect to state mobilization, and does so without expanding the use of mobilization for purposes other than those already identified in both state and federal disaster response policies, including "other disasters of unprecedented size," as outlined in RCW 43.43.961.

Public record request compliance funding

Under RCW 43.43.961, the Fire Service Resource Mobilization Plan is implemented to provide personnel, equipment, and other logistical resources from around the state when a wildland fire or other emergency exceeds the firefighting capacity of local jurisdictions. The types of emergencies that may require state mobilization include wildland fires, earthquakes, floods, spread of contagious disease, and other disasters that local districts are unable to fully handle on their own.

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Volunteer firefighter incentives

Volunteer fire fighter numbers are decreasing locally, statewide and across the nation. This is a problem that will have a profound effect going into the future.

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The WFC is working to specifically identify ways to recruit and retain volunteer firefighters in Washington State. This is a vital item on our Legislative Agenda, and we are looking at practical ways to provide desirable incentives to the fire service volunteers of Washington State.

Allowing a city to form RFA and RFA "clean-up" language
Fire Protection Districts and city fire departments have dissimilar funding mechanisms, and staffing levels often vary significantly between these adjacent jurisdictions. These differences create barriers to consolidation of services and the creation of multi-department RFAs. If cities are allowed to form RFAs, future mergers with adjacent fire district or RFA entities will be more feasible since RFAs and Fire Protection Districts are very similar in structure. Cities choosing to create an RFA to isolate funding for fire and EMS services should be able to do so, ensuring these critical services do not compete with other non-essential services.

In another bill we have identified several areas in the law that treat an RFA differently than what the law currently provides for all fire protection districts. The intent of the existing RFA legislation was to provide the same mechanisms for an RFA as the law provides for fire protection districts. Over the last few years we have identified several areas where an RFA does not enjoy the same mechanisms as provided for fire protection districts. This bill will correct those areas we have identified where differences exist in the RFA law.

Parks Issues

Washington Recreation and Parks Association

Enhance WWRP funding in 2015-17 Capital Budget (Capital Budget) WRPA will work in alliance with the Washington Wildlife and Recreation Coalition (WWRC) and others to promote a $97 million funding level for WWRP in the 2015-17 Capital Budget. The $97 million has been recommended by the Recreation and Conservation Funding Board (RCFB), the Fish and Wildlife Commission, and the State Parks Commission. WWRP has been widely recognized as an award-winning, de-politicized, competitive process that ranks and scores projects on their merits.

Support Department of Revenue (DOR) request legislation on "Amusement and Recreation Services" sales taxes (Policy Bill) WRPA will actively support and advocate for passage of DOR request legislation intended to simplify sales taxation of "amusement and recreation services" and to reduce the administrative tax collection burden associated with these services. The DOR legislation is focused on tightly defining a small subset of enterprise-related and "entrepreneurial" services that would be subject to sales tax, and statutorily exempting things such as swim lessons as well as basketball, soccer, softball, and volleyball leagues that have been a source of confusion and frustration for local parks and recreation agencies under a prior state rule-making. The DOR request legislation for 2015 is very similar to ESSB 6472 from the 2014 Session, which passed off the Senate Floor but was not enacted into law.

Re-establish competitive grant funding for the Youth Athletic Facilities (YAF) program (Capital Budget) WRPA will lead an effort to ensure $12 million in funding in the 2015-17 Capital Budget for the YAF program. The YAF was created in 1997 with an initial $10 million donation from Paul Allen that accompanied the Seahawks stadium financing measure approved by statewide voters. But other than a 2006 Supplemental Capital Budget allocation of $2.5 million and a $3.63 million allocation by the 2013 for four earmarked "Youth Recreation Grant" projects, the YAF has not had sustainable competitive grant funding re-established. The RCFB has recommended a $12 million level for YAF, which is a vital program for restoring, improving and constructing athletic fields for youth and for entire communities. The WRPA expects to build a broad-based coalition to support the YAF funding initiative.

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Support Key Recommendations of the Blue Ribbon Task Force on Outdoor Recreation (Capital and Operating Budgets; Policy Bills) WRPA will actively support key recommendations coming out of the Blue Ribbon Task Force, which consisted of 17 voting members who worked for several months to develop a package of key recommendations for Governor Inslee. The Governor asked for recommendations that would focus on sustainable funding for State Parks and outdoor recreation as a whole; enhanced access to the outdoors, especially for youth; and a better game plan for capitalizing the economic value of outdoor recreation. The Task Force has produced a draft report with nine key near-term recommendations, including YAF funding, a new office of Outdoor Recreation, protection of dedicated accounts for outdoor recreation, and enhanced funding for the No Child Left Inside program.

Planning Issues

Washington Chapter of the American Planning Association

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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: Marilynne Beard, Deputy City Manager
Robin Jenkinson, City Attorney

Date: January 22, 2015

Subject: CITY COUNCIL POLICIES AND PROCEDURES

RECOMMENDATION:

1. City Council adopts the attached Ordinance updating sections of Kirkland Municipal Code (KMC) Chapter 3.10, entitled "Council Meetings," including Section 3.10.020 to provide the time study sessions are held in order to be compliant with the Open Public Meetings Act.
2. City Council adopts the attached Resolution updating the City Council Policies and Procedures (CPP) to reflect Council direction provided at the January 6 meeting.

BACKGROUND DISCUSSION:

At the January 6 City Council meeting, staff presented a recommended format for City Council Policies and Procedures (CPP) and several potential amendments to be considered at a separate meeting. The City Council approved Resolution R-5094 adopting the new format and provided direction on a series of policy questions. In addition, two new policy issues were raised for consideration. Following is a recap of the direction provided to staff at the last meeting.

- Council Rules of Procedure
  - Should the City Council adopt less formal procedures based on Roberts Rules of Order that allow for "Small Assemblies"? – No action needed
  - Are recusals superseded by the Code of Ethics? – No action needed
  - Is there a need to clarify how many speakers may comment under a subject during Items from the Audience? – No action needed
  - Should minutes of Council Retreats reflect items on which "action is taken?" – The Kirkland Municipal Code and City Council Policies and Procedures should be updated to clarify that votes on final actions will take place at a regular meeting. Council direction provided at a study session or Council retreat will be summarized in writing and presented to the City Council at a regular meeting. **Updates to the KMC and CPP to reflect this change are included in the proposed ordinance and resolution.**

- Include the Legislative Committee under Council Reports in the Order of Business -- The Order of Business should be updated to include the Legislative Committee. **The CPP adopted on January 6 included this addition.**

- Proclamations
  - Who can issue a proclamation and who determines whether or not it is presented at a City Council meeting? – Current practice will be reflected in a new policy with the understanding that the Mayor and Deputy Mayor will consider the content of any new proclamation on behalf of the City Council. The following verbiage is recommended:

    A proclamation is a formatted certificate, issued by the Mayor, to give recognition and support to ceremonial occasions and special events, or to raise awareness about concerns of interest to the community as a whole. Proclamations are symbolic; no official policy, action or legal act is imparted or intended as a result.

    1. *All proclamations will be issued at the discretion of the Mayor.*

    2. *Proclamations can recognize international, national, state, and local events, as well as matters of historical interest, in order to bring them to the attention of Kirkland citizens. Proclamation content should relate to a public purpose or benefit.*

    3. *A proclamation that has not previously been issued by the Mayor of Kirkland shall be reviewed by the Mayor and Deputy Mayor for content to ensure that it does not conflict with an adopted policy position of the Kirkland City Council.*

    4. *The City Manager's Office will coordinate all requests for proclamations. Proclamation requests should be received no later than two weeks prior to a City Council Meeting to allow time for the proclamation to be prepared, reviewed, and added to the Council Agenda.*

    5. *Proclamations shall be presented at Council Meetings only if a recipient is present in the audience or at the discretion of the Mayor. All other proclamations will be sent by mail to the recipient.*

    A new section on proclamations was added to the proposed CPP and this change is included in the CPP approved by the proposed resolution.

- Training
  - Open Government Training Requirement – The policy relating to Council Boards and Commissions should be updated to reflect that all City Council-appointed boards and commissions are required to meet the Open Government Training requirement.

- Study Sessions (new issue introduced at January 6 meeting)
  - Purpose of Study Sessions – Councilmember Nixon expressed concern about the wording in one of the attachments to the CPP. His concern revolved around wording that is also contained in the KMC as shown below (underline provided

for emphasis):

3.10.020 Study meetings—Purpose—Hearings.
In addition to such regular business meetings, the city council shall also meet for the purpose of information study, review and general discussion. Such meetings shall, to distinguish them from regular business meetings, be referred to as study meetings. Study meetings will ordinarily be held on the same evening as a regular meeting. The time for the start of the study session shall be announced in the agenda circulated for the regular meeting. If a study meeting is to be held on a date other than a regular meeting date, then the date and time for the start of the study session shall be announced at the preceding regular council meeting and an agenda for the study meeting shall be available to the members of the city council, the official newspaper for the city, and members of the general public three days before the study meeting.

A public hearing may be scheduled and heard during a study meeting, but no final action shall be taken at such study meeting, unless the requirements of RCW Chapter 42.30 have been met, including the requirement of public notice for special meetings.

Councilmember Nixon pointed out that study sessions are subject to the Open Public Meetings Act, regardless of whether final action is taken. The City Attorney agrees that this section should be corrected and proposes the following changes. Staff also suggests that the section should refer to "Study Sessions" rather than "Study Meetings" to reflect current practice:

3.10.020 Study sessions.
The City Council shall hold study sessions on the first and third Tuesday of each month at 6:00 p.m. Study sessions will be informal meetings for the purpose of reviewing upcoming agenda items, current and future programs or projects, the budget, or other topics the Council or City Manager determines to be appropriate. No final action may take place at a study session, however, the Council may provide direction to staff by consensus or vote.

The proposed ordinance amending the KMC contains the suggested language.
Council may note that the proposed ordinance also repeals KMC 3.10.050. This section described hearing process for an annual budget, although the City has moved to a biennial budget. State law governs budget hearing processes and there is no need to repeat in the KMC.

The following topics were scheduled for further discussion:

- Clarifying the Role and Appointment of Council Committees – Discuss at 2015 City Council retreat. It was suggested that periodic review of topics on committee agendas be reviewed by the City Council and that formal action should be taken to add new items. It was also suggested that Council Committee meetings should be open to the public and, in the meantime, agendas and minutes of committee meetings should be posted on the City's website. The reappointment process for second terms will also be discussed.

- Communication Policies for Council (including use of social media) -- Discuss at 2015 City Council retreat. It was suggested that a policy on retention of text messages should be included in the Council email policies.

- Public Outreach and Public Process Expectations – Staff will develop guidelines for staff which will be reviewed by the Finance and Administration Committee. Particular

attention should be given to Council actions which propose changes to the KMC.

- Proclamations by Individual Councilmembers – This requires additional research on practices of other agencies.

At the previous meeting, the City Council adopted the CPP but did not formally adopt the appendices which were provided for reference. Staff suggests that the CPP and the appendices be provided in one location (such as CouncilNet) as a "Council Resource Manual." It was pointed out that there were internal inconsistencies between the CPP and the appendices and between the various appendices. Staff will work to resolve these inconsistencies. Having the documents in one "manual" will aid in preventing new inconsistencies.

Summary

Staff is requesting Council approval of the attached ordinance and resolution which will formally adopt the changes directed by Council at the January 6 meeting. For reference, an updated roster of City Council Regional Appointments is included to reflect Mayor Walen's appointment to the Sound Cities Association Board (Attachment A).

Attachment A - City Council Regional Appointments Roster
Attachment B – City Council Policies and Procedures – showing mark-up

Attachment A

2015 Council Committee Assignments

CITY COUNCIL COMMITTEES:	CHAIR	MEMBERS	STAFF
City/School District Coordinating	Kloba		Kurt Triplett
Disability Board	Rex Lindquist	Kloba, Nixon	Betsy Reali
Finance & Administration	Marchione	Arnold, Walen	Tracey Dunlap
Legislative *(only during Legislative session)*	Asher	Marchione, Walen	Lorrie McKay
Planning, Housing & Economic Development	Arnold	Marchione, Sweet	Eric Shields/Ellen Miller-Wolfe
Public Works, Parks & Human Services	Kloba	Asher, Nixon	Kathy Brown/Jenny Schroder
Public Safety	Sweet	Asher, Nixon	Marilynne Beard
Tourism Development Committee (TDC)	Nixon		Ellen Miller-Wolfe

REGIONAL COMMITTEES:	MEMBER	ALTERNATE	STAFF
Cascade Water Alliance	Marchione, Sweet		Juliana Elsom
Eastside Transportation Partnership	Arnold, Asher		
Eastside Human Services Forum Board	Kloba		Leslie Miller
Eastside Rail Corridor (ERC)	Walen	Arnold	Dave Godfrey
King County Solid Waste Advisory Committee (SWAC)	Sweet		John MacGillivray
Water Resource Inventory Area (WRIA 8)	Arnold		Jenny Gaus
Puget Sound Regional Council (PSRC) Transit Oriented Development (TOD)	Arnold		
Puget Sound Regional Council (PSRC) Executive Board	Walen	Sweet	Eric Shields

SOUND CITIES ASSOCIATION (SCA) REGIONAL COMMITTEES:	**MEMBER**	**ALTERNATE**	**STAFF**
SCA Board of Directors	Walen		
Committee to End Homelessness (CEH)	Marchione		Leslie Miller
Domestic Violence Initiative (DVI)	Kloba		Leslie Miller
Economic Development Council (EDC)	Walen		Ellen Miller-Wolfe
Emergency Management Advisory Committee (EMAC)	Sweet		Helen Ahrens-Byington
Growth Management Planning Council (GMPC)	Sweet		Eric Shields
Mental Illness and Drug Dependency (MIDD) Oversight Committee	Asher		Leslie Miller
Public Issues Committee (PIC)	Nixon	Kloba	
Puget Sound Regional Council (PSRC) Transportation Policy Board (TPB)	Walen		Dave Godfrey
Puget Sound Regional Council (PSRC) Growth Management Planning Board (GMPB)		Arnold	Eric Shields
Regional Transit Committee (RTC)	Asher		Dave Godfrey
Regional Policy Committee (RPC)	Walen		Eric Shields
Regional Law, Safety and Justice (RLSJ)	Nixon		Eric Olsen
Regional Water Quality Committee (RWQC)		Sweet	Kathy Brown

CITY OF KIRKLAND
CITY COUNCIL POLICIES AND PROCEDURES

February 2015

Deleted: January

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CHAPTER 1: CITY COUNCIL VISION AND GOALS

1.01 Vision. 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.

1.01 Goals. The purpose of the City Council Goals is to articulate key policy and service priorities for Kirkland. 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 the stated goals. Council goals are long term in nature. The City's ability to make progress towards their achievement is based on the availability of resources at any given time. Implicit in the allocation of resources is the need to balance levels of taxation and community impacts with service demands and the achievement of goals.

1.02 In addition to the Council goal statements, there are operational values that guide how the City organization works toward goal achievement:

- **Regional Partnerships** – Kirkland encourages and participates in regional approaches to service delivery to the extent that a regional model produces efficiencies and cost savings, improves customer service and furthers Kirkland's interests beyond the our boundaries.

- **Efficiency** – Kirkland is committed to providing public services in the most efficient manner possible and maximizing the public's return on their investment. We believe that a culture of continuous improvement is fundamental to our responsibility as good stewards of public funds.

- **Accountability** – The City of Kirkland is accountable to the community for the achievement of goals. To that end, meaningful performance measures will be developed for each goal area to track our progress toward the stated goals. Performance measures will be both quantitative and qualitative with a focus on outcomes. The City will continue to conduct a statistically valid citizen survey every two years to gather qualitative data about the citizen's level of satisfaction. An annual Performance Measure Report will be prepared for the public to report on our progress.

- **Community** – The City of Kirkland is one community composed of multiple neighborhoods. Achievement of Council goals will be respectful of neighborhood identity while supporting the needs and values of the community as a whole.

The City Council Goals are dynamic. They should be reviewed on an annual basis and updated or amended as needed to reflect citizen input as well as changes in the external environment and community demographics.

1.03 CITY COUNCIL GOALS

NEIGHBORHOODS

Value Statement: The citizens of Kirkland experience a high quality of life in their neighborhoods.

Goal: Achieve active neighborhood participation and a high degree of satisfaction with neighborhood character, services and infrastructure.

PUBLIC SAFETY

Value Statement: Ensure that all those who live, work and play in Kirkland are safe.

Goal: Provide for public safety through a community-based approach that focuses on prevention of problems and a timely response.

HUMAN SERVICES

Value Statement: Kirkland is a diverse and inclusive community that respects and welcomes everyone and is concerned for the welfare of all.

Goal: To support a regional coordinated system of human services designed to meet the special needs of our community and remove barriers to opportunity.

BALANCED TRANSPORTATION

Value Statement: Kirkland values an integrated multi-modal system of transportation choices.

Goal: To reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety, health, and transportation choices.

PARKS, OPEN SPACES AND RECREATIONAL SERVICES

Value Statement: Kirkland values an exceptional park, natural areas and recreation system that provides a wide variety of opportunities aimed at promoting the community's health and enjoyment.

Goal: To provide and maintain natural areas and recreational facilities and opportunities that enhance the health and well-being of the community.

Diverse Housing

Value Statement: The City's housing stock meets the needs of a diverse community by providing a wide range of types, styles, size and affordability.

Goal: To ensure the construction and preservation of housing stock that meet a diverse range of incomes and needs.

Financial Stability

Value Statement: Citizens of Kirkland enjoy high-quality services that meet the community's priorities.

Goal: Provide a sustainable level of core services that are funded from predictable revenue.

Environment

Value Statement: We are committed to the protection of the natural environment through an integrated natural resource management system.

Goal: To protect and enhance our natural environment for current residents and future generations.

Economic Development

Value Statement: Kirkland has a diverse, business-friendly economy that supports the community's needs.

Goal: To attract, retain and grow a diverse and stable economic base that supports city revenues, needed goods and services and jobs for residents.

Dependable Infrastructure

Value Statement: Kirkland has a well-maintained and sustainable infrastructure that meets the functional needs of the community.

Goal: To maintain levels of service commensurate with growing community requirements at optimum life-cycle costs.

CHAPTER 2: CITY COUNCIL CODE OF CONDUCT

2.01 Code of Conduct for City Council and Boards and Commissions.

The Code of Conduct is supplemental to the Kirkland Municipal Code and the Code of Ethics and applies to the City Council and all members of City advisory boards and commissions. The Code of Conduct describes how Kirkland officials treat each other and work together for the common good of the community. Conducting the City's business in an atmosphere of respect and civility is the underlying theme in this Code. City Officials are responsible for holding themselves and each other accountable for displaying actions and behaviors that consistently model the ideals expressed in the Code.

Implicit in the Code of Conduct is recognition of the worth of individual members and an appreciation for their individual talents, perspectives and contributions. The Code will ensure an atmosphere where individual members, staff and the public are free to express their ideas and work to their full potential.

As a City Official of the City of Kirkland, I agree to these principles of conduct:

We consistently demonstrate the principles of professionalism, respect and civility in working for the greater good of Kirkland.

We assure fair and equal treatment of all people.

We conduct ourselves both personally and professionally in a manner that is above reproach.

We refrain from abusive conduct, personal charges or verbal attacks on the character or motives of Council members, commissioners, staff and the public.

We take care to avoid personal comments that could offend others.

We show no tolerance for intimidating behaviors.

We listen courteously and attentively to all public discussions and treat all people the way we wish to be treated.

We serve as a model of leadership and civility to the community.

Our actions inspire public confidence in Kirkland government.

Keeping in mind the common good as the highest purpose, we will focus on holding efficient meetings that achieve constructive solutions for the public benefit.

We work as a team to solve problems and render decisions that are based on the merits and substance of the matter.

We respect differences and views of other people.

We adhere to the principles and laws governing the Council/Manager form of government and treat all staff with respect and cooperation.

We will refrain from interfering with the administrative functions and professional duties of staff.

We will not publicly criticize individual staff but will privately communicate with the City Manager any concerns about a department or department director or staff person.

We will refrain from negotiating or making commitments without the involvement and knowledge of the City Manager.

We will work with staff in a manner that consistently demonstrates mutual respect.

We will not discuss personnel issues, undermine management direction, or give or imply direction to staff.

We will communicate directly with the City Manager, department directors or designated staff contacts when asking for information, assistance or follow up.

We will not knowingly blindside one another in public and will contact staff prior to a meeting with any questions or issues.

We will not attend City staff meetings unless requested by staff.

CHAPTER 3: CITY COUNCIL MEETINGS

3.01 Rules Governing the Conduct of Meetings. The order of procedure contained in this Chapter shall govern deliberations and meetings of the Council of the City of Kirkland, Washington. *Roberts Rules of Order, Newly Revised*, shall govern the deliberations of the Council except when in conflict with any of the rules set forth in this Chapter.

3.02 Submittal of Council Agenda Items. Items of business to be considered at any Council meeting shall be submitted to the City Manager no later than the Wednesday morning prior to a scheduled Council meeting. A written agenda and informational material is to be prepared and sent the Friday preceding each meeting to each Councilmember. Urgent items arising after the regular agenda has been prepared may be placed on the agenda if the Councilmember or City Manager explains the necessity and receives a majority vote of the Council on a motion to add the item.

3.03 Regular Meetings. Regular meetings of the Council shall be held as provided for by ordinance.

3.04 Quorum. At all meetings of the Council, a majority of the Councilmembers shall constitute a quorum for the transaction of business, but a lesser number may adjourn from time to time to secure the attendance of absent members.

3.05 Order of Business. The order of business shall be as follows:

1. Call to Order
2. Roll Call
3. Study Session
4. Executive Session
5. Honors and Proclamations
6. Communications
    a. Announcements
    b. Items from the Audience (See Section 3.07 for the three minute limitation.)
    c. Petitions
7. Special Presentations
8. Consent Calendar
    a. Approval of Minutes
    b. Audit of Accounts and Payment of Bills and Payroll
    c. General Correspondence
        i. Routine
        ii. Written correspondence relating to quasi-judicial, including land use public hearing matters and placed in the appropriate hearing file.
    d. Claims
    e. Award of Bids
    f. Acceptance of Public Improvements and Establishing Lien Periods
    g. Approval of Agreements
    h. Other Items of Business

9. Public Hearings
10. Unfinished Business
11. New Business
12. Reports
    a. City Council Reports

(1) Finance and Administration Committee
(2) Planning and Economic Development Committee
(3) Public Safety Committee
(4) Public Works, Parks and Human Services Committee
(5) Tourism Development Committee
(6) Legislative Committee
(7) Regional Issues

b. City Manager Reports
(1) Calendar Update

13. Items from the Audience
14. Adjournment

3.06 Consent Calendar. Any matter, which because of its routine nature, would qualify for placement on the Consent Calendar pursuant to section 3.05, may be included on the Consent calendar, notwithstanding action on the matter may, by law or otherwise, require adoption of a resolution or ordinance.

Any item may be removed from the Consent calendar and moved to the regular agenda upon the request of any Councilmember. All items remaining on the Consent calendar shall be approved by a single motion. Whenever an ordinance is included on the Consent calendar, approval of the calendar shall be by roll call vote.

3.07 Public Comment. The Council believes that the following procedure for public comment during regular City Council meetings will best accommodate the desires and concerns of the Council and the public:

1. During the time for "Items from the Audience," speakers may not comment on matters which are scheduled for a public hearing, or quasi-judicial matters. The Council will receive comments on other issues, whether the matter is on the agenda for the same meeting or not. When possible, items on the agenda will be marked with an asterisk when the Council cannot receive comments on such matters during the time for "Items from the Audience."

2. During the times for "Items from the Audience," whether at the beginning or end of the meeting, each speaker will be limited to three minutes. 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. Unless it is 10:00 p.m. or later, speakers may continue to address the Council during an additional Items from the Audience period at the end of the meeting; 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.

3.08 Committee Reports. The chairman of each respective committee, or the Councilmember acting for him/her in his/her place, shall submit or make all reports to the Council when so requested by the presiding officer or any member of the Council.

3.09 Duties of the Presiding Officer. It shall be the duty of the presiding officer of the Council to:

1. Call the meeting to order.
2. Keep the meeting to its order of business.

3. Announce the agenda item and determine if the Council wishes to receive a staff report.
4. If, after presentation of the report or based upon the written report, action is desired, recognize Councilmember to make a motion to propose appropriate action. Require a second to each motion, for those motions which must be seconded.
5. Handle discussion in an orderly way:
    a. Give every Councilmember who wishes an opportunity to speak.
    b. Permit audience participation at appropriate times.
    c. Keep all speakers to the rules and to the question.
    d. Give pro and con speakers equal opportunity to speak.
    e. Repeat motions, put motions to a vote and announce the outcome.
    f. Suggest but not make motions for adjournment.
    g. Appoint committees when authorized to do so.

3.10 Rules for Councilmember Conduct.

1. No member shall speak more than twice on the same subject without permission of the presiding officer.

2. No person, not a member of the Council, shall be allowed to address the Council while it is in session without the permission of the presiding officer.

3. All questions on order shall be decided by the presiding officer of the Council with the right of appeal to the Council of any member.

4. Motions shall be reduced to writing when required by the presiding officer of the Council or any member of the Council. All resolutions and ordinances shall be in writing.

3.11 Voting. Each member present shall vote on all questions put to the Council. The duty to vote shall be excused when a Councilmember has a financial interest in the question or, in quasi-judicial matters, where a Councilmember has an appearance of fairness problem. When voting on any matter before the Council, a majority of the entire membership of the Council is required for passage of any ordinance, resolution or motion, provided that a simple majority of the members present shall be sufficient with respect to the following motions:

1. To adjourn, to table or continue a matter,
2. To go into or out of executive session,
3. To schedule a special meeting of the City Council,
4. To add or remove items on a future Council meeting agenda,
5. To approve or authorize the sending of a letter or other communication so long as the letter or communication sets forth a policy or position previously agreed to by a majority of the entire Council membership,
6. To establish the date for a public hearing, unless such hearing is required to be set by ordinance or resolution,
7. To authorize call for bids or requests for proposals, and
8. To approve a Consent calendar, provided that any ordinance, any grant or revocation of franchise or license, or any resolution for payment of money included on the Consent calendar, has first been removed.

3.12 Tie Votes. A tie vote, on a matter requiring four affirmative votes for passage, shall not be dispositive of the matter voted upon, but shall be deemed to have tabled the matter until the

next succeeding regular meeting at which all seven Councilmembers are present. At that meeting, any member may move to take the matter off the table.

3.13 Non-Tie Vote with Lack of Affirmative Votes. A non-tie vote which fails for a lack of four affirmative votes, as to a matter which requires four affirmative votes for passage, shall be deemed to defeat the matter voted upon. Any Councilmember may move to reconsider the matter at the next succeeding regular meeting at which all seven Councilmembers are present.

3.14 Motions to Reconsider. Except as provided in Sections 3.12 and 3.13, motions to reconsider must be made by a member who votes with the majority, and at the same or next succeeding meeting of the Council.

3.15 Motions to Lay A Matter on the Table. Motions to lay any matter on the table shall be first in order; and on all questions, the last amendment, the most distant day, and the largest sum shall be put first.

3.16 Motion for Adjournment. A motion for adjournment shall always be in order.

3.17 Motions and Discussion by the Presiding Officer. The presiding officer, as a member of the Council may, at his or her discretion, call any member to take the chair, to allow the presiding officer to make a motion, but may otherwise discuss any other matter at issue subject only to such limitations as are imposed by these rules on other Councilmembers.

3.18 Suspension of Rules. The rules of the Council may be altered, amended or temporarily suspended by a vote of two-thirds of the members present; provided, that at least four affirmative votes be cast.

3.19 City Staff Attendance at Meeting. The City Manager, Attorney, City Clerk, and such other officers and/or employees of the City of Kirkland shall, when requested, attend all meetings of the Council and shall remain in the Council chamber for such length of time as the Council may direct.

3.20 Minutes. The City Clerk shall keep correct minutes of all proceedings. The votes of each Councilmember on any ordinance and the ayes and nays on any other question shall be entered in the minutes. Copies of the minutes shall be sent to the members of the Council prior to their next regular meeting.

3.21 Procedure for Considering Process IIA Appeals. The City Council shall consider a Process IIA appeal under Kirkland Zoning Code (KZC) Chapter 150 at one meeting, and shall vote on the appeal at the next or a subsequent meeting, in order for the Council to gather more information from the record and consider the appeal; provided, that the Council, by a vote of at least five members, may suspend this rule and consider and vote on the appeal at the first meeting. The Council's vote (to affirm, modify or reverse the decision of the Hearing Examiner, or direct the Hearing Examiner to hold a rehearing) shall occur within 60 calendar days of the date on which the letter of appeal was filed, pursuant to KZC 150.125.

3.22 Procedure for Considering Process IIB Applications. The City Council shall consider a Process IIB application under KZC Chapter 152 at one meeting, and shall vote on the application at the next or a subsequent meeting; provided, that the Council, by a vote of at least five members, may suspend this rule and consider and vote on the application at the first meeting. The Council shall first consider the application at a meeting held within 45 calendar days of the date of issuance of the Hearing Examiner's recommendations, pursuant to KZC 152.90.

CHAPTER 4: STUDY SESSIONS AND RETREATS

4.01 Study sessions. Study sessions shall be held as provided by Kirkland Municipal Code 3.10.020. Study sessions are used by the Council to review upcoming agenda items, current and future programs or projects, to discuss, investigate, review or study matters of City business for informational purposes. No final action is taken while in study session, however, the Council may provide direction to staff by consensus or vote. Council direction shall be summarized in writing and presented to the City Council at a regular meeting. Final action on direction provided at a study session will be scheduled for a regular or special council meeting.

4.02 Council retreats. Council retreats are held annually or semi-annually at the Council's discretion. The purpose of the retreats is to allow the Council to devote concentrated attention to single or multiple time consuming subjects. No final action is taken at retreats, however, the Council may provide direction to staff by consensus or vote. Council direction shall be summarized in writing and presented to the City Council at a regular meeting. Final action on direction provided at will be scheduled for a regular or special council meeting.

CHAPTER 5: COUNCIL COMMUNICATIONS

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5.01 Written Correspondence. Access to the City Council by written correspondence is a significant right of all members of the general public, including in particular, residents of the City. The City Council desires to encourage the exercise of this access right by the general public to bring to the attention of the Council, matters of concern to Kirkland residents. In order to do this most effectively, some orderly procedure for the handling of written correspondence is essential. One concern of the City Council is application of the appearance of fairness doctrine to correspondence addressed to the Council, concerning matters which will be coming before the City Council in a quasi-judicial or land use hearing context. Special care in the way the content of those letters is brought to the attention of the individual members of the Council is essential in order that an unintended violation of the appearance of fairness doctrine does not result.

The Council believes that the following procedure for handling of written correspondence addressed to the Council will best accommodate the desires and concerns of the Council as set forth in this section:

1. Correspondence of an Information Only Nature - Correspondence which is purely of an informational nature and which does not require a response or action should not be placed on the Council meeting agenda by the City Clerk, but rather transmitted to the Councilmembers in the normal course of daily business.

2. Routine Requests - Items of a routine nature (minor complaints, routine requests, referrals, etc.) shall be answered by staff. Routine requests and staff responses shall be transmitted to the Councilmembers in the normal course of daily business.

3. Significant Correspondence - Correspondence that requires policy decision or approval by Council shall be placed by the Clerk on the regular Council agenda, either under New Business or if appropriate, under Unfinished Business, and shall be accompanied by staff report as are all other agenda items. Direct replies may be made by the City Manager if policy matters are not involved or the Council has previously provided policy direction. Replies shall be transmitted to the Councilmembers in the normal course of daily business.

4. Correspondence Directly Relating to Quasi-Judicial Hearing Matters - All such correspondence when so identified by the City Clerk shall be listed by name and reference to hearing matter on the Consent agenda under the item Written Correspondence relating to quasi-judicial matters. Copies of such correspondence shall not then be included within the agenda materials, but shall be placed in a City Council communication holding file, or directly into the appropriate hearing file, so that they will be circulated to City Councilmembers at the time that the matter comes before the City Council for its quasi-judicial consideration, and as a part of the hearing record for that matter. The City Clerk shall also advise the sender of each such letter, that the letter will be coming to the attention of the City Council at the time that the subject matter of the letter comes before the Council in ordinary hearing course.

5. Prompt Acknowledgments – The City Manager will promptly acknowledge the receipt of all written correspondence and inquiries and, where appropriate, advise the writer of referral to the City Council or a City department.

CHAPTER 6: PROCLAMATIONS

6.01 A proclamation is a formatted certificate, issued by the Mayor, to give recognition and support to ceremonial occasions and special events, or to raise awareness about concerns of interest to the community as a whole. Proclamations are symbolic; no official policy, action or legal act is imparted or intended as a result.

1. All proclamations will be issued at the discretion of the Mayor.
2. Proclamations can recognize international, national, state, and local events, as well as matters of historical interest, in order to bring them to the attention of Kirkland citizens. Proclamation content should relate to a public purpose or benefit.
3. A proclamation that has not previously been issued by the Mayor of Kirkland shall be reviewed by the Mayor and Deputy Mayor for content to ensure that it does not conflict with an adopted policy position of the Kirkland City Council.
4. The City Manager's Office will coordinate all requests for proclamations. Proclamation requests should be received no later than two weeks prior to a City Council Meeting to allow time for the proclamation to be prepared, reviewed, and added to the Council Agenda.
5. Proclamations shall be presented at Council Meetings only if a recipient is present in the audience or at the discretion of the Mayor. All other proclamations will be sent by mail to the recipient.

CHAPTER 7: COUNCIL COMMITTEES

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CITY COUNCIL COMMITTEE APPOINTMENTS

7.01 Purpose and Relationship to City Council.

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Committees are advisory and do not take action on behalf of the Council. The purpose of Council Committees is to review matters in detail and to make reports to the full Council for possible Council actions. Council Committees may be standing committees or ad hoc committees are appointed for special or time-limited subjects. Ad hoc committees are disbanded when they complete their assigned task.

There are five standing Council Committees:

- Finance and Administration
- Public Safety
- Planning and Economic Development
- Public Works, Parks and Human Services
- Legislative

Committee topics are developed through a collaborative process between the City Council and staff or by referral by the City Council. All topics referred to Council Committees will have final consideration before the full Council after receiving a report from the Council Committee. The chair of each Council Committee is responsible for reporting to the City Council, at a regular

meeting, the topics discussed and results of the committee's most recent meeting. Meeting minutes for every Council Committee meeting will be posted to the City Council's internal web page along with a list of current and future topics being discussed by each committee.

7.02 Appointment Process.

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Council Committee appointments are generally for a two-year period. Unless a vacancy occurs, Council Committee appointments are made every even-numbered year to coincide with the Council selection of the Mayor. Immediately following the first regular Council meeting in even-numbered years, City Council members should let the Mayor know about their interests in serving on the various City Council and regional committees. The Mayor and Deputy Mayor will then meet to consider committee appointments and they will develop a recommended list of committee appointments. This list of recommended appointments will then be presented at the second City Council meeting in January for Council's consideration at which time the committee appointments will be made by the City Council.

If a vacancy should occur during the year, this appointment opportunity should be announced at a Council meeting. Those Council members that are interested in filling this position should let the Mayor know before the next City Council Meeting. The Mayor and Deputy Mayor will make a recommendation for City Council's consideration to fill this vacancy at that following Council meeting.

7.03 Council Committees

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Committee/Topic Areas	Staff
Finance and Administration • Finance and budget • Utility rates • Human Resources and Performance Management • Technology • Public Records • Council Policies and Procedures	*Director of Finance and Administration*
Public Safety • Police • Fire and Emergency Medical Services • Municipal Court • Emergency Management • Code Enforcement	*Deputy City Manager*
Legislative • State and Federal Legislative Agenda and Monitoring • Liaison with State and Federal Elected Officials	*Intergovernmental Relations Manager*
Planning and Economic Development • Business Retention and Recruitment • Business Roundtable • Tourism • Events • Development Services (permitting) • Long Range Planning • Housing	*Planning and Community Development Director and Economic Development Manager*
Public Works, Parks and Human Services • Public Works operations and CIP • Parks Operations and CIP • Parks planning • Environment • Utilities • Facilities and Fleet • Human Services	*Public Works Director and Parks and Community Services Director*

CHAPTER 8: BOARD AND COMMISSION APPOINTMENTS

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It shall be the policy of the Kirkland City Council to make appointments to official advisory boards or commissions generally in accordance with the following:

8.01 Applicability/Definition. For the purposes of this policy, the term advisory board shall include the following appointed bodies:

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Cultural Arts Commission
Design Review Board
Park Board
Human Services Advisory Committee
Planning Commission
Library Board
Tourism Development Committee (Lodging Tax Advisory Committee)
Salary Commission
Transportation Commission

8.02 Eligibility. Relatives, family members or domestic partners of Councilmembers will not be eligible to serve on City advisory boards. Members of the family of a City employee who works in a department, that provides staff assistance or support to an advisory board, shall not be eligible to serve on that board.

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8.03 Non-Discrimination. The Council shall not discriminate on the basis of an applicant's race, ethnic background, creed, age*, sex, marital status, sexual orientation, or sensory or physical handicap in the making of appointments.

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*City council has made age a qualification for specific seats on certain advisory bodies.

8.04 Concurrent Offices. At no time shall any person serve concurrently as a member of more than one of the above listed City Boards.

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8.05 Terms. Appointments shall be made for four-year terms, unless otherwise provided by statute or Kirkland Municipal Code. Terms shall expire on the 31st of March of the applicable year. A member being appointed to fill a vacant position shall be appointed to fill the vacancy for the remainder of the unexpired term.

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8.06 Term Limitations. No individual shall serve more than two full four-year terms as a member of a City of Kirkland appointed advisory board; provided, if an individual is appointed to fill 365 days or less of an unexpired term and serves that term, the individual is eligible to apply for and serve two additional four-year terms. If an individual is appointed to fill 366 days or more of an unexpired term and serves that term, the individual would be eligible to apply for and serve for only one additional four-year term.

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8.07 Attendance. Appointees shall attend 80 percent of all meetings in any 12-month period for which there is no prearranged absence, but in any case shall attend no less than 60 percent of all meetings unless waived by the City Council.

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8.08 Appointment/Reappointment. An open competitive process will be used to fill vacancies. City Council will initiate an open and competitive application process and solicit applicants for the

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position(s). All advisory board members completing their term who are interested in and eligible for reappointment will be required to go through the open competitive process.

8.09 Application Process. Openings for advisory board positions shall be widely advertised in local newspapers, as well as other means available and appropriate for this purpose. If an incumbent is eligible to apply for reappointment, this information shall be included in the announcement. Applicants shall be required to complete a City application form provided for this purpose, and to submit a completed application by the specified recruitment deadline. Late applications will not be accepted; however, the City Council may choose to extend an application deadline, if necessary, to obtain a sufficient number of applicants for consideration. Copies of all applications will be provided to the City Council.

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8.10 Criteria for Reappointment. Information will be sought from the Board/Committee Chairs and the City Manager (or appropriate staff) when considering reappointments. Reappointments are based on the following criteria:

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Minimum performance – attendance, incumbent reads the materials, has a basic understanding of the issues and participates in discussion.

Performance – has well-thought-out arguments, logically presented, and is a good advocate. Shows ability to analyze complex issues and to judge issues on substantive grounds. Understands difference between quasi-judicial and legislative matters.

Personal relations – has good understanding of relative roles of Council, Commissioners and staff and is sensitive to staff's job. Is generally respectful of others' viewpoints. Is a good team player, shows willingness to compromise, work toward a solution, without sacrificing his/her own principles.

Growth/improvement – has shown personal and/or intellectual growth in the position. Has shown improved performance, has taken advantage of continuing education opportunities or other indicia of growth or improvement.

Public benefit – reappointment provides a benefit to the commission as a body; provides or enhances balance on the commission geographically and/or philosophically.

8.11 Appointment Process. Upon receipt of applications, the Council will review the applications and reduce the number of applicants for interview to three applicants for each vacancy. For example, if there were one vacancy on a board or commission, the Council would reduce the pool of applicants to be considered to three. If there were two vacancies, the Council would reduce the pool of applicants to be considered to six. In cases where the number of applicants for interview require a reduction from the number that have applied, an ad hoc committee of the Council will be appointed by lot to review and recommend to the entire Council those to be interviewed for each board or commission and those recommended not to be interviewed.

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Interviews of applicants shall be conducted in open session. The chairperson of the respective advisory board (or a representative) will also be invited to attend the interviews, and may participate in the process to the degree desired by the Council. Upon completion of the interviews, the Council shall make its appointments in open session. Following appointment, the appointee, as well as all other candidates, will be notified in writing of the Council's decision.

8.12 Criteria for Removal. Failure to continue to meet the criteria for reappointment to boards and commissions and the attendance standard set forth above is cause for the removal of a member of a board or commission by a majority vote of the Council.

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8.13 Open Government Training Requirement. Within 90 days of assuming their positions, all members of boards and commissions appointed by the City Council must receive the training required by the Open Government Trainings Act regarding the Open Public Meetings Act.

ORDINANCE O-4472

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING CHAPTER 3.10 OF THE KIRKLAND MUNICIPAL CODE, ENTITLED "CITY COUNCIL – MEETINGS," REPEALING SECTION 3.10.020 AND ADDING A NEW SECTION 3.10.020 TO PROVIDE THE TIME FOR HOLDING STUDY SESSIONS; AMENDING SECTION 3.10.030 TO CHANGE "STUDY MEETINGS" TO "STUDY SESSIONS"; AND REPEALING SECTION 3.10.050 RELATING TO ANNUAL BUDGET HEARINGS.

The City Council of the City of Kirkland do ordain as follows:

Section 1. Section 3.10.020 of the Kirkland Municipal Code is repealed. A new Kirkland Municipal Code Section 3.10.020 is adopted as follows:

3.10.020 Study sessions.
The City Council shall hold study sessions on the first and third Tuesday of each month at 6:00 p.m. Study sessions will be informal meetings for the purpose of reviewing upcoming agenda items, current and future programs or projects, the budget, or other topics the Council or City Manager determines to be appropriate. No final action may take place at a study session, however, the Council may provide direction to staff by consensus or vote.

Section 2. Section 3.10.030 of the Kirkland Municipal Code is amended as follows:

3.10.030 Location~~ – Time~~.
Unless otherwise changed by motion of the city council taken not later than the regular business meeting next preceding, all regular meetings and study ~~meetings~~ sessions of the city council shall be held at City Hall, 123 5th Avenue, Kirkland, Washington.

Section 3. Section 3.10.050 of the Kirkland Municipal Code is repealed.

Section 4. This Ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2015.

Signed in authentication thereof this _____ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

RESOLUTION R-5107

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AMENDMENTS TO THE CITY OF KIRKLAND CITY COUNCIL POLICIES AND PROCEDURES.

WHEREAS, at the January 6, 2015, City Council meeting, the Council approved Resolution R-5094 approving a manual of updated and consolidated City Council Policies and Procedures; and

WHEREAS, at the January 6, 2015, meeting the Council also provided direction to staff to return with proposed amendments to the City Council Policies and Procedures; and

WHEREAS, at the February 3, 2015, meeting, the City Council considered amendments to the City Council Policies and Procedures concerning the Council study sessions and retreats and the need for members of boards and commissions appointed by the Council to receive training regarding the Open Public Meetings Act and Public Records Act required by the Open Government Training Act; and

WHEREAS, the Council desires that City government be transparent and accountable to the public; and

WHEREAS, the City Council seeks to govern in a manner that is responsive to the community, in collaboration with City management, and in a business-like and professional manner; and

WHEREAS, written principles, policies and procedures best assure an atmosphere conducive to principled, accountable and transparent governance.

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

Section 1. The amended "City of Kirkland City Council Policies and Procedures" dated February 2015, attached as Exhibit A and incorporated by this reference are approved.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2015.

Signed in authentication thereof this ____ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

R-5107
Exhibit A

CITY OF KIRKLAND
CITY COUNCIL POLICIES AND PROCEDURES

February 2015

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CHAPTER 1: CITY COUNCIL VISION AND GOALS

1.01 Vision. 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.

1.01 Goals. The purpose of the City Council Goals is to articulate key policy and service priorities for Kirkland. 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 the stated goals. Council goals are long term in nature. The City's ability to make progress towards their achievement is based on the availability of resources at any given time. Implicit in the allocation of resources is the need to balance levels of taxation and community impacts with service demands and the achievement of goals.

1.02 In addition to the Council goal statements, there are operational values that guide how the City organization works toward goal achievement:

- **Regional Partnerships** – Kirkland encourages and participates in regional approaches to service delivery to the extent that a regional model produces efficiencies and cost savings, improves customer service and furthers Kirkland's interests beyond the our boundaries.

- **Efficiency** – Kirkland is committed to providing public services in the most efficient manner possible and maximizing the public's return on their investment. We believe that a culture of continuous improvement is fundamental to our responsibility as good stewards of public funds.

- **Accountability** – The City of Kirkland is accountable to the community for the achievement of goals. To that end, meaningful performance measures will be developed for each goal area to track our progress toward the stated goals. Performance measures will be both quantitative and qualitative with a focus on outcomes. The City will continue to conduct a statistically valid citizen survey every two years to gather qualitative data about the citizen's level of satisfaction. An annual Performance Measure Report will be prepared for the public to report on our progress.

- **Community** – The City of Kirkland is one community composed of multiple neighborhoods. Achievement of Council goals will be respectful of neighborhood identity while supporting the needs and values of the community as a whole.

The City Council Goals are dynamic. They should be reviewed on an annual basis and updated or amended as needed to reflect citizen input as well as changes in the external environment and community demographics.

1.03 CITY COUNCIL GOALS

NEIGHBORHOODS

Value Statement: The citizens of Kirkland experience a high quality of life in their neighborhoods.

Goal: Achieve active neighborhood participation and a high degree of satisfaction with neighborhood character, services and infrastructure.

PUBLIC SAFETY

Value Statement: Ensure that all those who live, work and play in Kirkland are safe.

Goal: Provide for public safety through a community-based approach that focuses on prevention of problems and a timely response.

HUMAN SERVICES

Value Statement: Kirkland is a diverse and inclusive community that respects and welcomes everyone and is concerned for the welfare of all.

Goal: To support a regional coordinated system of human services designed to meet the special needs of our community and remove barriers to opportunity.

BALANCED TRANSPORTATION

Value Statement: Kirkland values an integrated multi-modal system of transportation choices.

Goal: To reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety, health, and transportation choices.

PARKS, OPEN SPACES AND RECREATIONAL SERVICES

Value Statement: Kirkland values an exceptional park, natural areas and recreation system that provides a wide variety of opportunities aimed at promoting the community's health and enjoyment.

Goal: To provide and maintain natural areas and recreational facilities and opportunities that enhance the health and well-being of the community.

DIVERSE HOUSING

Value Statement: The City's housing stock meets the needs of a diverse community by providing a wide range of types, styles, size and affordability.

Goal: To ensure the construction and preservation of housing stock that meet a diverse range of incomes and needs.

FINANCIAL STABILITY

Value Statement: Citizens of Kirkland enjoy high-quality services that meet the community's priorities.

Goal: Provide a sustainable level of core services that are funded from predictable revenue.

ENVIRONMENT

Value Statement: We are committed to the protection of the natural environment through an integrated natural resource management system.

Goal: To protect and enhance our natural environment for current residents and future generations.

ECONOMIC DEVELOPMENT

Value Statement: Kirkland has a diverse, business-friendly economy that supports the community's needs.

Goal: To attract, retain and grow a diverse and stable economic base that supports city revenues, needed goods and services and jobs for residents.

DEPENDABLE INFRASTRUCTURE

Value Statement: Kirkland has a well-maintained and sustainable infrastructure that meets the functional needs of the community.

Goal: To maintain levels of service commensurate with growing community requirements at optimum life-cycle costs.

CHAPTER 2: CITY COUNCIL CODE OF CONDUCT

2.01 Code of Conduct for City Council and Boards and Commissions.

The Code of Conduct is supplemental to the Kirkland Municipal Code and the Code of Ethics and applies to the City Council and all members of City advisory boards and commissions. The Code of

Conduct describes how Kirkland officials treat each other and work together for the common good of the community. Conducting the City's business in an atmosphere of respect and civility is the underlying theme in this Code. City Officials are responsible for holding themselves and each other accountable for displaying actions and behaviors that consistently model the ideals expressed in the Code.

Implicit in the Code of Conduct is recognition of the worth of individual members and an appreciation for their individual talents, perspectives and contributions. The Code will ensure an atmosphere where individual members, staff and the public are free to express their ideas and work to their full potential.

As a City Official of the City of Kirkland, I agree to these principles of conduct:

We consistently demonstrate the principles of professionalism, respect and civility in working for the greater good of Kirkland.

We assure fair and equal treatment of all people.

We conduct ourselves both personally and professionally in a manner that is above reproach.

We refrain from abusive conduct, personal charges or verbal attacks on the character or motives of Council members, commissioners, staff and the public.

We take care to avoid personal comments that could offend others.

We show no tolerance for intimidating behaviors.

We listen courteously and attentively to all public discussions and treat all people the way we wish to be treated.

We serve as a model of leadership and civility to the community.

Our actions inspire public confidence in Kirkland government.

Keeping in mind the common good as the highest purpose, we will focus on holding efficient meetings that achieve constructive solutions for the public benefit.

We work as a team to solve problems and render decisions that are based on the merits and substance of the matter.

We respect differences and views of other people.

We adhere to the principles and laws governing the Council/Manager form of government and treat all staff with respect and cooperation.

We will refrain from interfering with the administrative functions and professional duties of staff.

We will not publicly criticize individual staff but will privately communicate with the City Manager any concerns about a department or department director or staff person.

We will refrain from negotiating or making commitments without the involvement and knowledge of the City Manager.

We will work with staff in a manner that consistently demonstrates mutual respect.

We will not discuss personnel issues, undermine management direction, or give or imply direction to staff.

We will communicate directly with the City Manager, department directors or designated staff contacts when asking for information, assistance or follow up.

We will not knowingly blindside one another in public and will contact staff prior to a meeting with any questions or issues.

We will not attend City staff meetings unless requested by staff.

CHAPTER 3: CITY COUNCIL MEETINGS

3.01 Rules Governing the Conduct of Meetings. The order of procedure contained in this Chapter shall govern deliberations and meetings of the Council of the City of Kirkland, Washington. *Roberts Rules of Order, Newly Revised*, shall govern the deliberations of the Council except when in conflict with any of the rules set forth in this Chapter.

3.02 Submittal of Council Agenda Items. Items of business to be considered at any Council meeting shall be submitted to the City Manager no later than the Wednesday morning prior to a scheduled Council meeting. A written agenda and informational material is to be prepared and sent the Friday preceding each meeting to each Councilmember. Urgent items arising after the regular agenda has been prepared may be placed on the agenda if the Councilmember or City Manager explains the necessity and receives a majority vote of the Council on a motion to add the item.

3.03 Regular Meetings. Regular meetings of the Council shall be held as provided for by ordinance.

3.04 Quorum. At all meetings of the Council, a majority of the Councilmembers shall constitute a quorum for the transaction of business, but a lesser number may adjourn from time to time to secure the attendance of absent members.

3.05 Order of Business. The order of business shall be as follows:

1. Call to Order
2. Roll Call
3. Study Session
4. Executive Session
5. Honors and Proclamations
6. Communications
    a. Announcements
    b. Items from the Audience (See Section 3.07 for the three minute limitation.)
    c. Petitions
7. Special Presentations
8. Consent Calendar

a. Approval of Minutes
b. Audit of Accounts and Payment of Bills and Payroll
c. General Correspondence
    i. Routine
    ii. Written correspondence relating to quasi-judicial, including land use public hearing matters and placed in the appropriate hearing file.
d. Claims
e. Award of Bids
f. Acceptance of Public Improvements and Establishing Lien Periods
g. Approval of Agreements
h. Other Items of Business

9. Public Hearings
10. Unfinished Business
11. New Business
12. Reports
    a. City Council Reports
        (1) Finance and Administration Committee
        (2) Planning and Economic Development Committee
        (3) Public Safety Committee
        (4) Public Works, Parks and Human Services Committee
        (5) Tourism Development Committee
        (6) Legislative Committee
        (7) Regional Issues
    b. City Manager Reports
        (1) Calendar Update
13. Items from the Audience
14. Adjournment

3.06 Consent Calendar. Any matter, which because of its routine nature, would qualify for placement on the Consent Calendar pursuant to section 3.05, may be included on the Consent calendar, notwithstanding action on the matter may, by law or otherwise, require adoption of a resolution or ordinance.

Any item may be removed from the Consent calendar and moved to the regular agenda upon the request of any Councilmember. All items remaining on the Consent calendar shall be approved by a single motion. Whenever an ordinance is included on the Consent calendar, approval of the calendar shall be by roll call vote.

3.07 Public Comment. The Council believes that the following procedure for public comment during regular City Council meetings will best accommodate the desires and concerns of the Council and the public:

1. During the time for "Items from the Audience," speakers may not comment on matters which are scheduled for a public hearing, or quasi-judicial matters. The Council will receive comments on other issues, whether the matter is on the agenda for the same meeting or not. When possible, items on the agenda will be marked with an asterisk when the Council cannot receive comments on such matters during the time for "Items from the Audience."

2. During the times for "Items from the Audience," whether at the beginning or end of the meeting, each speaker will be limited to three minutes. 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. Unless it is 10:00 p.m. or later, speakers may continue to address the Council during an additional Items from the Audience period at the end of the meeting; 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.

3.08 Committee Reports. The chairman of each respective committee, or the Councilmember acting for him/her in his/her place, shall submit or make all reports to the Council when so requested by the presiding officer or any member of the Council.

3.09 Duties of the Presiding Officer. It shall be the duty of the presiding officer of the Council to:

1. Call the meeting to order.
2. Keep the meeting to its order of business.
3. Announce the agenda item and determine if the Council wishes to receive a staff report.
4. If, after presentation of the report or based upon the written report, action is desired, recognize Councilmember to make a motion to propose appropriate action. Require a second to each motion, for those motions which must be seconded.
5. Handle discussion in an orderly way:
    a. Give every Councilmember who wishes an opportunity to speak.
    b. Permit audience participation at appropriate times.
    c. Keep all speakers to the rules and to the question.
    d. Give pro and con speakers equal opportunity to speak.
    e. Repeat motions, put motions to a vote and announce the outcome.
    f. Suggest but not make motions for adjournment.
    g. Appoint committees when authorized to do so.

3.10 Rules for Councilmember Conduct.

1. No member shall speak more than twice on the same subject without permission of the presiding officer.

2. No person, not a member of the Council, shall be allowed to address the Council while it is in session without the permission of the presiding officer.

3. All questions on order shall be decided by the presiding officer of the Council with the right of appeal to the Council of any member.

4. Motions shall be reduced to writing when required by the presiding officer of the Council or any member of the Council. All resolutions and ordinances shall be in writing.

3.11 Voting. Each member present shall vote on all questions put to the Council. The duty to vote shall be excused when a Councilmember has a financial interest in the question or, in quasi-judicial matters, where a Councilmember has an appearance of fairness problem. When voting on any matter before the Council, a majority of the entire membership of the Council is required for passage of any ordinance, resolution or motion, provided that a simple majority of the members present shall be sufficient with respect to the following motions:

1. To adjourn, to table or continue a matter,
2. To go into or out of executive session,
3. To schedule a special meeting of the City Council,
4. To add or remove items on a future Council meeting agenda,
5. To approve or authorize the sending of a letter or other communication so long as the letter or communication sets forth a policy or position previously agreed to by a majority of the entire Council membership,
6. To establish the date for a public hearing, unless such hearing is required to be set by ordinance or resolution,
7. To authorize call for bids or requests for proposals, and
8. To approve a Consent calendar, provided that any ordinance, any grant or revocation of franchise or license, or any resolution for payment of money included on the Consent calendar, has first been removed.

3.12 Tie Votes. A tie vote, on a matter requiring four affirmative votes for passage, shall not be dispositive of the matter voted upon, but shall be deemed to have tabled the matter until the next succeeding regular meeting at which all seven Councilmembers are present. At that meeting, any member may move to take the matter off the table.

3.13 Non-Tie Vote with Lack of Affirmative Votes. A non-tie vote which fails for a lack of four affirmative votes, as to a matter which requires four affirmative votes for passage, shall be deemed to defeat the matter voted upon. Any Councilmember may move to reconsider the matter at the next succeeding regular meeting at which all seven Councilmembers are present.

3.14 Motions to Reconsider. Except as provided in Sections 3.12 and 3.13, motions to reconsider must be made by a member who votes with the majority, and at the same or next succeeding meeting of the Council.

3.15 Motions to Lay A Matter on the Table. Motions to lay any matter on the table shall be first in order; and on all questions, the last amendment, the most distant day, and the largest sum shall be put first.

3.16 Motion for Adjournment. A motion for adjournment shall always be in order.

3.17 Motions and Discussion by the Presiding Officer. The presiding officer, as a member of the Council may, at his or her discretion, call any member to take the chair, to allow the presiding officer to make a motion, but may otherwise discuss any other matter at issue subject only to such limitations as are imposed by these rules on other Councilmembers.

3.18 Suspension of Rules. The rules of the Council may be altered, amended or temporarily suspended by a vote of two-thirds of the members present; provided, that at least four affirmative votes be cast.

3.19 City Staff Attendance at Meeting. The City Manager, Attorney, City Clerk, and such other officers and/or employees of the City of Kirkland shall, when requested, attend all meetings of the Council and shall remain in the Council chamber for such length of time as the Council may direct.

3.20 Minutes. The City Clerk shall keep correct minutes of all proceedings. The votes of each Councilmember on any ordinance and the ayes and nays on any other question shall be entered in the minutes. Copies of the minutes shall be sent to the members of the Council prior to their next regular meeting.

3.21 Procedure for Considering Process IIA Appeals. The City Council shall consider a Process IIA appeal under Kirkland Zoning Code (KZC) Chapter 150 at one meeting, and shall vote on the appeal at the next or a subsequent meeting, in order for the Council to gather more information from the record and consider the appeal; provided, that the Council, by a vote of at least five members, may suspend this rule and consider and vote on the appeal at the first meeting. The Council's vote (to affirm, modify or reverse the decision of the Hearing Examiner, or direct the Hearing Examiner to hold a rehearing) shall occur within 60 calendar days of the date on which the letter of appeal was filed, pursuant to KZC 150.125.

3.22 Procedure for Considering Process IIB Applications. The City Council shall consider a Process IIB application under KZC Chapter 152 at one meeting, and shall vote on the application at the next or a subsequent meeting; provided, that the Council, by a vote of at least five members, may suspend this rule and consider and vote on the application at the first meeting. The Council shall first consider the application at a meeting held within 45 calendar days of the date of issuance of the Hearing Examiner's recommendations, pursuant to KZC 152.90.

CHAPTER 4: STUDY SESSIONS AND RETREATS

4.01 Study sessions. Study sessions shall be held as provided by Kirkland Municipal Code 3.10.020. Study sessions are used by the Council to review upcoming agenda items, current and future programs or projects, to discuss, investigate, review or study matters of City business for informational purposes. No final action is taken while in study session, however, the Council may provide direction to staff by consensus or vote. Council direction shall be summarized in writing and presented to the City Council at a regular meeting. Final action on direction provided at a study session will be scheduled for a regular or special council meeting.

4.02 Council retreats. Council retreats are held annually or semi-annually at the Council's discretion. The purpose of the retreats is to allow the Council to devote concentrated attention to single or multiple time consuming subjects. No final action is taken at retreats, however, the Council may provide direction to staff by consensus or vote. Council direction shall be summarized in writing and presented to the City Council at a regular meeting. Final action on direction provided at will be scheduled for a regular or special council meeting.

CHAPTER 5: COUNCIL COMMUNICATIONS

5.01 Written Correspondence. Access to the City Council by written correspondence is a significant right of all members of the general public, including in particular, residents of the City. The City Council desires to encourage the exercise of this access right by the general public to bring to the attention of the Council, matters of concern to Kirkland residents. In order to do this most effectively, some orderly procedure for the handling of written correspondence is essential. One concern of the City Council is application of the appearance of fairness doctrine to correspondence addressed to the Council, concerning matters which will be coming before the City Council in a quasi-judicial or land use hearing context. Special care in the way the content of those letters is brought to the attention of the individual members of the Council is essential in order that an unintended violation of the appearance of fairness doctrine does not result.

The Council believes that the following procedure for handling of written correspondence addressed to the Council will best accommodate the desires and concerns of the Council as set forth in this section:

1. Correspondence of an Information Only Nature - Correspondence which is purely of an informational nature and which does not require a response or action should not be placed on the Council meeting agenda by the City Clerk, but rather transmitted to the Councilmembers in the normal course of daily business.

2. Routine Requests - Items of a routine nature (minor complaints, routine requests, referrals, etc.) shall be answered by staff. Routine requests and staff responses shall be transmitted to the Councilmembers in the normal course of daily business.

3. Significant Correspondence - Correspondence that requires policy decision or approval by Council shall be placed by the Clerk on the regular Council agenda, either under New Business or if appropriate, under Unfinished Business, and shall be accompanied by staff report as are all other agenda items. Direct replies may be made by the City Manager if policy matters are not involved or the Council has previously provided policy direction. Replies shall be transmitted to the Councilmembers in the normal course of daily business.

4. Correspondence Directly Relating to Quasi-Judicial Hearing Matters - All such correspondence when so identified by the City Clerk shall be listed by name and reference to hearing matter on the Consent agenda under the item Written Correspondence relating to quasi-judicial matters. Copies of such correspondence shall not then be included within the agenda materials, but shall be placed in a City Council communication holding file, or directly into the appropriate hearing file, so that they will be circulated to City Councilmembers at the time that the matter comes before the City Council for its quasi-judicial consideration, and as a part of the hearing record for that matter. The City Clerk shall also advise the sender of each such letter, that the letter will be coming to the attention of the City Council at the time that the subject matter of the letter comes before the Council in ordinary hearing course.

5. Prompt Acknowledgments – The City Manager will promptly acknowledge the receipt of all written correspondence and inquiries and, where appropriate, advise the writer of referral to the City Council or a City department.

CHAPTER 6: PROCLAMATIONS

6.01 A proclamation is a formatted certificate, issued by the Mayor, to give recognition and support to ceremonial occasions and special events, or to raise awareness about concerns of interest to the community as a whole. Proclamations are symbolic; no official policy, action or legal act is imparted or intended as a result.

1. All proclamations will be issued at the discretion of the Mayor.

2. Proclamations can recognize international, national, state, and local events, as well as matters of historical interest, in order to bring them to the attention of Kirkland citizens. Proclamation content should relate to a public purpose or benefit.

3. A proclamation that has not previously been issued by the Mayor of Kirkland shall be reviewed by the Mayor and Deputy Mayor for content to ensure that it does not conflict with an adopted policy position of the Kirkland City Council.

4. The City Manager's Office will coordinate all requests for proclamations. Proclamation requests should be received no later than two weeks prior to a City Council Meeting to

allow time for the proclamation to be prepared, reviewed, and added to the Council Agenda.

5. Proclamations shall be presented at Council Meetings only if a recipient is present in the audience or at the discretion of the Mayor. All other proclamations will be sent by mail to the recipient.

CHAPTER 7: COUNCIL COMMITTEES

CITY COUNCIL COMMITTEE APPOINTMENTS

7.01 Purpose and Relationship to City Council.

Committees are advisory and do not take action on behalf of the Council. The purpose of Council Committees is to review matters in detail and to make reports to the full Council for possible Council actions. Council Committees may be standing committees or ad hoc committees are appointed for special or time-limited subjects. Ad hoc committees are disbanded when they complete their assigned task.

There are five standing Council Committees:

- Finance and Administration
- Public Safety
- Planning and Economic Development
- Public Works, Parks and Human Services
- Legislative

Committee topics are developed through a collaborative process between the City Council and staff or by referral by the City Council. All topics referred to Council Committees will have final consideration before the full Council after receiving a report from the Council Committee. The chair of each Council Committee is responsible for reporting to the City Council, at a regular meeting, the topics discussed and results of the committee's most recent meeting. Meeting minutes for every Council Committee meeting will be posted to the City Council's internal web page along with a list of current and future topics being discussed by each committee.

7.02 Appointment Process.

Council Committee appointments are generally for a two-year period. Unless a vacancy occurs, Council Committee appointments are made every even-numbered year to coincide with the Council selection of the Mayor. Immediately following the first regular Council meeting in even-numbered years, City Council members should let the Mayor know about their interests in serving on the various City Council and regional committees. The Mayor and Deputy Mayor will then meet to consider committee appointments and they will develop a recommended list of committee appointments. This list of recommended appointments will then be presented at the second City Council meeting in January for Council's consideration at which time the committee appointments will be made by the City Council.

If a vacancy should occur during the year, this appointment opportunity should be announced at a Council meeting. Those Council members that are interested in filling this position should let the

Mayor know before the next City Council Meeting. The Mayor and Deputy Mayor will make a recommendation for City Council's consideration to fill this vacancy at that following Council meeting.

7.03 Council Committees

Committee/Topic Areas	Staff
Finance and Administration • Finance and budget • Utility rates • Human Resources and Performance Management • Technology • Public Records • Council Policies and Procedures	*Director of Finance and Administration*
Public Safety • Police • Fire and Emergency Medical Services • Municipal Court • Emergency Management • Code Enforcement	*Deputy City Manager*
Legislative • State and Federal Legislative Agenda and Monitoring • Liaison with State and Federal Elected Officials	*Intergovernmental Relations Manager*
Planning and Economic Development • Business Retention and Recruitment • Business Roundtable • Tourism • Events • Development Services (permitting) • Long Range Planning • Housing	*Planning and Community Development Director and Economic Development Manager*
Public Works, Parks and Human Services • Public Works operations and CIP • Parks Operations and CIP • Parks planning • Environment • Utilities • Facilities and Fleet • Human Services	*Public Works Director and Parks and Community Services Director*

CHAPTER 8: BOARD AND COMMISSION APPOINTMENTS

It shall be the policy of the Kirkland City Council to make appointments to official advisory boards or commissions generally in accordance with the following:

8.01 Applicability/Definition. For the purposes of this policy, the term advisory board shall include the following appointed bodies:

Cultural Arts Commission
Design Review Board
Park Board
Human Services Advisory Committee
Planning Commission
Library Board
Tourism Development Committee (Lodging Tax Advisory Committee)
Salary Commission
Transportation Commission

8.02 Eligibility. Relatives, family members or domestic partners of Councilmembers will not be eligible to serve on City advisory boards. Members of the family of a City employee who works in a department, that provides staff assistance or support to an advisory board, shall not be eligible to serve on that board.

8.03 Non-Discrimination. The Council shall not discriminate on the basis of an applicant's race, ethnic background, creed, age*, sex, marital status, sexual orientation, or sensory or physical handicap in the making of appointments.

*City council has made age a qualification for specific seats on certain advisory bodies.

8.04 Concurrent Offices. At no time shall any person serve concurrently as a member of more than one of the above listed City Boards.

8.05 Terms. Appointments shall be made for four-year terms, unless otherwise provided by statute or Kirkland Municipal Code. Terms shall expire on the 31st of March of the applicable year. A member being appointed to fill a vacant position shall be appointed to fill the vacancy for the remainder of the unexpired term.

8.06 Term Limitations. No individual shall serve more than two full four-year terms as a member of a City of Kirkland appointed advisory board; provided, if an individual is appointed to fill 365 days or less of an unexpired term and serves that term, the individual is eligible to apply for and serve two additional four-year terms. If an individual is appointed to fill 366 days or more of an unexpired term and serves that term, the individual would be eligible to apply for and serve for only one additional four-year term.

8.07 Attendance. Appointees shall attend 80 percent of all meetings in any 12-month period for which there is no prearranged absence, but in any case shall attend no less than 60 percent of all meetings unless waived by the City Council.

8.08 Appointment/Reappointment. An open competitive process will be used to fill vacancies. City Council will initiate an open and competitive application process and solicit applicants for the

position(s). All advisory board members completing their term who are interested in and eligible for reappointment will be required to go through the open competitive process.

8.09 Application Process. Openings for advisory board positions shall be widely advertised in local newspapers, as well as other means available and appropriate for this purpose. If an incumbent is eligible to apply for reappointment, this information shall be included in the announcement. Applicants shall be required to complete a City application form provided for this purpose, and to submit a completed application by the specified recruitment deadline. Late applications will not be accepted; however, the City Council may choose to extend an application deadline, if necessary, to obtain a sufficient number of applicants for consideration. Copies of all applications will be provided to the City Council.

8.10 Criteria for Reappointment. Information will be sought from the Board/Committee Chairs and the City Manager (or appropriate staff) when considering reappointments. Reappointments are based on the following criteria:

Minimum performance – attendance, incumbent reads the materials, has a basic understanding of the issues and participates in discussion.

Performance – has well-thought-out arguments, logically presented, and is a good advocate. Shows ability to analyze complex issues and to judge issues on substantive grounds. Understands difference between quasi-judicial and legislative matters.

Personal relations – has good understanding of relative roles of Council, Commissioners and staff and is sensitive to staff's job. Is generally respectful of others' viewpoints. Is a good team player, shows willingness to compromise, work toward a solution, without sacrificing his/her own principles.

Growth/improvement – has shown personal and/or intellectual growth in the position. Has shown improved performance, has taken advantage of continuing education opportunities or other indicia of growth or improvement.

Public benefit – reappointment provides a benefit to the commission as a body; provides or enhances balance on the commission geographically and/or philosophically.

8.11 Appointment Process. Upon receipt of applications, the Council will review the applications and reduce the number of applicants for interview to three applicants for each vacancy. For example, if there were one vacancy on a board or commission, the Council would reduce the pool of applicants to be considered to three. If there were two vacancies, the Council would reduce the pool of applicants to be considered to six. In cases where the number of applicants for interview require a reduction from the number that have applied, an ad hoc committee of the Council will be appointed by lot to review and recommend to the entire Council those to be interviewed for each board or commission and those recommended not to be interviewed.

Interviews of applicants shall be conducted in open session. The chairperson of the respective advisory board (or a representative) will also be invited to attend the interviews, and may participate in the process to the degree desired by the Council. Upon completion of the interviews, the Council shall make its appointments in open session. Following appointment, the appointee, as well as all other candidates, will be notified in writing of the Council's decision.

8.12 Criteria for Removal. Failure to continue to meet the criteria for reappointment to boards and commissions and the attendance standard set forth above is cause for the removal of a member of a board or commission by a majority vote of the Council.

8.13 Open Government Training Requirement. Within 90 days of assuming their positions, all members of boards and commissions appointed by the City Council must receive the training required by the Open Government Trainings Act regarding the Open Public Meetings Act.

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: Tracy Durnell, Environmental Education and Outreach Specialist
Jenna Higgins, Recycling Programs Coordinator
John MacGillivray, Solid Waste Programs Lead
Kathy Brown, Public Works Director

Date: January 22, 2015

Subject: Plastic Bag Reduction Policy Communication Plan

RECOMMENDATION

Staff recommends that the City Council receive a presentation of the education and outreach plan for the proposed plastic bag reduction ordinance and provide comments and direction to staff.

BACKGROUND

At the October 7, 2014 City Council study session, staff presented several plastic bag reduction policy options for the City Council's consideration. After discussion, the City Council expressed a majority preference for an ordinance similar in construction to the cities of Seattle and Issaquah that restricts the use of most single-use plastic shopping bags and may require retailers to charge a minimum fee for large paper bags to encourage the use of reusable bags. The City Council also expressed an interest in receiving a staff presentation on a proposed education and outreach plan to communicate a plastic bag reduction policy to residents and businesses.

In the City Council's January 20, 2015 Study Session, Council provided direction to staff on specific elements and policies to be included in the draft plastic bag reduction ordinance.

Plastic Bag Reduction Policy Development History
At the March 19, 2013 City Council meeting, subsequent to moving through the Public Works, Parks, and Human Services Council Committee (March 12, 2013), staff received direction to use Solid Waste resources to draft a staff report intended to evaluate the potential of implementing a single-use plastic bag reduction policy in Kirkland. Staff provided updates on the status of the report on June 25, 2013 to the Public Works, Parks, and Human Services Committee and on July 8, 2013 to the Community Planning, Housing, and Economic Development Committee. In September 2013, staff published the final report on the City website and distributed copies to the City Council and appropriate City staff. On October 22, 2013 the final staff report was presented to the Public Works, Parks, and Human Services Committee where no action was taken.

The report used a framework called the "Sustainability Model" that evaluates a range of options for regulating plastic and paper bag use. As part of the study, staff presented three case studies from other cities and a consultant conducted two surveys, one for Kirkland residents and one for Kirkland businesses, regarding their practices and attitudes toward plastic and paper bag use and regulation. The survey results are contained in the addendum to the report beginning on page 30.

On June 4, 2014, the Public Works, Parks, and Human Services Committee received a staff presentation on the variety of policy options available to manage single-use plastic bags. Members of the committee expressed potential interest in Option 2: Public Education and Outreach Campaign and Option 4: Ban Plastic Bags/Require Fee for Paper Bags but the decision on a formal Committee recommendation was deferred pending a second staff presentation at the Committee's July 2 meeting on the lifecycles of various types of shopping bags and more discussion. Subsequent to the informational presentation, the Committee did not reach a consensus on a recommended plastic bag management policy and recommended that the issue be discussed by the full City Council at a future study session, which occurred on October 7, 2014 and again on January 20, 2015.

PUBLIC EDUCATION AND OUTREACH PLAN DETAILS

In anticipation of City Council adoption of a plastic bag reduction ordinance in February or March of 2015, staff is preparing a robust education and outreach plan. The outreach plan includes approaches and methods to reach a range of audiences, including businesses, single family and multifamily residents, and visitors. The two primary goals of the outreach plan will be to explain why the City decided to reduce plastic bag use and how the reduction ordinance will be implemented. Periodic updates on the outreach materials will be provided to the Council over the course of the outreach plan implementation.

Business Outreach Plan

The proposed communications plan timeline for businesses is shown in *Attachment 1*. The 170 businesses affected by the ordinance will receive three direct mail notices. The Outreach Plan assumes an ordinance would be adopted in March of 2015, with an effective date of March 1, 2016. This schedule could be shifted, depending on the actual ordinance approval date. Initial outreach to businesses will be done through an informational packet, including details on the ordinance and FAQs, mailed to all affected businesses in April 2015. Reminder postcards will be sent in June 2015, and additional compliance reminder postcards will be sent in February 2016.

Besides direct mailing, businesses will be reached through:

- A dedicated City informational webpage
- A letter to trade groups
- Outreach to the Chamber of Commerce and Kirkland Downtown Association
- Site visits by Solid Waste staff to major retailers
- A Solid Waste business newsletter article
- Free in-store signage and posters
- Billing inserts
- Postcards at City Hall business license desk

Residential Outreach Plan

The proposed communications plan timeline for residents is shown in *Attachment 2*. Solid Waste staff will employ a variety of resources to ensure equitable outreach to all single family and multifamily residents. If an ordinance is adopted, a news release following the ordinance adoption will provide initial notification, followed by continued information on a dedicated City informational webpage and posts on social media. Single family residents will be reminded of the ordinance through a billing insert and multifamily residents will receive a mailed postcard. Staff will create a Currently Kirkland TV spot and provide information to run on KGOV. At least 7,500 reusable bags with informational tags will be distributed to residents at no cost. The bags will be distributed at popular Kirkland events, such as the Kirkland Wednesday and Juanita Friday Markets. A coupon voucher for the reusable bags will also be distributed in the Kirkland Reporter.

Additional residential education resources will include:

- Informational tables, staffed by City employees, at local events, including Kirkland Wednesday Market, Kirkland Uncorked, Summerfest, and the Friday Market at Juanita Beach
- Posters on Big Belly public trash and recycling containers throughout the Central Business District
- Posters at City Hall, Community Centers, and Kirkland and Kingsgate libraries
- Kirkland Reporter advertisements
- Articles in City newsletter, semi-annual recycling newsletters, and monthly Green E-newsletter
- Neighborhood association emails

PROJECT BUDGET

Table 1 details the researched estimated Outreach Plan budget. Outreach items in the proposed budget include the following:

- Distribution of 7,500 reusable bags with attached informational tags
- Mailings to reach single family and multifamily residents
- Informational letters and reminder postcards for businesses
- 12 hours per week in added staff time to support outreach efforts, including the design of print and web materials, visits to affected businesses, and staffing informational tables at Kirkland events.

The original budget estimate in the staff report was $51,600. However, through further research, creativity, and by utilizing existing education and outreach channels such as low-cost billing inserts and a variety of newsletters, the budget has been reduced by about $11,000. The majority of this project's costs will be one-time purchases during the outreach period before and shortly after the ordinance goes into effect. Ongoing expenses beyond 2015 may include the

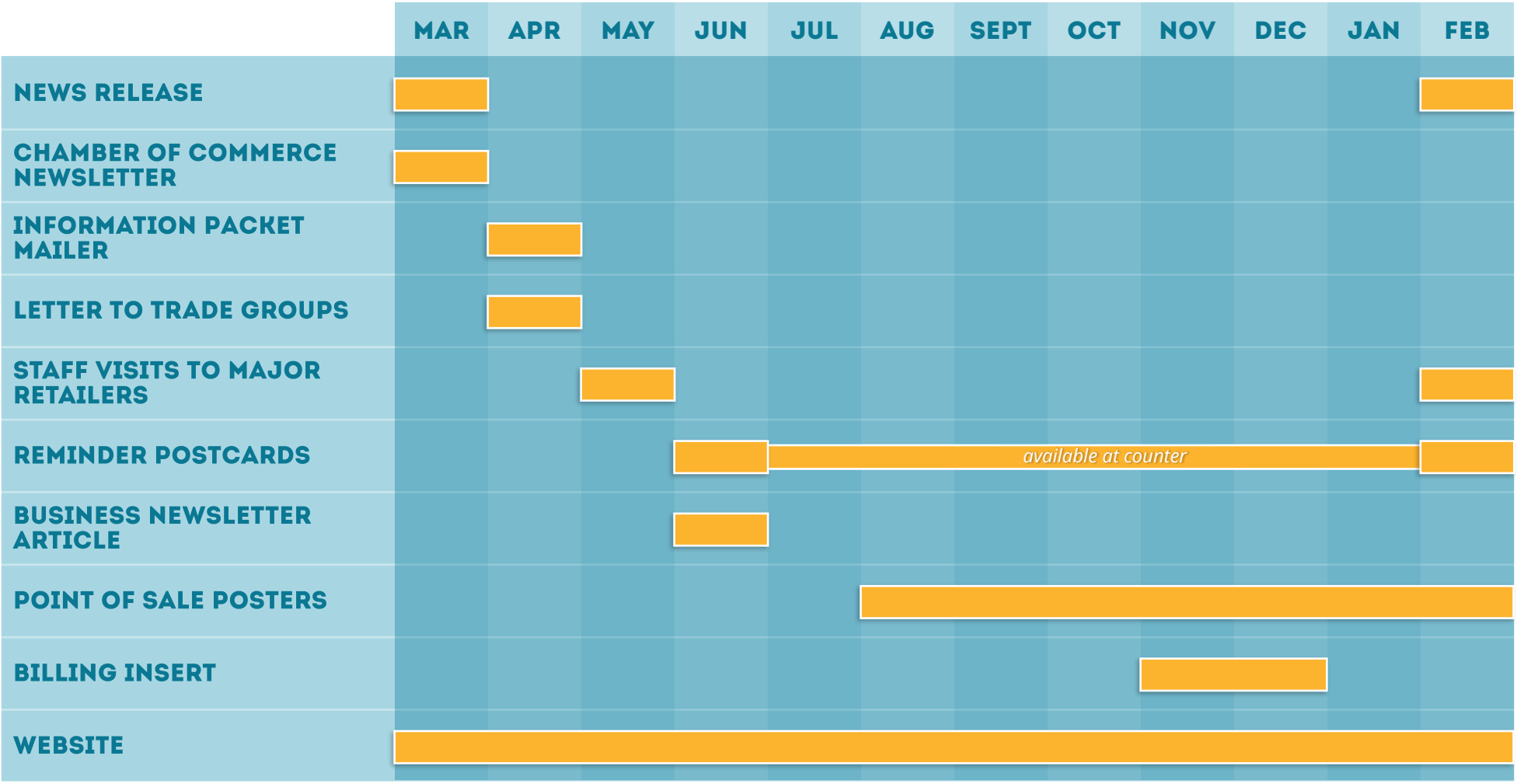
purchase of more reusable bags and will be taken from the contingency budget in lieu of a separate budget allocation for 2016. Funding for this project is proposed to come from the Solid Waste cash reserve and no Solid Waste rate adjustment is being requested to implement this project.

Table 1: Plastic Bag Ban Implementation Budget	
Description	**Researched Estimate**
Education and Outreach Staff Hours	
12 hours per week (on average)	$15,000.00
Reusable Bags + Tags	
7,500 bags with informational tags to be distributed to residents	$9,000.00
Printed Materials	
SF billing inserts, informational & compliance reminder postcards for businesses, postcards for MF residents, letters to retailers, posters	$5,859.35
Postage	
Postage costs for postcards and letters	$4,176.81
Advertising	
Two ads in the Kirkland Reporter	$1,549.20
Contingency	
Extra bags, shipping costs, etc.	$5,000.00
Total	$40,585.36

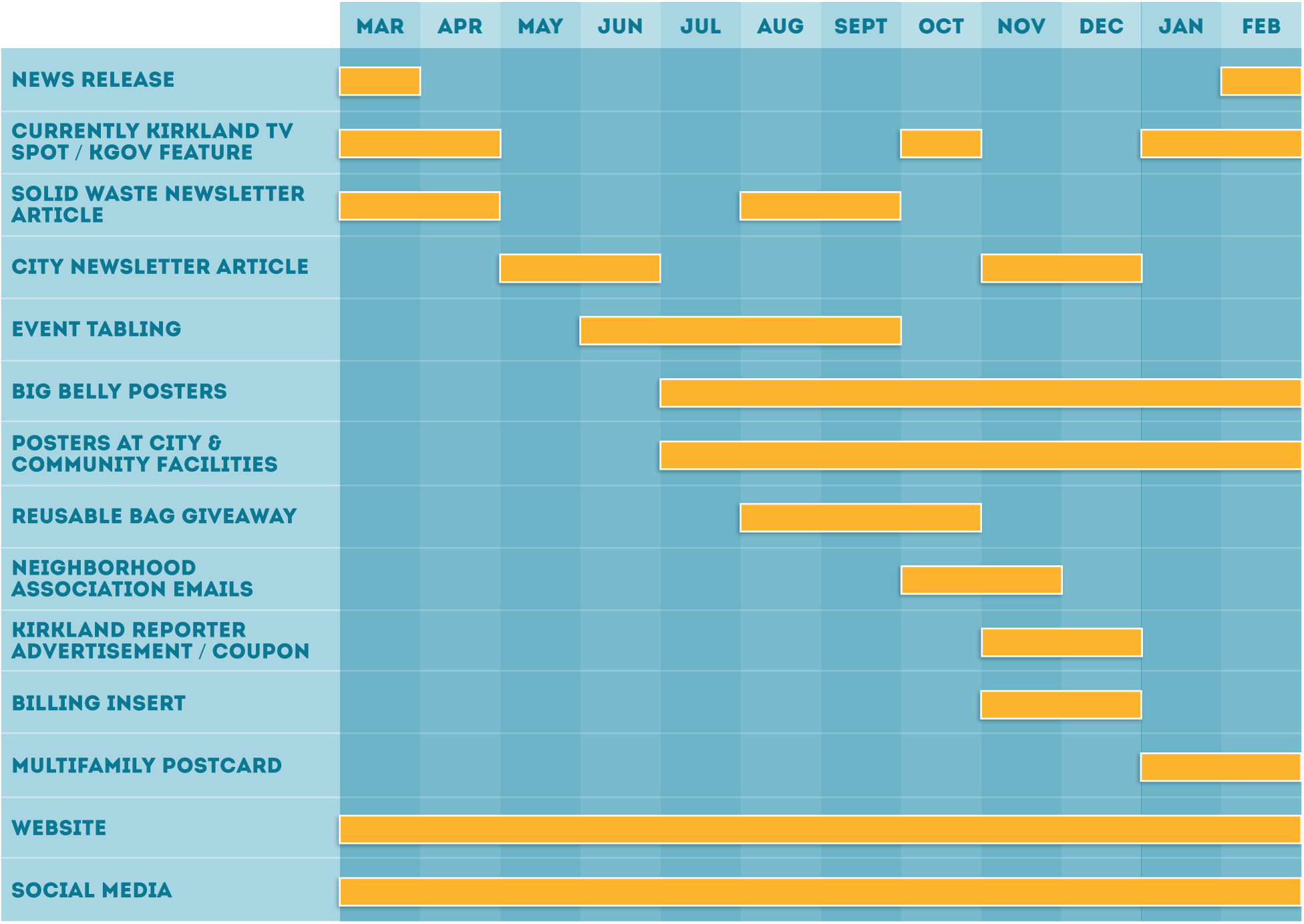
NEXT STEPS

City Council Meeting (To be Determined) – Adoption of final ordinance and approval of project budget and outreach plan.

PLASTIC BAG REDUCTION POLICY
BUSINESS OUTREACH SCHEDULE



PLASTIC BAG REDUCTION POLICY
RESIDENTIAL OUTREACH SCHEDULE



Council Meeting: 02/03/2014
Agenda: Unfinished Business
Item #: 10. f.

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director
Michael Cogle, Deputy Director

Date: January 22, 2015

Subject: Proposed Master Plan: Edith Moulton Park

RECOMMENDATION:

That the City Council review the proposed Edith Moulton Park Master Plan as recommended by the Park Board and staff.

BACKGROUND:

The City of Kirkland assumed ownership of Edith Moulton Park from King County in 2011 following annexation of the north Juanita neighborhood. Edith Moulton originally donated the 26-acre property to the County in 1967. Her dream was for her family homestead to be used as "a place for children to play in nature". This vision has been a guiding principle for the master planning effort for the park. Funding for master planning and initial improvements for Edith Moulton Park comes from the voter-approved 2012 Parks Levy. Total project budget for planning and construction of the first phase of improvements has been approved in the Parks' CIP for $1,000,000. Completion of all phases of the Master Plan will cost significantly more than what is currently in the CIP.

As a foundation for development of an eventual park schematic design, a Park Design Program was developed by the Park Board and staff and approved by the City Council in 2014. The design Program articulates the overall vision and programming components for the property.

Edith Moulton Park Master Plan Approved Design Program

1. Focus on serving both the surrounding neighborhood and the residents of Kirkland.
2. Preserve and manage the forested areas to be enjoyed as natural areas in perpetuity.
3. Restore disturbed natural areas where appropriate and plan for natural succession.
4. Provide for wetland and stream habitat enhancements.
5. Maintain a balance between developed and natural areas for active and passive park use. Consider a children's play structure.
6. Make the park sustainable by balancing long-term resource requirements with community benefits.
7. Connect visitors to the life of an early pioneer family. Consider a community orchard and pea patch.
8. Enhance the great lawn area for community events and gatherings. Consider an open-air lodge for gatherings with restroom facilities and adequate parking.

9. Find a way for dogs and their owners to enjoy the park without negatively affecting other users or wildlife and stream habitat. Consider an off-leash dog area.
10. Improve trail accessibility for all users where feasible. Provide new trail connections where appropriate and remove duplicate trails.
11. Provide for environmental education opportunities.

The attached Master Plan Report, provided by the design team led by Otak, Inc., details the proposed schematic design for the park in response to the approved Design Program. The report provides background about the planning process, a preliminary cost estimate, and a phasing strategy.

The proposed park master plan will be presented to the City Council on February 3. Council feedback will be used to finalize the park plan, with our intent to return to the Council on February 17 or as soon as possible thereafter for formal adoption by resolution of the Edith Moulton Park Master Plan.

Following master plan adoption, staff and the Park Board will begin work on implementing the plan, including development of construction drawings, permitting, bidding, and construction. A tentative schedule anticipates start of construction as early as the fall of 2015.

Attachment

otak
HanmiGlobal Partner

Edith Moulton Park
planning & design
Schematic Master Plan

FEBRUARY 2015

CITY OF KIRKLAND
WASHINGTON

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Phase 2–Develop Schematic Design
Phase 3–Design Development

Part I

Project Background

INTRODUCTION

Project Description

Edith Moulton Park is a 26-acre remnant farm parcel that was initially developed as a park by King County. The park is located at 108th Avenue NE and NE 137th Street in a newly annexed portion of the Juanita Neighborhood of Kirkland. The park contains mature forested areas, wetlands, Juanita Creek and a tributary, a degraded access drive and parking lot, lawn area, and small picnic shelters. The park is crossed by a number of footpaths. The park is in a residential neighborhood adjacent to Helen Keller Elementary School and other schools are located nearby.

Edith Moulton, who grew up on the property and experienced farm life there, donated it to King County in the 1960s with the objective of saving some natural areas as places for children to play.

Funding for the creation and implementation of a new vision for Edith Moulton Park will be by voter-approved park levy funds. The preliminary budget of $1 million may be distributed as follows:

- $100,000 for design by December 2013
- $100,000 for design by December 2014
- $800,000 for construction in 2015

Edith Moulton Park Neighborhood Context Map

HISTORY OF SITE

Jennie and Jeanie Moulton lived on the Moulton family farm from approximately 1900 until their deaths in 1934 and 1954, respectively. Historic photographs depicting the Moulton family and farm can be found in Historic Resources Report prepared by Historical Research Associates in January 2014.

In 1920, the Moulton family was briefly honored by an attempt to rename the road in front of their property. The ½ mile section

of what is now 108th Avenue NE, which runs north and south along the border of the Moulton property, was to be renamed Miss J. E. Moulton Road after Edith's aunt Jeanie in 1920. Though it appears from County records that the renaming proposition was ultimately rejected, the road appears as such in an early copy of the Atlas of Seattle.

Assessor's records from 1939 describe the Moulton family residence as a single-family dwelling, 1 ½ stories tall, with four rooms on the first floor and three rooms above (Figure 4.2 and 4.3 in the Historic Resources Report). The house included three modest, single-story porches. Materials were simple—wood floors, plasterboard walls or bare studs, a stone fireplace, a shingle roof, and exterior walls clad in shiplap. There was no plumbing in the house and associated buildings included an outhouse and storage shed. The house never included electricity or a telephone. Historic photos show a modest Craftsman-style bungalow with wide eaves supported by knee braces, recessed porches, and mature plantings near the entry. The record also refers to 15 fox pens made of construction wire. The foxes shared the property with what the assessor's record refers to as a combination of orchard, cleared pasture, uncleared stump land, and 2nd growth.

Edith Moulton (Left)

Edith Moulton retained her association with the farm throughout her life. Though she was a busy, working woman, she returned to the farm on weekends, and cared for the property after Jennie Moulton passed away in 1934, and Jeannie passed away in 1954. After 1954, the house stayed empty except during the times when Edith stayed there.

Edith Moulton was negotiating the sale of her property to King County for a public park when she was diagnosed with breast cancer in the early 1960s. She realized that her health was worsening and would not have the opportunity to benefit from the sale of the land, wrote Tvrdy. Upon her death on September 20, 1967, at the age of 69, Edith Moulton willed her 20-acre property to King County to be used as a public park.

Today, Edith Moulton Park encompasses 26 acres with expanses of maintained lawns, forested areas, trails, parking lots, and a long gravel path on the former driveway. The park is bordered by residential development and a local elementary school. None of the former buildings associated with the Moulton family property remain. The farmhouse was destroyed during a fire a year after Edith Moulton's death and was later removed. Evidence of the other features associated

with the property may have been modified or removed during renovations by King County in the late 1960s and thereafter. Other modifications include improvements to walking paths/ trails and the existing driveway, and installation of rock walls, parking lots, and a picnic area.

PROJECT PURPOSE

The park functions as both a home to a diverse population of flora and fauna and an outdoor refuge to a large community. In order to protect the ecological and social value the park provides, it is important to evaluate what features of the park may be suffering degradation or could be improved. In doing so, it assures that the park may continue to serve as a valued green space within an urban setting.

In an effort to guide design decisions, a theme was developed to remember the purpose of the park that Edith Moulton intended:

Honor Edith Moulton's Legacy by Conserving Wilderness for Children to Enjoy

WORK PHASES

Planning and design of Edith Moulton Park includes three distinct phases of work as identified below.

Phase 1
Inventory and Site Assessment, Development of a Park Design Program

Phase 2
Schematic Design and Implementation Program

Phase 3
Design Development, Permitting, Bidding, and Construction Support

This document details the work performed on Phase 1 and Phase 2. Phase 3 (future) is described in summary in anticipation of performing this work in 2015.

Part II

Proposed Improvements

PROGRAM ELEMENTS

The proposed improvements to Edith Moulton Park are grouped in this section according to the geographic area in which they would be located. The improvements are grouped into the **Great Lawn Area**, **Moulton Home Site**, and **Forested Interior**. Each of the proposed program elements is explained with background information on the purpose and includes pertinent community input.

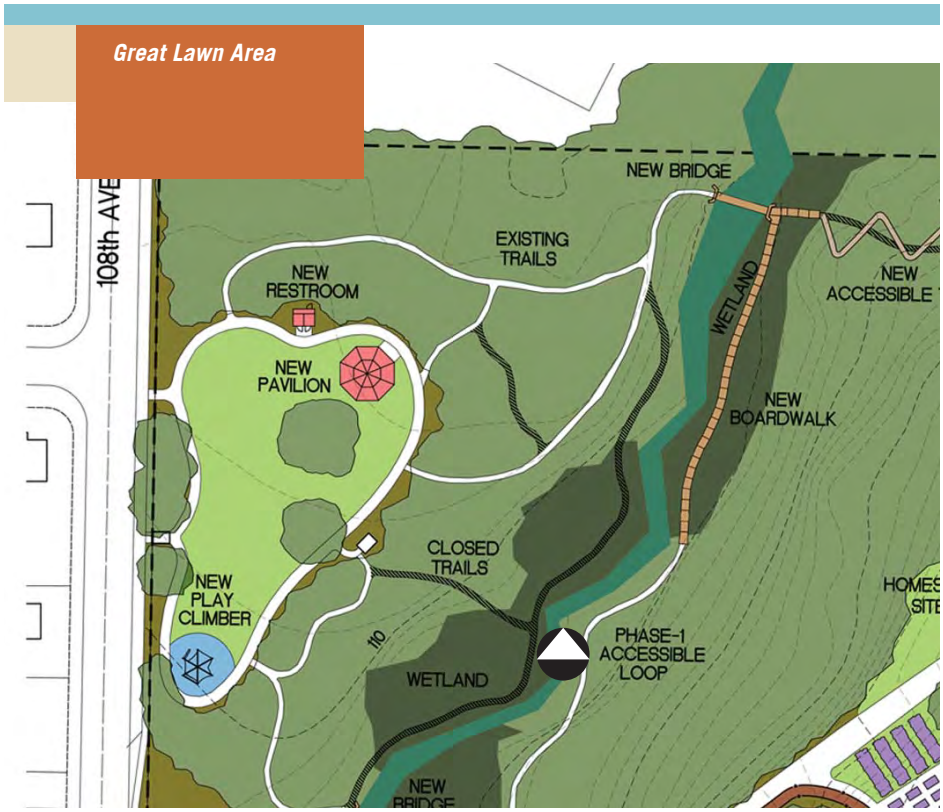
Great Lawn Area

As proposed in the schematic design, the great lawn area along 108th Avenue NE would contain a pavilion, restroom, natural play structure, and roadway frontage improvements along 108th Avenue NE. The great lawn area was selected for these improvements because it is the only non-forested part of the park with easy access to parking and with good surveillance from neighbors, vehicle occupants, and police patrols. These four main elements—parking, pavilion, restroom, and play structure are intentionally grouped together because they are complimentary uses.

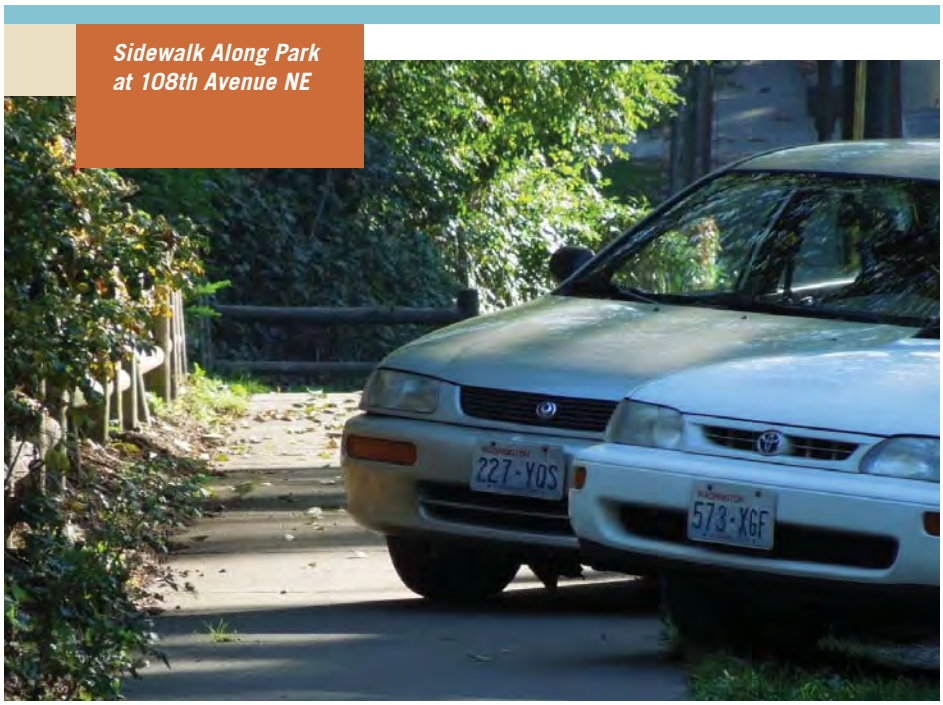
Roadway Frontage (parking) Improvements

Currently, there is a sloping gravel parking strip along 108th Avenue

Overall Site Plan Schematic Design Level



Great Lawn Area



Sidewalk Along Park at 108th Avenue NE

NE fronting the park. A concrete sidewalk separates the gravel parking from the great lawn. Compact cars can be parked perpendicular to the roadway; however, larger vehicles only fit on the gravel strip when parked at approximately a 60 degree (or less) angle. Occasionally, drivers will park parallel to the roadway or perpendicular to the roadway, but overhang the sidewalk. The sidewalk is a safe route to Helen Keller Elementary School, adjacent to Edith Moulton Park to the north, and should not be impeded with parked vehicles. Because parking stalls are not delineated and the gravel strip is too narrow, parking is currently hap hazard, inefficient, and creates unsafe conditions when vehicles park over the sidewalk or protrude into the northbound travel lane of 108th Avenue NE.

Kirkland Public Works will require frontage improvements as part of a development review and permit process for the park improvements. By code, vehicles may not be parked in a manner that requires backing out onto 108th Avenue NE. In fact, 108th Avenue NE is planned as a green-way street focusing on bike- and pedestrian-friendly connections and minimizing cut-through traffic. The Public Works Department will likely require an eight foot (parallel) parking lane and six foot bike lane on 108th Avenue NE. Although a parallel parking arrangement

reduces the overall net parking, parallel parking creates a safer sidewalk and will be safer for bikes because vehicles will not be backing out onto the roadway.

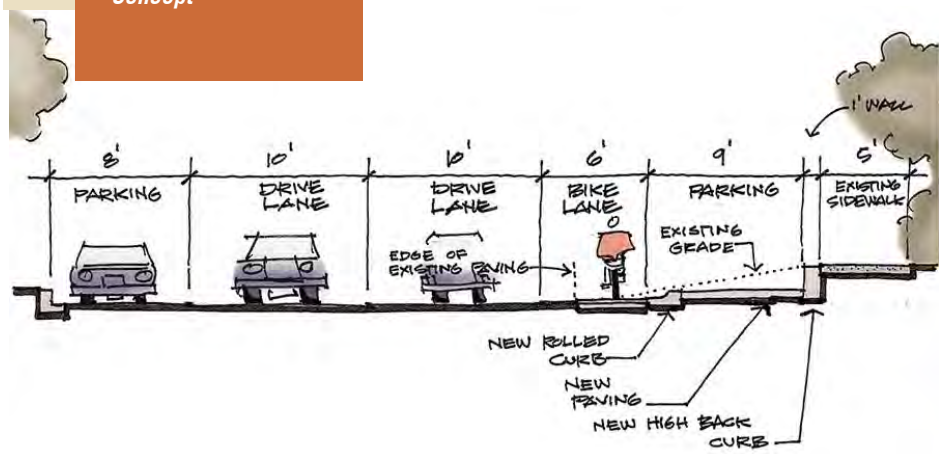
In addition to safety improvements, the addition of a bike lane and parallel parking present an opportunity to correct a less-than-desirable cross slope in the parking strip. The addition of a high-back curb (taller than the typical six inch height) next to the sidewalk will decrease the cross slope and protect the sidewalk from encroaching vehicles. A rolled curb and gutter will likely be needed between the added bike lane and parallel parking. In total, the improvements will consist of two concrete curbs, approximately five feet of additional asphalt paving for the bike lane and an eight foot width of paving for the parallel parking. The accessible parking stalls will have a ramped access to the sidewalk and park entries without a curb.

Pavilion

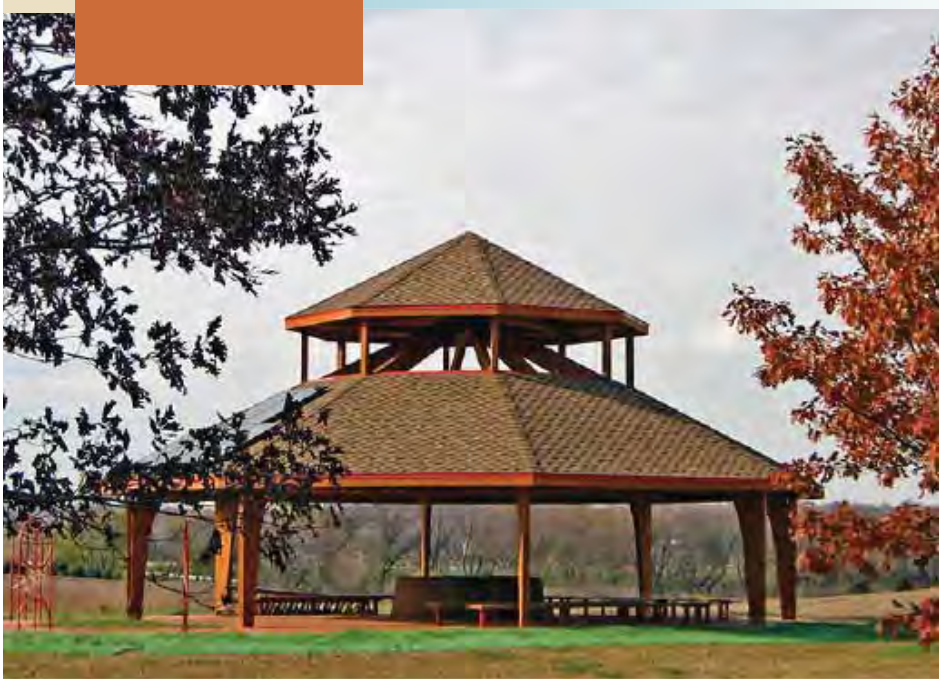
The pavilion was conceived as providing an out of the weather place for gatherings, appropriate for a natural setting. Design criteria for the pavilion include:

- An aesthetic iconic focal point for the great lawn.
- Constructed with natural materials appropriate for the setting.

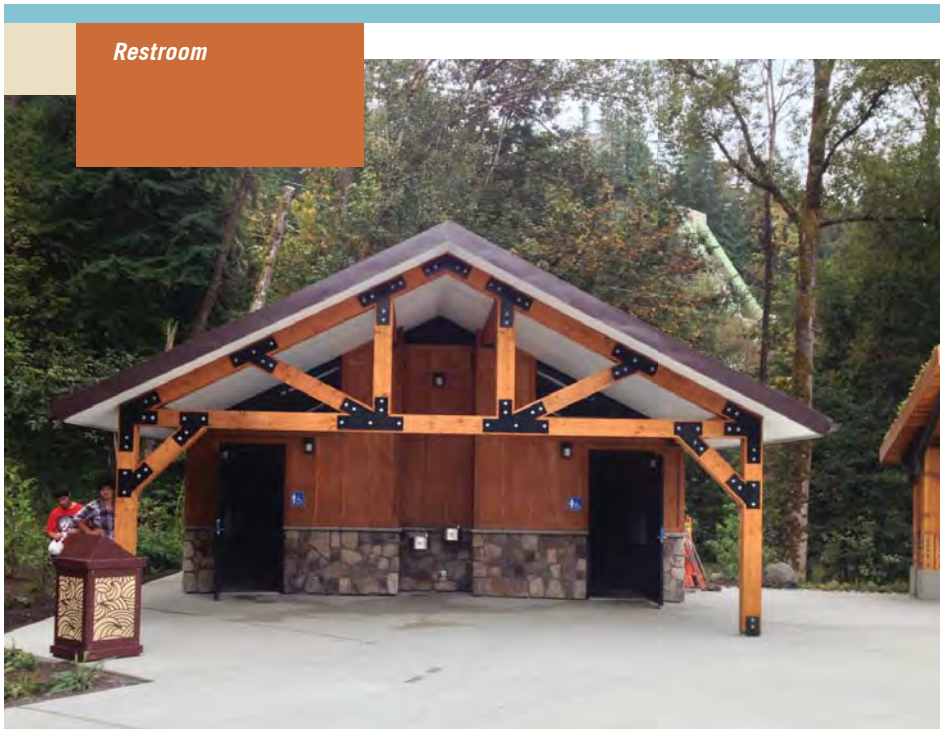
Parking Area Concept



Octagonal Pavilion



- Largely transparent so that the forested area behind the pavilion will remain visible when viewed from the lawn and 108th Avenue NE.
- Providing enough space for 40 people (could include movable picnic tables to create a more flexible space for events).



- Approximately 40 foot by 40 foot to accommodate approximately 40 people.
- Two pavilion shapes were examined, a square hip-roofed structure and an octagon form—community feedback was that a simpler, unadorned structure is preferred and that the octagonal structure fit within the existing great lawn loop trail. Overall, the timber-framed examples of pavilions were well received.

Restroom

Community input on the restroom was both in favor of a restroom in the park, but there was also concern about the potential for misbehavior associated with the facility. Some community meeting attendees said that a restroom was necessary for students to visit, especially from the nearby Helen Keller Elementary School. Constructing a pavilion where community and private events could be scheduled also necessitates providing a nearby restroom. The final design should consider community concerns about non acceptable behavior potentially occurring at the restroom. Accordingly, the restroom is sited between the pavilion and the street so that there is a lot of visibility of the restroom facade from the street. While it is important to have visibility of the restroom doors, the remaining three sides should be slightly tucked back into the wooded edge to avoid having the restroom visually encroach into the great lawn and detract from the uncluttered view. Unlike the pavilion and play structure, the restroom cannot be transparent.

The style and appearance of the restroom building needs to be appropriate for a natural wooded setting in a residential neighborhood. The style and materials should also compliment, but not compete with, the pavilion design. The restroom roof should match the pavilion roof and wood siding and trim should be featured. A small building with separate men's and woman's rooms is recommended. A prefabricated and site-assembled building is typically the most effective and cost-efficient option for parks. The fixtures recommended for Edith Moulton Park will be based on facilities in other Kirkland parks. The restroom will require a side sewer service, water line, and power from 108th Avenue NE, which are included in the cost estimate.

Play Structure

With about 24 acres of forest and a couple acres of lawn, there are plenty of natural play opportunities like climbing trees, walking along downed logs, and stepping into the creek. However, including a pavilion in the park creates the need for a closer, more observable and probably cleaner play opportunity. This is especially true for kids that come with adults that may be attending

Play Structure

a function at the pavilion. The play structure could provide a natural play-like activity close to the pavilion for kids with limited time or not dressed for total outdoor adventure play.

The selection criteria for the play structure include:

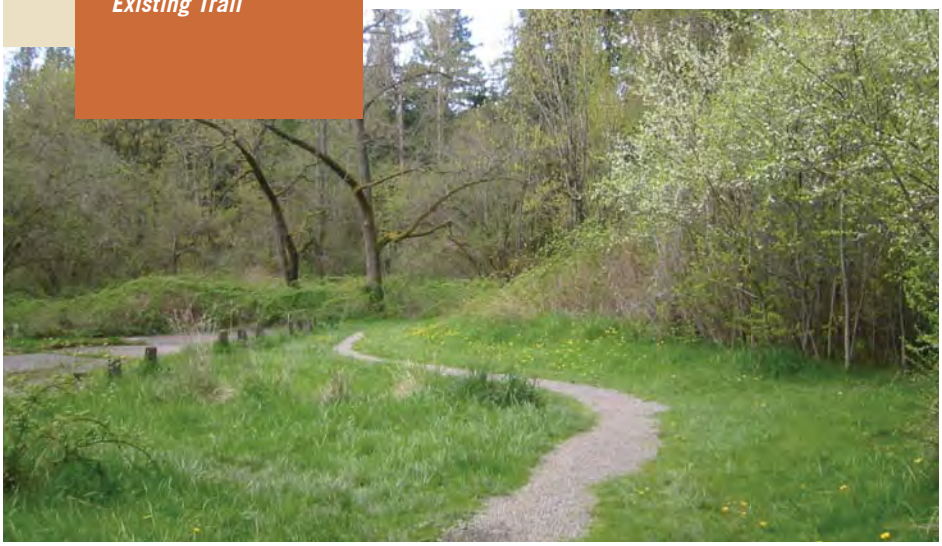
- Be highly transparent so that the lawn area or forest can be seen through the structure with minimal impact to the natural scenic quality of the park.
- No brightly-colored parts.
- Accommodate a range of ages and the number of kids that might be expected to attend a function at the pavilion and use the play structure.

For these reasons (transparency, natural play-like activity, and wide age range for use) a dome-shaped climbing structure is recommended for the great lawn.

The climbing structure should be located close enough to the pavilion so adults can keep an eye on the kids, but far enough away so that the kids feel a sense of independence from the adults and so that the noise from the climbing structure does not affect more quiet events such as neighborhood meetings. Climbing structures require a fall zone around base of the structure and perimeter. A prescribed depth of wood play chips and containment edge for the chips are also needed. Because of apparent high ground water, the wood chip base around the climbing structure should be raised above existing grade. A low modular block wall is recommended as a durable containment edge that will also serve as a low sitting wall.

Other Incidental Improvements

There are other potential improvements that could be made to the great lawn area, including adding an overlay of asphalt


Existing Trail

paving to the existing loop trail around the lawn, adding root barrier along the paved trail near large trees, and refreshing the entry gate and interpretive sign at the main entry. In addition, some of the shrubs along the rail fence, separating the lawn from the street, should be removed to facilitate better surveillance of the lawn area including future pavilion, restroom, and play structure. These optional improvements are also included in the cost estimate.

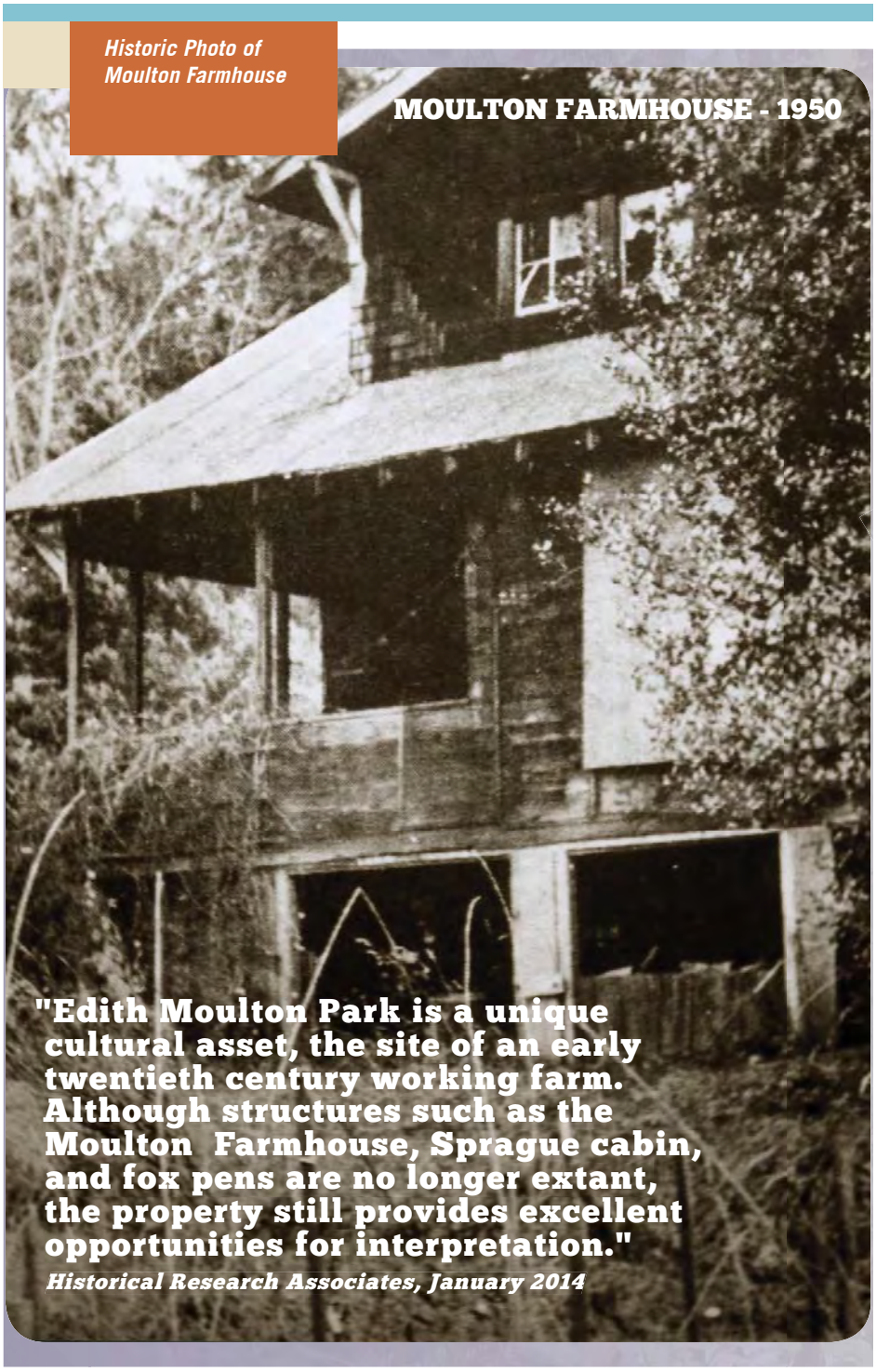
Moulton Home Site Area

The original location of the Moulton home and out-buildings is within the south half of the park property and accessed via a now degraded asphalt-paved driveway. The driveway intersects with 108th Avenue NE in the southwest corner of the park and runs northeasterly through a deciduous forest to the old King County constructed parking lot. The actual home site is generally at the east end of the parking lot. Improvements to the Moulton home site area are proposed to be in keeping with the historic use of the property and include a community orchard and P-Patch along with historic interpretation.

A community P-Patch and orchard will require horticultural maintenance tasks be performed on a regular basis to be successful. Accordingly, the City of Kirkland may prefer to delay a complete build-out of the P-Patch and orchard improvements until such time as an organization such as Seattle Tilth is in place and ready to assume responsibility for the ongoing maintenance and operation of the Moulton Home site area.

In the interim, there are site work tasks that could prepare the site for future garden plots and orchard tree planting. The preliminary site work could include:

- Removal of the degraded asphalt paving in the driveway and parking lot.
- Installation of a water line from 108th Avenue NE to the kiosk area.
- P-Patch subbase preparation, including drain tiles.
- Soil amendment and cover crop planting.
- Construction of a kiosk.
- Fencing and trail construction.
- Establishing the Moulton Home site interpretive space.

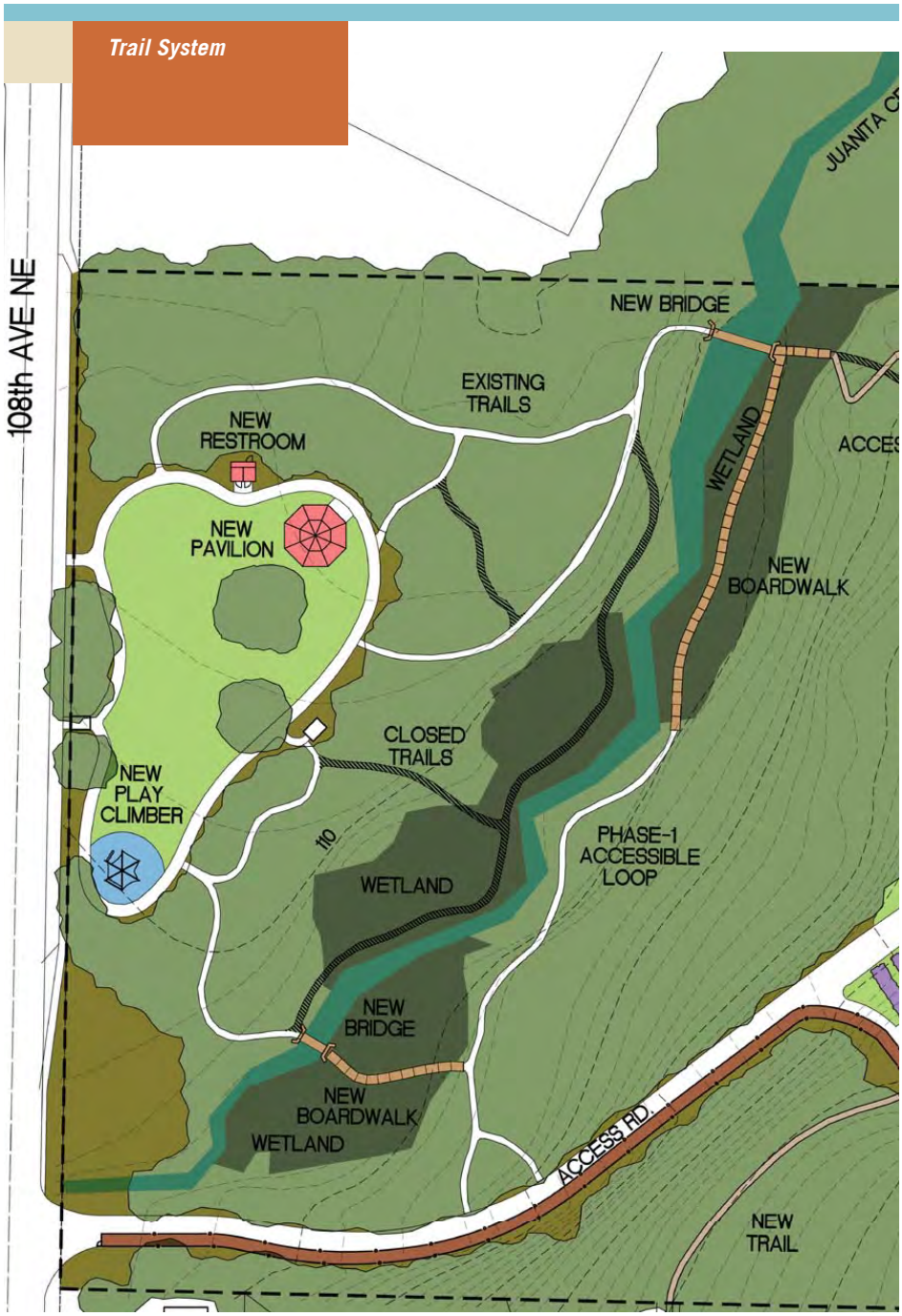


Historic Photo of Moulton Farmhouse

Removing Degraded Asphalt Driveway and Parking

Because the paving is heaved and broken from root intrusion, it should be removed rather than repaired. The existing paved driveway is about 20 feet wide and includes a catch basin and storm drain pipe. The likely outfall for the piped runoff is Jaunita Creek near 108th Avenue NE although that needs to be confirmed during design. The schematic design plan recommends that the piped storm drain system be decommissioned and a more natural drainage approach taken to handle runoff from the orchard/P-patch and driveway. A natural drainage approach also avoids the potential for direct discharge of any pollutants into the creek. This natural drainage approach will likely consist of a series of interceptor biofiltration swales and grass shoulders, which allow dispersed runoff to flow and infiltrate.

The existing 20 foot driveway will be converted to a single-lane gravel maintenance access drive and a six to eight foot wide off-leash dog trail. A gravel top course should replace the degraded asphalt. The regraded driveway should have a cross-slope that conducts runoff to grassed shoulders on the downhill (north) side of the driveway so that runoff does not collect and erode the gravel surface.



Pedestrians can either use the maintenance access or the off-leash dog trail. In addition to resurfacing, the driveway entry at 108th Avenue NE should be narrowed and reconfigured with a new vehicle swing gate and off-leash portal.

Installation of a Water Line from 108th Avenue NE to the Kiosk Area

Water is needed for irrigation and drinking at the orchard/P-patch. This will require a meter, backflow preventer, and drain valve near the intersection of the driveway and 108th Avenue NE. The water line should extend through the P-Patch and orchard and left for future hose bib and irrigation valve installation.

P-Patch Subbase Preparation Including Drain Tiles

The existing parking lot will have the asphalt layer removed and be regraded as necessary. Depending on the porosity of the subsoils, drain tiles could be added to the P-Patch area to make sure excess water is drained away. Otherwise, excess irrigation water and precipitation should be allowed to infiltrate the subbase of the old parking lot.

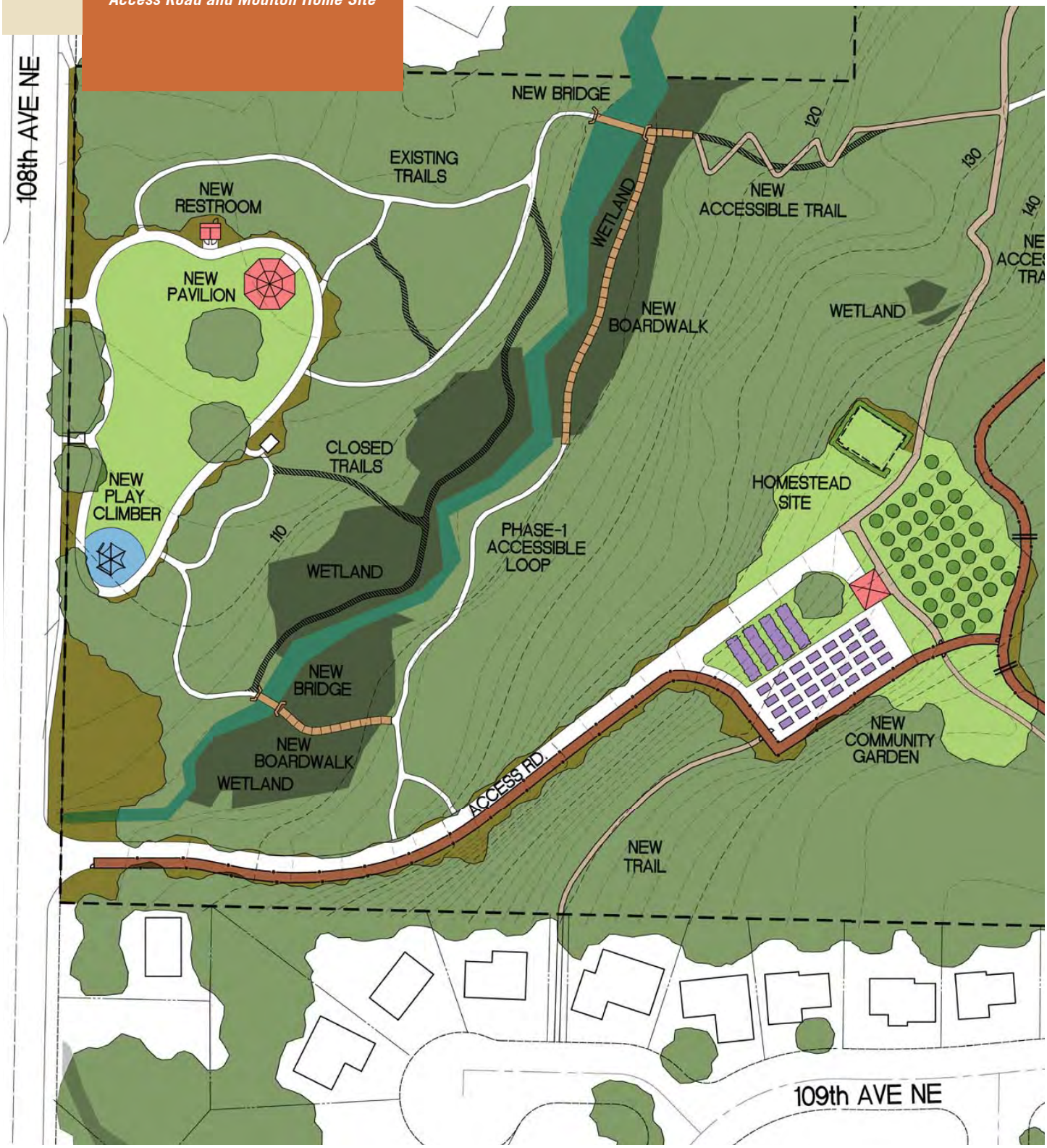
Soil Amendment and Cover Crop Planting

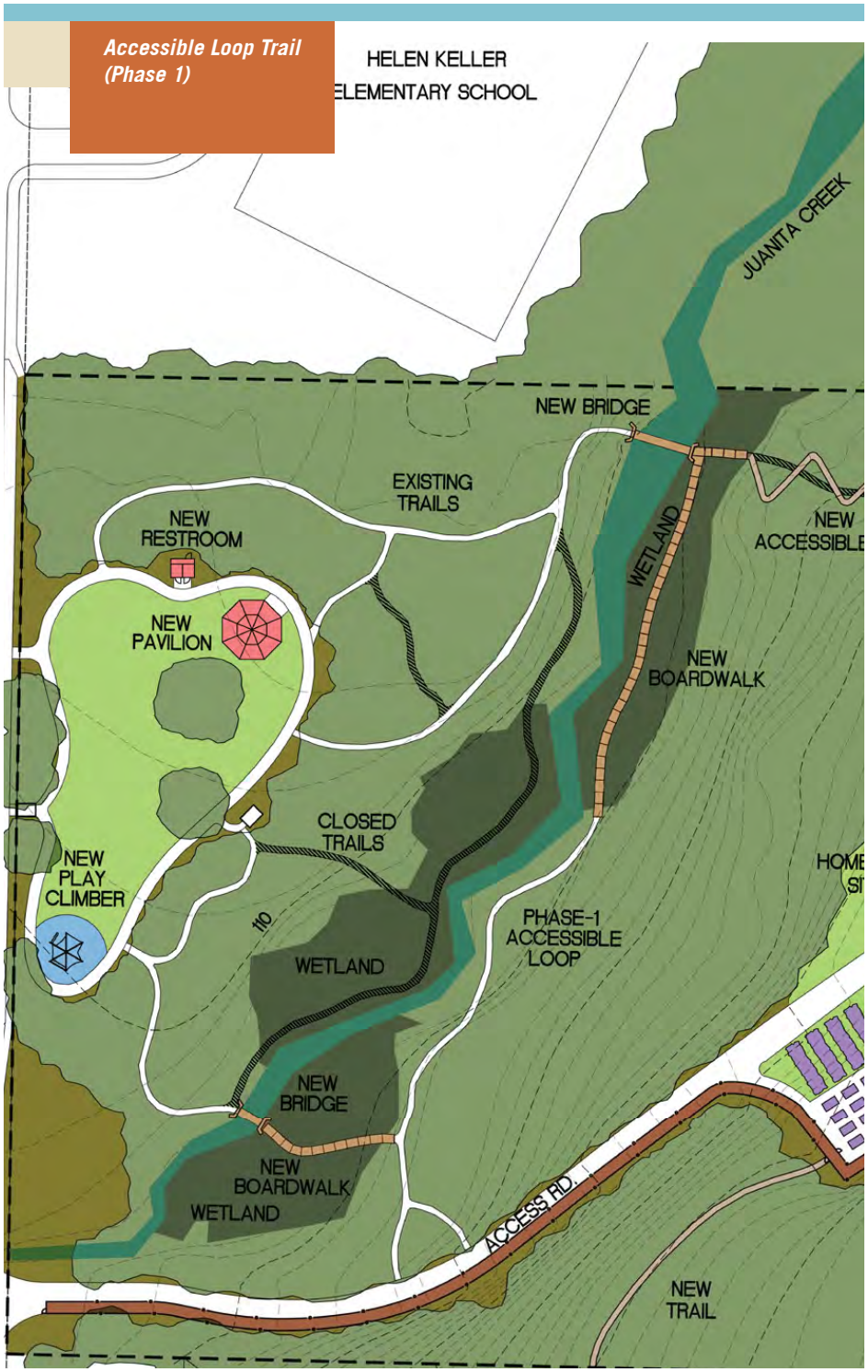
The orchard and berry planting areas need to be cleared and grubbed of existing vegetation; soil amendments such as compost, lime, and organic fertilizers added as appropriate; and a cover crop planted to minimize erosion and weed infestation.

Fencing and Trail Construction

Any fencing needed to enclose the P-Patch or off-leash dog trail

Access Road and Moulton Home Site





should be constructed prior to the orchard/P-Patch opening. This work could be part of a construction contract for the kiosk, driveway, water line, and other listed improvements.

Establishing Moulton Home Site Interpretives

Schematic design calls for the original location of the Moulton home to be delineated with walls of espaliered fruit trees where the original house once stood. In addition, a stone header (flush to the ground) or curb could be set where the old building foundation once stood to add a sense of permanence to the espalier walls. Interpretive panels explaining the history of the site and surrounding area could be installed on the walls and a picnic table and benches could be included in the recreated Moulton home.

Construction of a Kiosk

A kiosk is needed as a gathering point, secure tool shed, and a place to post notices for volunteers and P-Patch participants. The kiosk could have a section of overhanging roof for rain protection. The construction will have to be secure, durable, and vandal-resistant.

Forested Interior

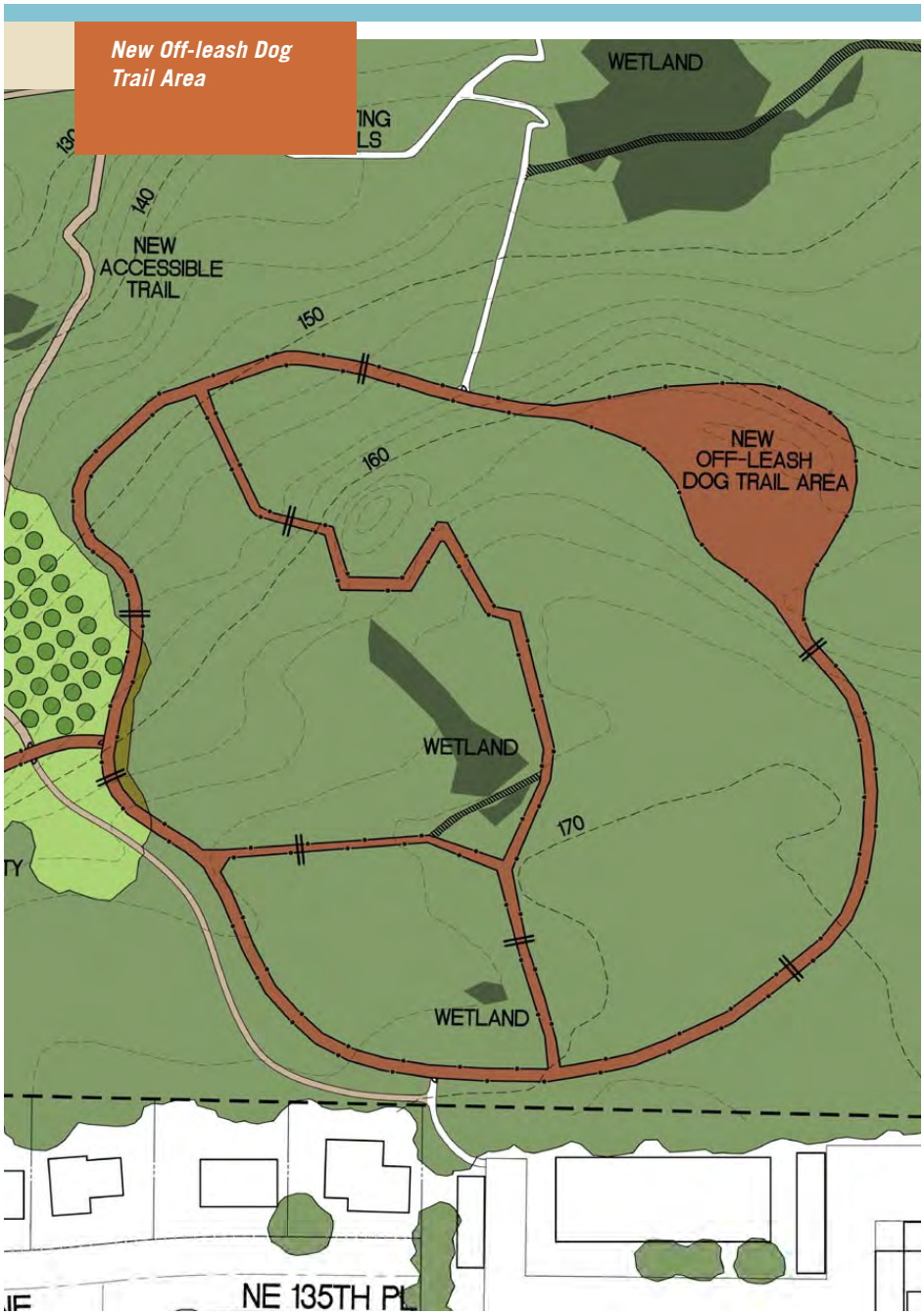
The forested interior of the site makes up the majority of the park acreage excluding the great lawn and Moulton home site. As proposed, the forested interior portions will have program elements limited to trail improvements (new trails, trail restoration, trail decommissioning, and habitat restoration).

Accessible Loop Trail (Phase 1 and Future Phases)

The existing paved trail in the great lawn is essentially flat and meets American's Disabilities Act (ADA) standards. As proposed, the great lawn loop trail would serve as the starting point for a second accessible loop trail, which includes upgrading an existing trail through the deciduous forest, for people of varying abilities, by improving accessibility of the existing trails along Juanita Creek—the most popular of the park's trails.

Upgrading existing trails in upland areas to ADA standards consist of widening the trail to four feet and placing a fine compacted crushed rock material that provides a suitable surface for all users. Existing trails crossing delineated wetlands associated with Juanita Creek will need to be converted to raised structures, essentially boardwalks, to have minimal impact on sensitive areas and to avoid a lengthy and complex permitting process required when placing fill in a wetland. The existing trails should be decompacted and planted with low native plants. Raised boardwalk structures would be constructed on pin piles—two inch diameter galvanized pipes driven into the ground at depths specified in the geotechnical analysis.

The recommended boardwalk structure should consist of galvanized steel beams and stringers with galvanized steel grating for the decking. All galvanized surfaces should be treated with a commercially available solution called Natina, which creates a natural brown patina and provides a more natural appearance to the structure.



Dog Off-Leash Trail

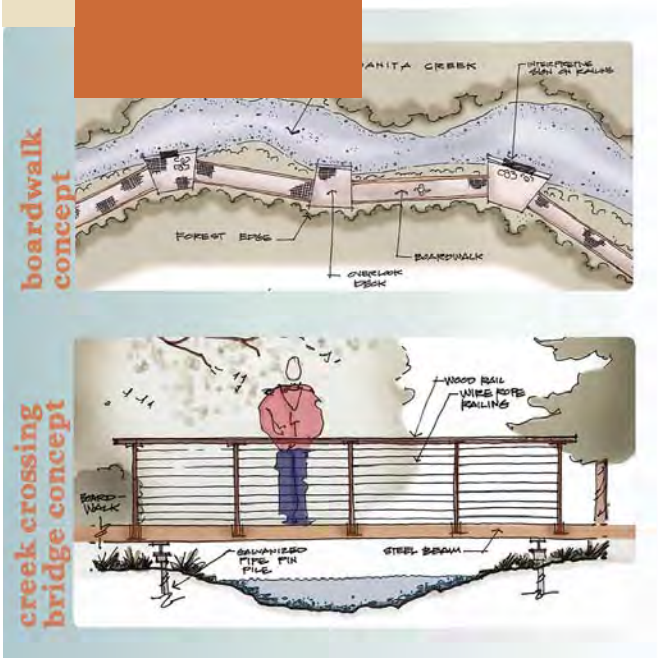
Many dogs visit Edith Moulton Park with their owners. Some

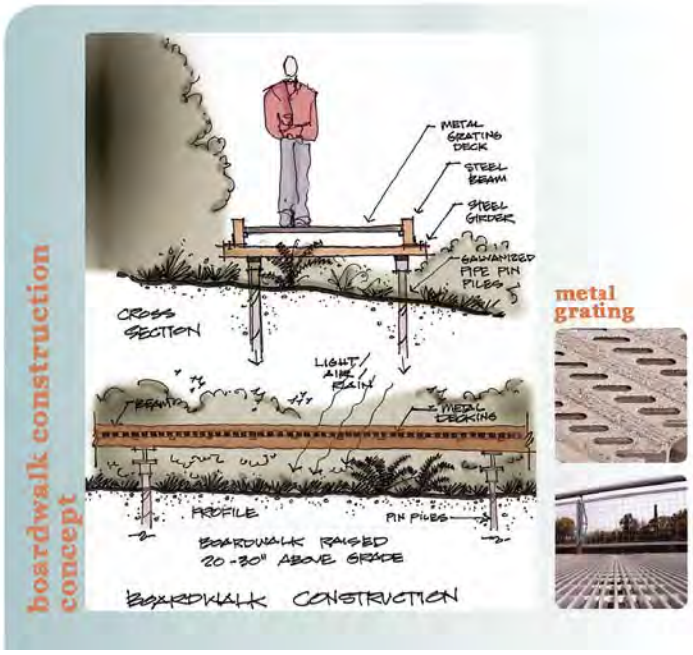
dogs are walked on leads, although a significant number are allowed to walk off-leash. While most off-leash dogs are well-behaved and under the voice control of their handlers, other off-leash dogs may not be appreciated by some visitors using the park trails and great lawn. In addition, off-leash dogs using the creek contribute to the degradation of the stream banks and the addition of potentially harmful bacteria from fecal matter getting into the creek. Off-leash dogs are also more likely to contribute to wildlife displacement and sensitive vegetation damage by trampling.

In accordance with City of Kirkland policy, this master planning effort for Edith Moulton Park examined the feasibility of creating an off-leash area. A 5,000 square foot off-leash area was considered at the south end of the great lawn and a 15,000 square foot area was considered near the Moulton home site as a replacement for the old parking lot and adjacent brushy area. The community response, (especially from dog owners), was that they were too small. Converting a large forested part of the park to an open off-leash area would be contradictory to the basic tenets of the project goals to preserve the forested portions of the park. Likewise, we heard from the community that large portions of the great lawn should not be converted to an off-leash area. An off-leash dog trail however, could fulfill the apparent desire to have dogs off-leash with minimum potential impact to the creek and upland habitat.

As proposed, a 3,200 linear foot (0.6 mile) off-leash dog trail would be constructed in the southern portion of the park. The intent is that the off-leash trail is a shared trail to be used by both dog walkers and walkers without dogs who don't mind sharing. A trail, versus a large open off-leash area, has the advantage of preserving the forested understory that will surround the trail. In fact, the off-leash dog trail loop section occupies roughly six acres of forest in the southeast corner of the park while the trail itself will enclose only 0.22 acres. The enclosed trail allows for enjoyment of the forested southeast corner

Trail Concepts





Off-leash Dog Trail Concept

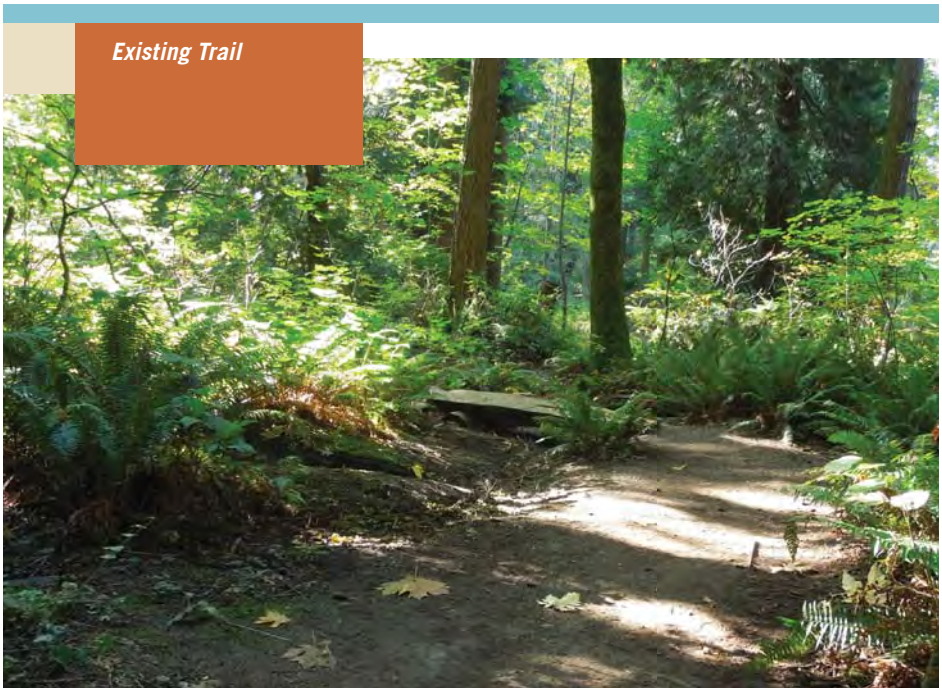
with only minor direct impact considering that about ½ of the dog trail follows existing trails alignment.

The off-leash trail will consist of an access to 108th Avenue NE along the old driveway with a loop through the upland coniferous forest in the southwest corner of the park. Approximately one-third of the off-leash trail (about 800 feet) would be new trail and the remaining two-thirds constructed in the same alignment of existing trails and the existing driveway. The roughly 800 feet of new trail is in an area of the park where construction of a new trail was requested by some community members as a means of patrolling a reportedly under-visited and occasionally misused section of the park.

The off-leash dog trail would consist of a six foot wide trail with post and rail fencing on both sides. The six foot dimension is recommended as the minimum needed to allow two people with dogs to comfortably pass.

Entries would be gated with self-closing gates so that dogs don't inadvertently escape the off-leash trail enclosure. The fencing along the trail is necessary to avoid damaging this area of important upland and wetland habitat. Attendees at the third community meeting voiced a preference for a wood post and field fence rather than and chain link fence. A field fence has large enough openings that mice, squirrels, and other small animals can pass through the fence. The fence height will be 48 inches as is typical with other similar facilities.

The trail should include culvert crossings for animals that don't fit through the fence or that wouldn't typically climb over the fence. In addition to the fenced trail, a small fenced open area could be



Existing Trail

included if an area is available that would not require extensive conversion from forest understory to off-leash use. The trail surface will be covered with six inches of arborist mulch to minimize erosion and provide a substrate to absorb and effectively trap dog urine and incidental fecal matter to avoid infiltration into the near surface groundwater or moving off the trail via stormwater surface flow.

Trail Decommissioning

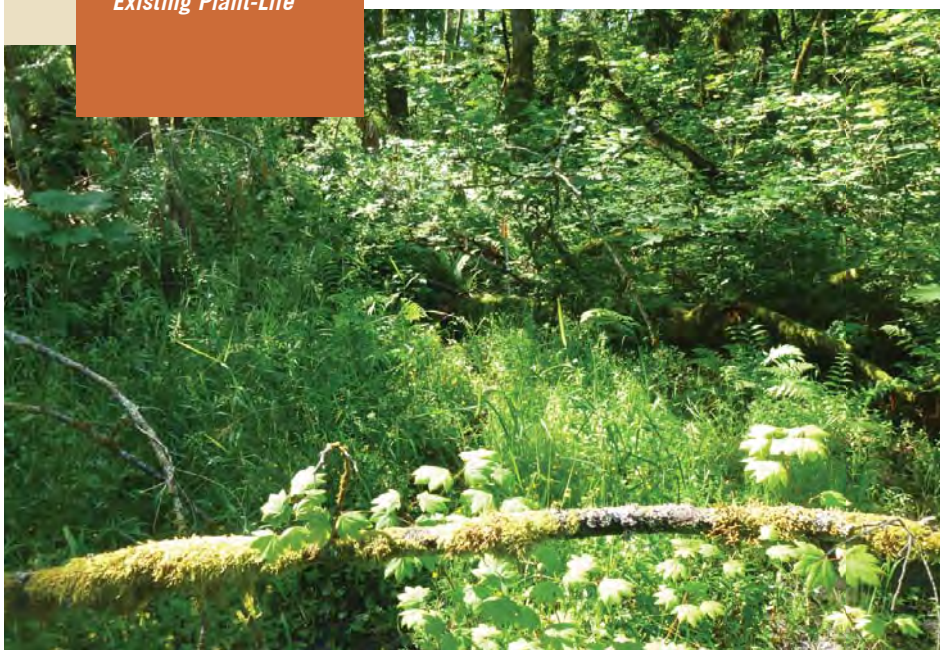
Over the years since King County first opened the Edith Moulton property as a park, a number of trails have been formally and organically built and more naturally worn through repeated use throughout the park. There is evidence that some trails existed on the property before it became a park—particularly a north/south trail from the original home site. As it happens, social trails or unplanned trails develop that often duplicate other trails. Too many trails are not a good thing because trails, through human presence, tend to fragment wildlife habitat. In addition, some of existing trails at Edith Moulton pass through sensitive wetlands and stream buffers. Along Juanita Creek for example, there are trails on both the east and west sides of the creek that provide essentially the same experience for trail users yet have twice the impact. Similarly, a little-used trail in the north half of the site doesn't make any useful connection and is within a creek tributary buffer. This trail in the north half and one of the creek side trails and is proposed for removal. The overall site plan shows where trails are proposed for decommissioning. Trail decommissioning would be accomplished by stacking and intertwining branches and brush near trail intersections and loosening compacted soil and replanting the trails with native plants.

Habitat Restoration

Habitat restoration will occur in two forms at Edith Moulton Park—the first is restoration as required for compensatory mitigation related to permit approvals and the second is longer-term restoration to be completed outside of any construction contracts for improvements at the park.

Restoration required as mitigation will be directly tied to construction of the park project elements, such as trail improvements occurring within wetlands, wetland buffers, and stream buffers. Therefore, mitigation work needs to be coincident with the trail or other improvements. Longer-term restoration, not related to permit approvals, can be accomplished by a coordinated non-profit/volunteer effort such as the Green Kirkland Partnership. The Green Kirkland Partnership is an alliance between the City of Kirkland, nonprofit partners, businesses,

Existing Plant-Life



and the community. The Partnership's goal is to restore more than 400 acres of natural areas in the City of Kirkland, including portions of Edith Moulton Park. The majority of the restoration efforts are being or will be accomplished by volunteers.

Mitigation-Related Restoration

Proposed trail improvements in Edith Moulton Park could trigger permit requirements for compensatory mitigation—most likely in the form of wetland creation/restoration, wetland enhancement, and stream/wetland buffer enhancement. The extent of mitigation is expected to be minimal; however, the specific amount and location of mitigation will not be known until 60 percent design plans are developed and submitted for the required permits and SEPA review. As proposed, the Phase 1, the accessible loop trail as proposed includes:

- 1,300 linear fee (approximately) of decommissioned and restored trails, including 400 linear feet of existing trail in wetlands that will be restored and converted to an elevated boardwalk structure.
- 1,100 linear feet (approximately) of existing trail that will be widened and resurfaced with crushed rock to ADA standards.

Although the project is theoretically self-mitigating in the sense that there will be more trail closed and restored than is being upgraded, a large portion of the upgraded trails will be located in stream and wetland buffers. That work on trails in buffers could have an adverse impact to the function of the buffers, and may need to be compensated for with buffer enhancement. Buffer enhancement could include:

- Removing invasive species such as Himalayan blackberry.
- Adding habitat structures such as logs or stumps.
- Planting native tree, shrub, and herbaceous species.

Very minor impacts are expected to be associated with the elevated boardwalk structure, as pin pile structures have a small footprint and the decking material (grate) allows light to pass to the ground.

Part III

Cost Estimate

ALL PROPOSED IMPROVEMENTS

Item Description	Quantity	Unit	Unit Price	Amount
PAVILLION				
Surveying	1	LS	$8,500	$8,500
Record Drawings (minimum bid $400)	1	LS	$400	$400
Spill Prevention, Control, and Countermeasures Plan	1	LS	$1,000	$1,000
Mobilization	1	LS	$84,600	$84,600
Clearing and Grubbing	1	LS	$5,000	$5,000
Removal of Structure and Obstruction	1	LS	$31,200	$31,200
HMA Pavement Removal (driveway and parking lots)	*2,600*	*SY*	*$12*	
Sawcutting	1,000	LF	$3	$3,000
GRADING				
Roadway Excavation, Including Haul	200	CY	$20	$4,000
STORM DRAINAGE				
Schedule A Culvert Pipe, 24” Diameter (animal crossing)	40	LF	$60	$2,400
SURFACING AND PAVEMENT				
Crushed Surfacing Base Course	300	TN	$30	$9,000
Main Trail	*48*	*TN*		
Roadway	*160*	*TN*		
Shelter Pad	*37*	*TN*		
Phase 2 Accessible Loop	*27*	*TN*		
Crushed Surfacing Top Course	100	TN	$30	$3,000
Main Trail	*48*	*TN*		
Accessible Loop Trail	*27*	*TN*		
HMA CL. 1/2” PG 64-22	300	TN	$110	$33,000
108th Avenue NE Edge	*228*	*TN*		

PHASE 1 IMPROVEMENTS–CONTINUED

Item Description	Quantity	Unit	Unit Price	Amount
SIDEWALK AND CURB				
Cement Concrete High Back (12") Curb	1,000	LF	$30	$30,000
Precast Sloped Mountable Curb	1,000	LF	$25	$25,000
Cement Concrete Sidewalk Ramp	4	EA	$1,500	$6,000
TRAFFIC				
Project Temporary Traffic Control	1	LS	$21,000	$21,000
Traffic Control Labor	*112*	*HR*	*$50*	
Temporary Construction Signage	*504*	*SF*	*$20*	
Other Temporary Traffic Control	*1*	*LS*	*$5,000*	
Permanent Signing Roadway	1	LS	$1,600	$1,600
New Sign	4	EA	$400	
Crosswalk	40	SF	$7	$280
TESC AND PLANTING				
Inlet Protection	5	EA	$70	$350
Wattle	2,000	LF	$5	$10,000
High Visibility Silt Fence	1,000	LF	$5	$5,000
ESC Lead	90	DAY	$100	$9,000
Street Cleaning	50	HR	$120	$6,000
Soil Amendment and Seeding - Upland Seed Mix	100	SY	$6.50	$650
Soil Amendment and Seeding - Cover Crop Seed Mix	2,000	SY	$5.75	$11,500
Soil Amendment and Wetland Buffer Restoration		SY	$20	
Trail Decommissioning (decompact and plant)	1,300	LF	$5	$5,850
Bark or Wood Chip Mulch	400	CY	$35	$14,000
Roadway Excavation Including Haul	200	CY	$20	$4,000
STRUCTURES				
Phase 1 North Bridge	1	LS	$16,000	$16,000
Phase 1 South Bridge	1	LS	$8,000	$8,000
Phase 2 Bridge	1	LS	$20,000	$20,000
Schedule A Culvert Pipe, 24" Diameter (animal crossing)	40	LF	$60	$2,400
OTHER ITEMS				
Minor Changes	15,000	EST	$1	$15,000
Split Rail Fence with Wire Field Fence Attached	6,400	LF	$15	$96,000

PHASE 1 IMPROVEMENTS–CONTINUED

Item Description	Quantity	Unit	Unit Price	Amount
Interpretive Signage	5	EA	$8,000	$40,000
Pavilion, Including Cement Concrete Pad	1	LS	$45,000	$45,000
Picnic Table	9	EA	$2,350	$21,150
Bench, Including Cement Concrete Footings	3	EA	$1,400	$4,200
Litter Receptacle Including Cement Concrete Pad	4	EA	$1,250	$5,000
Access Control Gate	1	EA	$7,000	$7,000
Galvanized Steel Boardwalk	370	SF	$85	$31,450
Galvanized Steel Patina Application	1	LS	$4,000	$4,000
Restroom, Including Power	1	EA	$115,000	$115,000
Water Service to Restroom, Pavilion, and P-Patch	1	LS	$16,000	$16,000
Dome Climbing Structure Including Base Material	1	EA	$43,500	$43,500
24" Height Circular Modular Block Wall Enclosure	200	SF	$30	$6,000
Kiosk/Tool Shed Structure	1	EA	$17,000	$17,000
Espaliered Moulton Home Site with Furnishings	1	LS	$4,500	$4,500
Subtotal				*$846,130*
20% Contingency				*$169,226*
Sales Tax (9.6%)				*$97,474*
Total Estimated Construction Cost [1]				*$1,112,830*

[1] NOTES

Construction costs are based on 2014 unit prices.

Construction cost assumes no stormwater detention/water quality facilities will be required.

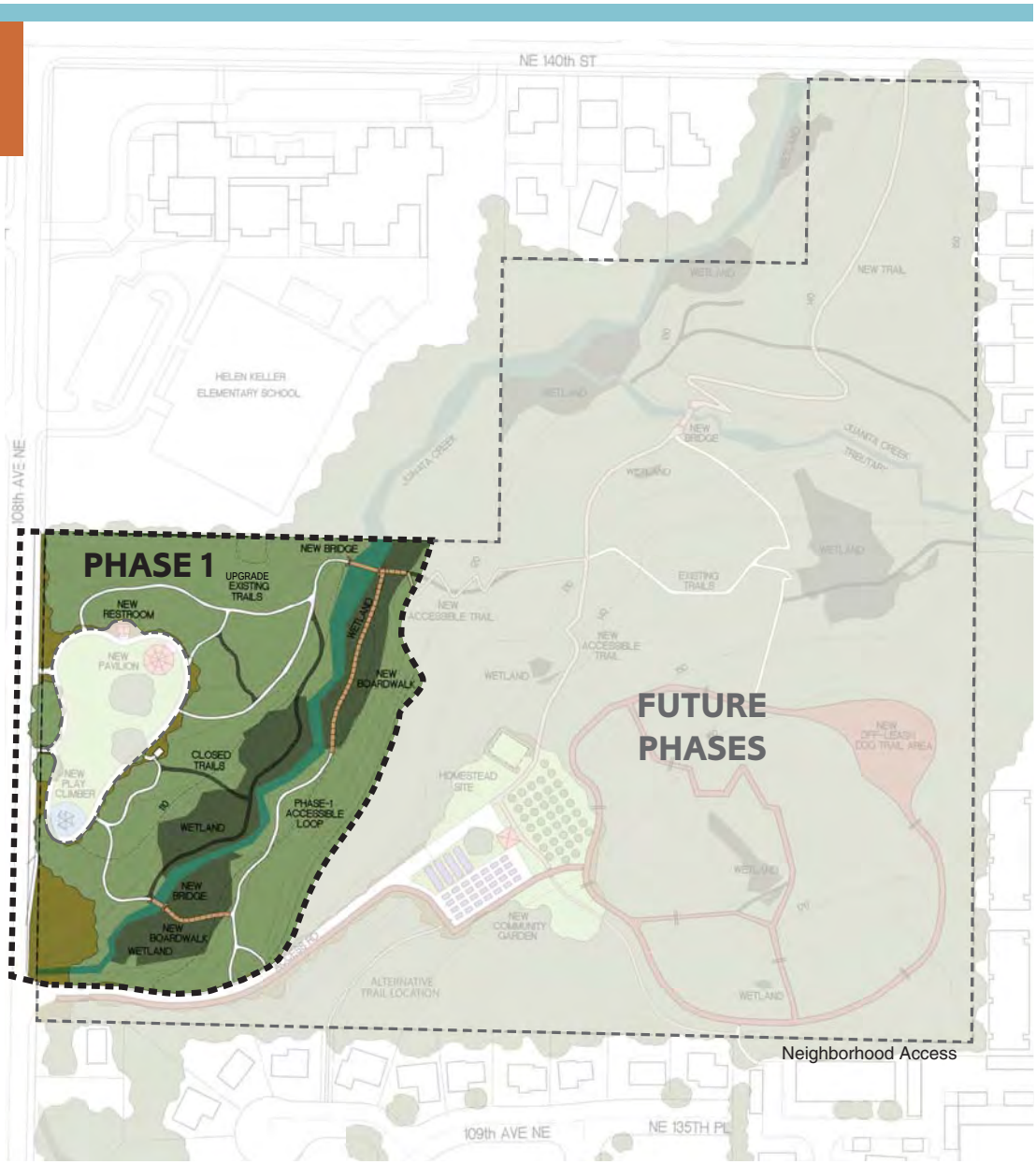
Wetland mitigation cost do not include costs associated with long-term monitoring.

Part IV

PHASING BOARD

Phasing Strategy

Overall Site Plan (Phased) Schematic Design Level



CONSOLIDATED COST ESTIMATE

Phase 1 Improvements

Item Description	Amount
ROADWAY FRONTAGE AND PARKING IMPROVEMENTS	
Including excavation, grading, curbs, asphalt, striping, and ADA ramps plus traffic control and sediment control	$211,460
ACESSIBLE LOOP TRAIL	
Including boardwalks (two sections), two bridges, upgrading existing trails, closing trails, and wetland buffer mitigation	$213,000
WATER AND SEWER SERVICE STUBS	
For future restroom, pavilion, and irrigation at community orchard and p-patch (avoids cutting and trenching new road frontage improvements)	$36,000
Subtotal Phase One	*$460,460*
20% Contingency	*$92,092*
Sales Tax	*$53,045*
Total Phase One	*$605,597*

CONSOLIDATED COST ESTIMATE–CONTINUED

Future Improvements

Item Description	Amount
Great Lawn Area	
PAVILLION	
Including concrete slab, power, picnic tables, and lawn repair	$53,000
RESTROOM	
Pre-fabricated / site-built type on concrete slab including water meter, power, side sewer, and landscape restoration	$120,000
CLIMBING STRUCTURE	
Including retaining wall and surfacing	$48,000
INCIDENTAL IMPROVEMENTS	
Including asphalt overlay existing loop trail, upgrade entry gate, interpretive, planting, etc.	$20,000
Moulton Home Site Area	
ACCESS IMPROVEMENTS	
Including removing old driveway paving, grading and drainage, and resurfacing	$39,000
P-PATCH AND ORCHARD	
Construct p-patch and orchard including tool shed, irrigation, water meter, clearing, and soil improvements	$67,000
HISTORIC INTERPRETATION	
Interpretive features including panels, granite header marking the old home site, espaliered house outline, and site furnishings	$35,000
Forested Interior	
ACESSIBLE LOOP TRAIL PHASE 2	
Including new trails, upgrading existing trails, one bridge, some interpretation	80,000
DOG OFF-LEASH TRAIL	
Including upgrading existing trails, new trail, fencing, animal culverts, and surfacing	96,000
HABITAT MITIGATION	
Invasive plant removal and replanting with natives and wildlife structures (rock piles, brush piles, snags, etc.)	40,000
Subtotal Future Phases	*$598,000*
20% contingency	*$119,600*
Sales Tax	*$57,408*
Total Future Phases	*$775,008*

Part V

Phase 1- Develop Park Design Program

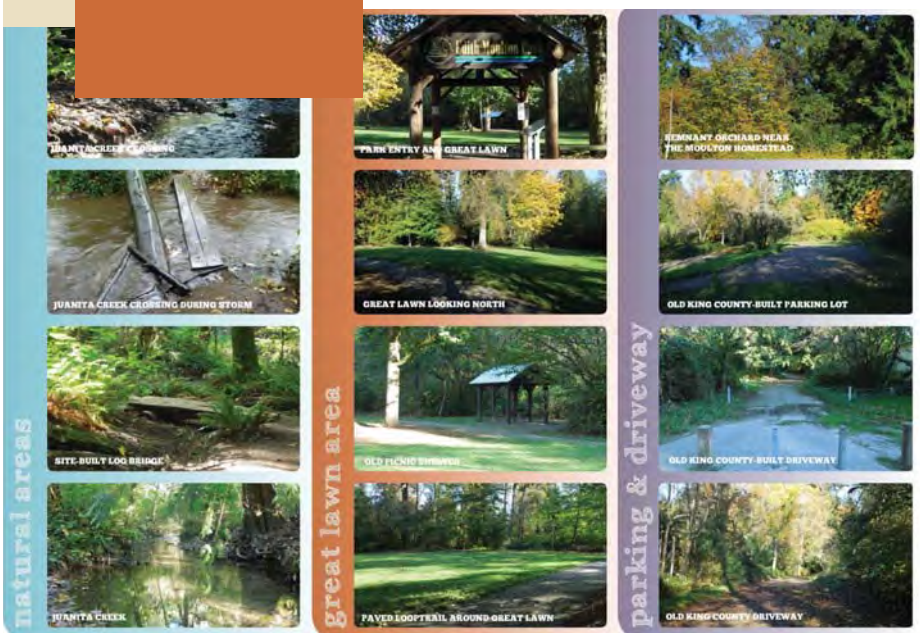
TASK 1.1 PROJECT START-UP

This task involved finalizing a work plan and a communications plan (public and stakeholder involvement plan), defining project goals and objectives, kicking off the project in a meeting with the City team, assessing existing conditions, and ongoing project management and coordination.

Task 1.1 Subtasks

1. To grasp a better understanding of the site, information was gathered, included past planning documents, GIS maps, existing surveys and assessor's maps, utility maps, historic plans and documents, as-builts, and other data and information. Past plans from King County were scanned. These documents provided data for base maps that we used to research and design features of the park.
2. Next, a kick-off site visit meeting with the City team, design team, and Park Board members was held. The meeting focused on review of project parameters, the communications plan (community involvement strategy), and the proposed work plan (project timetable and products/deliverables). Also, existing conditions were discussed including stream, wetland and upland habitat conditions, and existing park infrastructure. The design team and Park Board walked the park together discussing these topics.
3. Finally, a preliminary vision, goals, and objectives for the master plan were prepared to share with Parks staff and the Park Board.

Site Photos



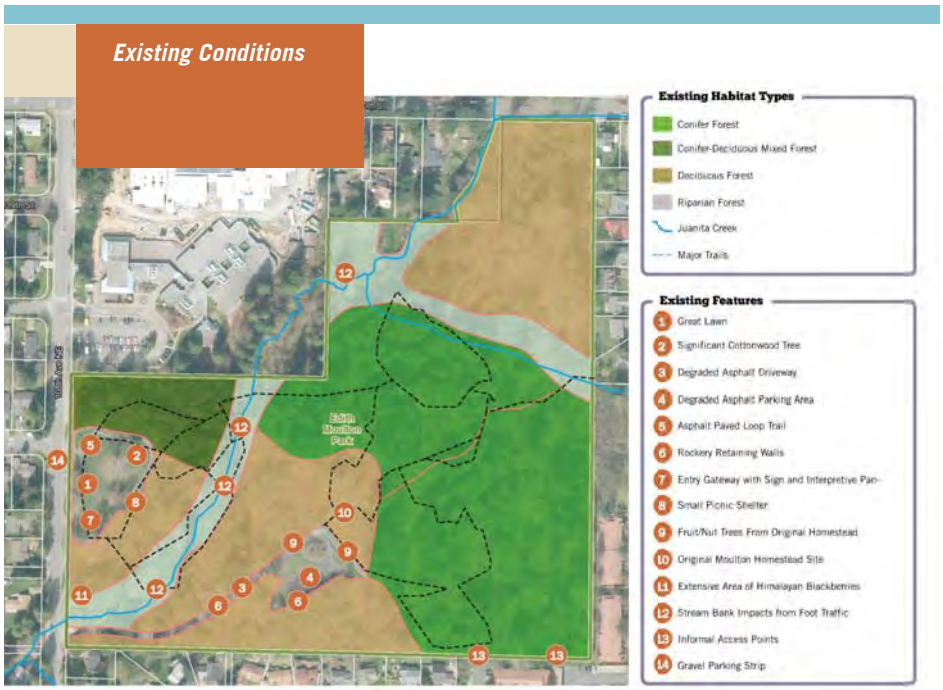
TASK 1.2 EXISTING CONDITIONS

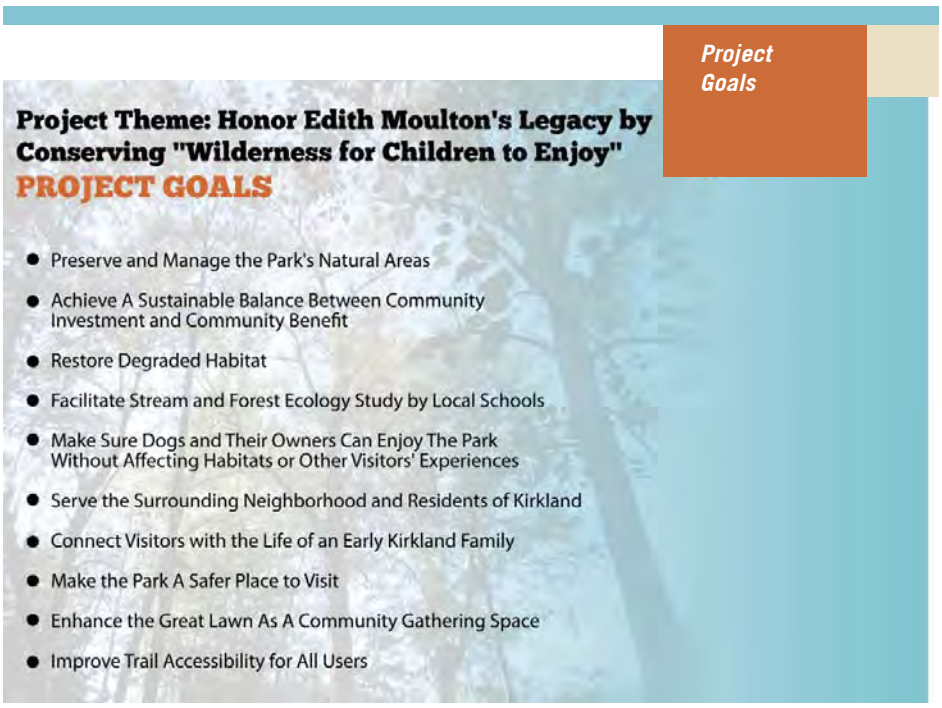
This task completed an inventory and assessment of the park and surrounding context. Base mapping used existing aerial mapping and GIS sources and the base map information provided in old King County maps. Otak biologists delineated the wetland

boundaries and stream location. The stream and wetland locations were field-surveyed and merged into the base mapping. Buffers were added per City of Kirkland code.

Task 1.2 Subtasks

1. To map the existing conditions of the site, a comprehensive review of background information was conducted along with site reconnaissance. In order to map the trails and site features, a hand-held GPS unit was used along with aerial photography and GIS data.
2. To obtain biological and other natural resource information, a variety of sources were used, including: USFWS, NOAA/NMFS, WDFW, and WDNR. Wetlands were delineated using the Washington State Wetlands and Identification Delineation Manual (Ecology 1997) and Corps of Engineers supplement, as required by the City of Kirkland, Washington State Department of Ecology (Ecology), and/or the US Army Corps of Engineers (USACE). The delineated wetland boundaries and data plots within the park property were flagged as well.
3. Streams on the project site were flagged at the ordinary high water mark (OHWM) and the stream habitat was characterized within representative reaches located on the project property. Field measurements were taken for the purpose of assessing habitat unit complexity and habitat information for compliance with the Endangered Species Act (ESA).
4. Otak surveyed the flagged wetland boundaries and stream location. The survey information was used to prepare a map layer.
5. An Existing Conditions Inventory and Analysis Package were prepared. Base mapping was updated to create a detailed existing conditions map showing natural and man-made features, including topography, wetlands, streams, buffers, trees and vegetation, utilities, structures, and other features as necessary for the purposes of master planning and permitting. A supporting narrative site inventory and analysis was prepared to accompany the mapping, with photos illustrating existing conditions.
6. A draft historic and cultural resources report was prepared and integrated with key findings into the existing conditions analysis. Findings related to site history and the Moulton family were integrated into interpretive themes and concepts for the park.
7. Draft vision, goals, and objectives were then revised based on input from Parks staff and Park Board members.





Project Goals

8. Communication and coordination with various local, state, and federal permitting authorities was necessary to understand regulatory issues and constraints, particularly related to sensitive areas, creek access, and recreation activities. Otak conducted meetings (some as phone interviews, some site visits) with agency representatives, including:
    - Parks and Community Services staff
    - Public Works staff
    - Planning staff
    - Park Board members
    - US Army Corps of Engineers biologist
    - Washington Department of Fish and Wildlife

TASK 1.3 DRAFT AND FINAL PARK DESIGN PROGRAM

As part of the work under this task, the team confirmed vision, and goals and objectives for the park, completed a detailed assessment of issues and opportunities (Opportunities and Challenges Assessment), and developed the design program.

Task 1.3 Subtasks

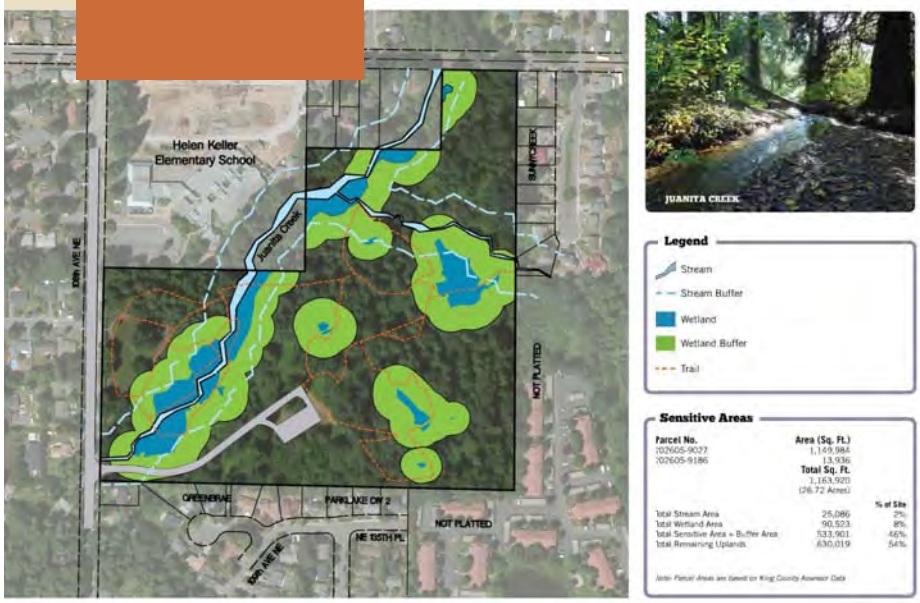
1. Graphics were prepared for Community Workshop #1, which occurred on January 22, 2014. This workshop focused on gathering input on the vision, goals, and objectives for the park, as well as key issues, opportunities,

Community Workshop

necessities, and wish list items. During the workshop the design team gathered information about park visitor experiences, their knowledge of park use, and the type of fish and wildlife observed. Conversations with park neighbors about their observations of when and how the park is currently being used were useful in understanding the parks usage. Community interest in various types of potential improvements to the park was also determined. After the workshop, input received was documented in a brief workshop summary memorandum.

2. The Park Board was briefed of Community Workshop #1 results and then reviewed and discussed draft park program ideas. A draft program for the park was developed that considered how potential improvement scenarios and alternatives might achieve the program.
3. Coordinating with the City, preparation for Community Workshop #2 began, which focused on getting input on the draft program for the park and potential improvement solutions. Community Workshop #2 took place on April 30, 2014. Document input received was documented in a brief workshop summary memorandum.
4. The Park Board was provided a briefing of Community Workshop #2 results and they reviewed a refined draft program for the park.
5. The Phase 1 deliverable package was finalized and prepared for Park Board and City Council presentation and review.

Sensitive Areas Map



Phase 2- Develop Schematic Design

TASK 2.1

This task focused on development and analysis of schematic design alternatives and selection of preferred solutions. The overall outcome of this task is the completed schematic design. This schematic design package includes a summary of Phase 1 work efforts, as well as illustrations, sketches, and reference images of design alternatives and preferred approaches. A narrative supporting the proposed design, along with cost estimates and cost analysis information also was included. Our schematic design package integrates a variety of considerations, including recreation and interpretive opportunities, habitat and natural area enhancement and protection, drainage and water quality opportunities, site engineering, and utility considerations.

Task 2.1 Subtasks

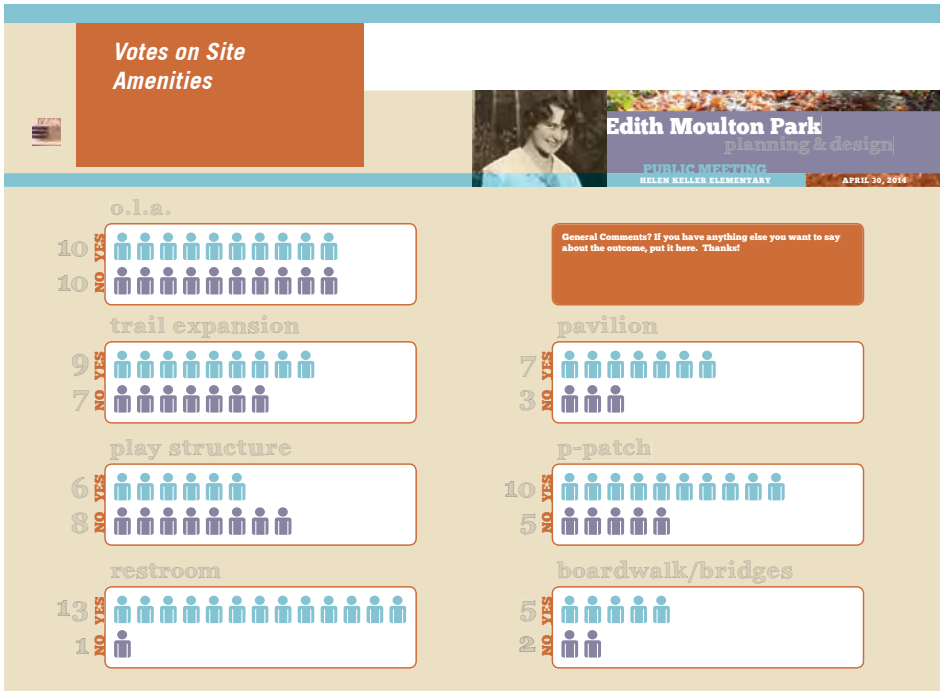
1. The design team assisted the Park Board in establishing evaluation criteria for schematic alternatives. For this task, we used a goals achievement matrix that relates back to the previously agreed upon goals and objectives for the project. Each of the schematic alternatives was viewed as moving toward or away from the goals.

Site Elements

1. Accessible Loop Trail with Creek Crossings
2. Potential Second Accessible Loop Trail
3. Off-leash Dog Area
4. Alternate Off-leash Dog Area
5. Open-air Lodge / Restroom Location
6. Alternate Location for Open-air Lodge / Restroom
7. Play Structure
8. Parking Improvements
9. P-Patch / Community Orchard
10. Restore Disturbed Area (Multiple Locations)
11. Stream and Wetland Habitat Enhancements (Multiple Locations)
12. Forest Management (All Locations)
13. Historical and Ecological Interpretation (Multiple Locations)

2. A meeting with the Parks staff occurred to review schematic design alternatives. The team also spoke with agency representatives and permitting authorities to review initial schematic design direction to inform the permitting strategy for the project.
3. The design team then coordinated with Parks staff and prepared for Community Workshop #3, which occurred on July 22, 2014 and focused on gathering input on the draft schematic design alternatives analysis and selecting a preferred or hybrid schematic design alternative. Afterwards, a document input that was received was put in a brief workshop summary memorandum.

4. The design team then met with Parks staff and Park Board to review Community Workshop #3 results and confirm direction for draft schematic design. Briefing was also provided to the City Council regarding Community Workshop #3.
5. Refinements to the draft schematic design were then made based on Parks staff and Park Board input.
6. An updated cost estimate and operational models were completed along with a draft phasing program for development of the park that identifies priorities for improvements, responsibilities for improvements, a timeline for implementing improvements, and scope and schedule of the permitting process.
7. Met with City permitting authorities to review draft schematic design and phasing program.
8. Met with Park Board to present draft schematic design and phasing program.
9. Finalized schematic design and phasing package, including Phase 1 products and Phase 2 schematic design.
10. Revised cost estimates.
11. Assisted with Park Board review and approval process.
12. Assisted with City Council review and approval process.
13. Prepared draft SEPA Checklist. The purpose of preparing the checklist was to determine if there is more information needed on potential impacts that could occur during the next phase of work.



Deliverables

- Goals achievement matrix for schematic design evaluation
- Three schematic design alternatives, including: plan and sections graphics, perspective sketches, concept drawings, and reference images along with a narrative for park features and interpretive elements
- Line item cost estimates for each of the three schematic design alternatives
- Operation and maintenance cost model (assist Parks staff)
- Draft narrative of Phase 1 work, schematic design alternatives, and regulatory criteria
- Community Workshop #3 presentation materials
- Community Workshop #3 summary
- Permitting process scope and schedule
- Final schematic design and phasing package including Phase 1 and Phase 2 schematic design
- Revised cost estimate
- Draft SEPA Checklist

City of Kirkland Participation

- Review and comment on draft deliverables.
- Scheduling and handling of logistics (public notices, invitations, etc.) for community workshops.
- Scheduling of Park Board and City Council reviews and involvement.
- City permit review input.
- Prepare for community workshops.

Phase 3- Design Development

TASK 3.1 GEOTECHNICAL WORK AND TOPOGRAPHIC SURVEY

We propose to complete the site topographic survey and geotechnical work at the outset of Phase 3. From the approved schematic design, we can approximate the limits of work and perform a subsurface investigation where any paving or footings would be located and prepare a topographic survey of the areas where more intensive site development is proposed. The site survey will identify and locate natural and built features, including topography, vegetation, utilities, structures, and other features, and will bring in the previously surveyed wetlands and stream corridor. With this data, the final design base maps will be created and work can begin on the 30 percent plan set.

Tasks

1. Prepare draft and final geotechnical report.
2. Prepare topographic survey and base map.

TASK 3.2 DESIGN DEVELOPMENT

This task will advance the preferred schematic design plan to the design development level (approximately 30 percent completion) and prepare a draft design development package. The design development stage is where design solutions, details, materials, and construction methods are developed and decisions made about elements to move forward into construction. The cost estimate and operation model developed previously will be updated to the design development level.

Subtasks

1. Prepare the design development package, which will include plan and section graphics, perspective sketches, and design development drawings and details, cut sheets and other information, including a narrative describing proposed park features such as interpretive elements, and design templates.
2. Review draft design development package with Parks staff.
3. Meet with Park Board to present and review design development package.
4. Meet with agency representatives and permitting authorities to review at pre-application meetings (for permits not already initiated at the end of Phase 2).
5. Coordinate with the City and prepare for Community Workshop #4, which will focus on getting input on the draft design development package.
6. Attend and facilitate Community Workshop #4; document input received in a brief workshop summary memorandum.
7. Meet with Parks staff and Park Board to review

Community Workshop #4 results and confirm direction for final design.

8. Provide briefing to City Council regarding Community Workshop #4 results and direction for final design.
9. Make refinements to and finalize design development package based on Parks staff and Park Board input.

TASK 3.3 PREPARE AND PROCESS PERMITTING & REGULATORY APPROVALS

Based on the assessment of permitting requirements completed in Phase 2, we will develop required permitting and regulatory approval packages and provide assistance during the review and approvals processes.

Subtasks

1. Develop required permitting and regulatory approval packages in draft form for City staff review.
2. Coordinate City staff review of permitting packages/ applications.
3. Finalize permitting and regulatory approval packages based on City staff review comments. (Some of this work may occur concurrently with final design and final design plans at the 60 percent or more complete levels will be submitted with applications as required.)
4. Submit permit and approval applications and coordinate with regulatory agencies and departments during their review.

TASK 3.4 FINAL PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)

This task involves preparation of final PS&E for the project, advancing the design development package to the 60 percent, 90 percent, and 100 percent (for bidding) levels.

Subtasks

1. Prepare 60 percent PS&E. At 60 percent, the design and construction documents will contain a complete layout of the project elements with most design details. Specifications will be in rough form with bid items identified and the cost estimate prepared.
2. Submit any long review period permits such as a Section 404 permit or Hydraulic Project Approval if required at the 60 percent design level; identify required permits; and prepare, submit, and secure all regulatory permits or approvals as necessary to complete work.
3. The City may wish to hold a public open house/ neighborhood meeting at the 60 percent design stage. This is early enough to address public comments in the design process before finalizing the plans for construction. It would also provide another opportunity to touch base with the community on progress toward implementation.
4. Prepare 90 percent PS&E. At 90 percent, the construction documents are nearly complete with only minor details to be completed. In preparing this package, our designers will focus on the information a contractor needs to bid and construct—a critical detail in minimizing ambiguities and providing the clarity needed for tight bids. At this stage, the complete bid and technical specification manual will be assembled, comprised of the City's boilerplate bid, contracting documents, and technical special provisions to the base standard specifications. The cost estimate will be updated and the documents submitted to the City for final review.

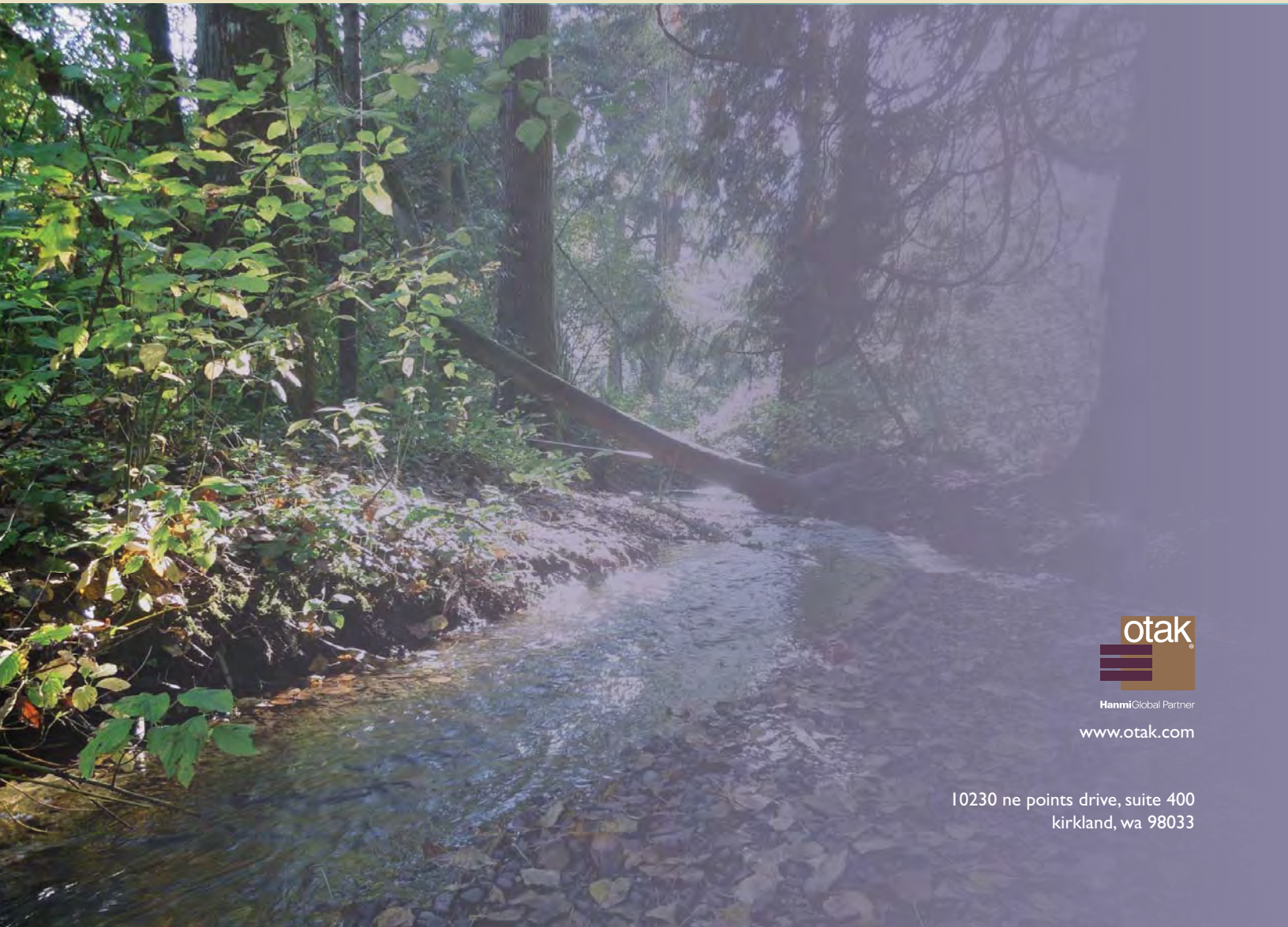
5. Prepare 100 percent PS&E. At this stage, prior City review comments and edits will be incorporated and the construction documents complete. A hard copy of the final PS&E package will be submitted to the City prior to producing documents for construction bidding.
6. Develop final drawings and construction specifications.

TASK 3.5 BID AND CONSTRUCTION SUPPORT SERVICES

This task includes bidding the project and construction services.

Subtasks

1. Prepare bid specification package, conduct pre-bid conference, assist with addenda, etc. It may be helpful during the bid process to hold a site walk to explain limitations on access, sensitive areas, staging areas, etc.
2. Construction services may include periodic construction observation; organize, attend, and summarize weekly or bi-weekly progress meetings; provide written clarifications of drawings and specifications; review and recommend approval of contractor; prepare change orders and make recommendations for their approval; prepare project completion punch list items; and ensure contractor provides drawings documenting the construction plans and provides required product specifications, maintenance, and operating manuals to the City.



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kirkland, wa 98033

Council Meeting: 02/0/2015
Agenda: New Business
Item #: 11. a.

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director
Michael Cogle, Deputy Director

Date: January 20, 2015

Subject: Plaza of Champions Nomination

Recommendation

That the City Council accept the nomination of Billy and Cory Roeseler into Kirkland's Plaza of Champions as recommended by the Park Board.

Background

The Plaza of Champions was initiated in 1988 to honor and recognize those groups and individuals in the greater Kirkland area who have not only reached the pinnacle of achievement in their chosen field, but have also, through that achievement, contributed in a significant way to our community. This contribution may be in providing state, national, or international recognition for Kirkland and its residents, and/or improving the quality of life for a significant segment of the greater Kirkland community. Honorees are inducted in a public ceremony and have a bronze plaque installed in their honor at the Plaza of Champions near Marina Park.

The Park Board has been established as the review panel to consider and make recommendations on all nominations. Final acceptance is determined by the City Council.

Criteria adopted by the City Council for recognition and honor are intended to be both broad and flexible **(Attachment 1)**. However, the standards set for this tribute are intended to be high.

The following criteria are used in selecting inductees into the Plaza of Champions:

- Local, State, National, or International Level of Achievement
- Identity with Greater Kirkland
- Significance of Achievement
- History of Achievements, including: documents, press clippings, photos or other examples of media coverage related to the achievement.

A list of prior honorees is provided as **Attachment 2**.

Kirklanders Billy and Cory Roeseler have been nominated for induction into the Plaza of Champions for their achievements in the sport of kiteboarding. Please see the attached nomination packet that has been submitted on their behalf **(Attachment 3)**.

The Park Board reviewed the nomination at their regular meeting of December 10, 2014. The Park Board determined that the Roeselers meet or exceed the adopted criteria for induction as follows:

Criteria I – Level of Achievement

Level of Achievement must be highest possible, unique, and/or exceptional in chosen field or endeavor.

The Roeselers are widely credited as having invented the worldwide sport of kiteboarding and Cory Roeseler has won multiple world championships.

Conclusion: The Park Board determined that these achievements are significant and meet the criteria established for Level of Achievement.

Criteria II – Identity With Kirkland

Applicant must meet at least 2 of the following criteria:

_X_ 2.1 Born in Kirkland (Yes. Cory was born in Kirkland)
_X_ 2.2 Currently Resides in Kirkland (Yes. Billy currently resides in Kirkland)
_X_2.3 Lived in Kirkland at least 10 yrs. (Yes. Cory grew up in Kirkland and graduated from Lake Washington High School; Billy has resided primarily in Kirkland since 1966)
___ 2.4 Improved quality of life in Kirkland (Information not provided)
___ 2.5 Works in or owns Kirkland business (Information not provided)
___ 2.6 Other justification (Information not provided)

Conclusion: The Park Board determined that the Roeselers meet at least 2 of the identified criteria established for Identity With Kirkland.

Criteria III – Significance of Achievement

Applicant must meet at least 1 of the following criteria:

___ 3.1 Recognition of achievement by Kirkland Community (Information not provided)
_X_ 3.2 Peers recognize achievement as outstanding (Yes. Extensive information provided to demonstrate peer recognition)
___ 3.3 Played a key role in group effort (Not applicable)
_X_ 3.4 Achievement improved quality of life (Popularity of sport has led to improved quality of life for participants)

Conclusion: The Park Board determined that the Roeselers meet at least 1 of the identified criteria established for Significance of Achievement.

If the City Council concurs with the Park Board recommendation a motion should be approved accepting the nomination. If approved by Council, staff will work with the Roeseler family to schedule a public induction ceremony later in the year.

Attachments:

1 – Nomination Guide
2 – List of Past Honorees
3 – Roeseler Nomination Packet

KIRKLAND PLAZA OF CHAMPIONS
Nomination Guide

CRITERIA AND ELEMENTS

An applicant for recognition should satisfy the listed minimum number of the elements from each of the three (3) criteria listed below. Applicants must meet the eligibility requirement listed in Criterion I, must meet at least two (2) of the elements from Criterion II, and must meet at least one (1) of the elements from Criterion III.

In addition, the applicant must also furnish a history of achievements. These achievements must have occurred at least one calendar year prior to submission of the application. The honor cannot be conferred unless the history is provided.

Applicants will be reviewed by the Kirkland Park Board, whose decision will be final.

CRITERION I

LOCAL, STATE, NATIONAL, OR INTERNATIONAL LEVEL OF ACHIEVEMENT

The following basic eligibility requirement must be met before a nominee can be considered for possible induction.

ELEMENTS:

1.1 Level of Achievement

The level of achievement by the individual or team must be explicitly stated and should be the highest possible level of achievement in fields such as science, education, athletics, the arts (music, drama, literary, fine arts, etc), medicine, debate, etc.

The Plaza of Champions is not intended to recognize **lifelong or enduring** achievement in a particular field unless the applicant has previously received an award for such lifelong achievement.

This basic achievement element also provides the opportunity for nomination of first-time achievements (examples: first Kirkland resident to swim the English Channel, first Kirkland individual or group to participate in a national competition, etc.).

If it is not possible to identify the highest possible level of achievement, the applicant must provide a detailed explanation as to why the achievement is considered to be exceptional.

CRITERION II

IDENTITY WITH GREATER KIRKLAND

Applicant must consider Kirkland to be his/her home or identify with Kirkland in such a way that the Kirkland community recognizes the applicant as a “Kirklander.”

At least two (2) of the following elements must be met before a nominee can be considered for possible induction.

ELEMENTS:

2.1 Born in the Kirkland area.

This means that the parent(s) were residing in Kirkland at the time of the candidate's birth.

2.2 Currently resides in Great Kirkland area.

Applicant currently has a Kirkland address. Applicant must live at this address at least six months of the year.

2.3 Lived in Greater Kirkland area for at least ten years or longer and consider Kirkland their home town.

2.4 Has improved the quality of life in Greater Kirkland.

2.5 Worked (or has worked) within the community or owns a business in Greater Kirkland area.

The applicant is a past or present Kirkland area business owner or worker who has contributed in a special way to the community.

2.6 None of the above.

An applicant may still be considered even if the preceding elements do not apply. Substantial documentation, however, will be required in this instance so as to demonstrate the applicant's identity with Greater Kirkland.

CRITERION III

SIGNIFICANCE OF ACHIEVEMENT

The applicant must fully explain the significance of the achievement. It must be further specified if the achievement is the result of an individual or team effort. No individual members of a team will be recognized. The team members, however, may be recognized by name.

At least one (1) of the following elements must be met before a nominee can be considered for possible induction.

ELEMENTS:

3.1 Recognition of the achievement by the Kirkland community.

Applicant must submit a statement which explains how the community has been affected by the achievement as well as the manner in which the community was informed (e.g.,

press coverage received subsequent to achievement – include press clippings and any other examples of media coverage).

3.2 Peers recognize this achievement as outstanding.

Persons in the same field must recognize the achievement as outstanding and worthy of recognition. A statement of endorsement for the applicant from leaders in the applicant's field is expected. The peer group may include a person, or persons, residing outside the Kirkland area.

3.3 Played a key role in a group effort which without this individual's achievement would not have taken place.

The candidate formed an organization or group and was instrumental in making it operational. The group or organization benefited the community in a demonstrable way.

3.4 The achievement has improved the quality of life for a large segment of Greater Kirkland area residents.

For example, the achievement may have resulted in increased educational or recreational opportunities for area residents.

HISTORY REQUIREMENT

The history and description of the achievements must be in narrative form and in sufficient detail to completely support the conferring of this award. The person or persons writing the history must provide sufficient in-depth history to enable future readers to completely appreciate the significance of the applicant's contribution. Include, if possible, documents, press clippings, photos, or other examples of media coverage related to the achievement.

If the history is written by anyone other than the applicant, it must be read and signed by the applicant (when possible) and thus documented as a true and accurate account. If the award is conferred, the history will be placed in the Kirkland Library to serve as a reference and permanent record of the achievement.

Attachment 2

KIRKLAND PLAZA OF CHAMPIONS HONOREES

1988	**JoAnne Gunderson Carner**	L.P.G.A. Hall of Fame Golfer
1989	**Rick Acton**	N.W.P.G.A. Champion Golfer
	Dorothy "Didi" Anstett	1968 Miss U.S.A.
	Hot Dog U.S.A.	World Champion Rope-Skipping Team
	1980 Kirkland National Little League All-Stars	3rd Place in Little League World Series
	1982 Kirkland National Little League All-Stars	Little League World Series Champions
	1975 Tyee/Bel-Kirk Senior Babe Ruth Team	World Champions
	Andrew Okada	Collegiate Boxing Champion
	Steven Earl Todd	Champion Wheelchair Athlete
1991	**Demetri Corahorgi**	Medal of Honor Recipient
	1974 Kirkland National Little League Girls' Softball Team	2nd Place in Little League World Series
	1980, 1990, 1991 Northwest College Women's Basketball Teams	National Christian College Athletic Association National Champions
1992	**Julie Ann Gregg**	Bicycle Racing Champion
	Chris Sharp	1990 Peabody Award for Excellence in Broadcast Journalism
1993	**Rick Colella**	1976 Olympic Bronze Medalist - Swimming
1994	**1993 Kirkland/District 9 Big League Softball Team**	Little League World Champions
1995	**Maxine Conover**	1958 U.S. National Women's Bicycling Champion
1996	**Glen Ethier**	1972 International Broadcasting Award and 1973 CLIO Awards for Excellence in Broadcast Advertising
1998	**1963 Lakeside Gravel Baseball Team**	1963 Connie Mack Baseball National Champions
2001	**Randall Garretson**	1964 Junior National Ski Jumping Champion 1964 Nordic Combined Junior National Champion
2013	**Chris Warren**	2008 Emmy Award Excellence in Broadcasting

Kite Boarding...

Wind, Waves and Speed

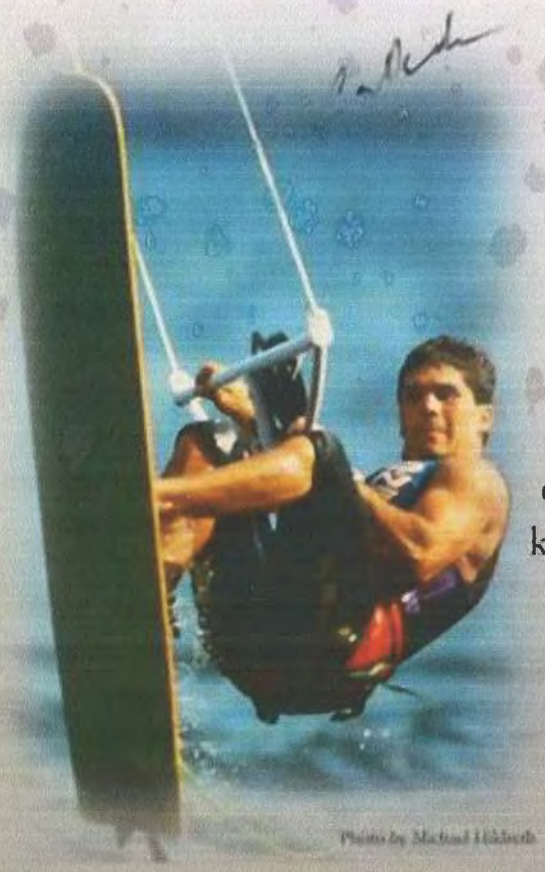


Photo by Michael Hildreth

Beginning in the summer of 1987, kiting pioneers Billy and Cory Roeseler started frequenting Hood River to conduct kite ski experiments.

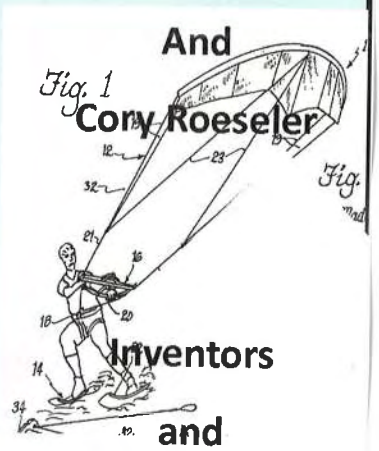
Already a windsurfing mecca, the natural Gorge wind tunnel provided an ideal environment for testing how their stacks of kites could propel a water-skier on the river. In 1989, teenage kiter Cory beat 190 of the world's best windsurfers in the 20 mile "Blowout" race. Billy's prediction that kiteboarding could be as successful as windsurfing started to materialize.

Now an Olympic sport enjoyed by hundreds of thousands of participants around the world, kiteboarding has proven to be the fastest way to sail on water. Kiteboarders reach speeds exceeding 55 knots (64 mph) and altitudes over 100 feet powered only by the wind, waves and water current.

The transformation of the Hood River sandbar in the 1990's and 2000's provided an ideal place for beginners to learn and for experts to continue to innovate with man-made features such as rails and "kicker" jumps moored in the flat water.

KIRKLAND PLAZA OF CHAMPIONS

Nomination Package for Father/Son Billy Roeseler And Cory Roeseler



Inventors and World Champions of KITEBOARDING

Kristi Christman, formerly Kristi Roeseler
211 3rd Street S., Apt. B
Kirkland, WA 98033
(425) 766-3392 grace1208@yahoo.com

Plaza of Kirkland Champions
Attn: Committee for the selection of Honorees
c/o City of Kirkland

RE: Nomination of Billy Roeseler and Cory Roeseler, (Father and Son); Inventors, Pioneers and Xtreme Game Competitors of and in the wildly popular sport of Kiteboarding. Cory also holds the record for The Blowout – a 17 mile downwind sailing race held almost every year since 1975 in one of the windiest parts of the Columbia River Gorge. Early Blowouts included catamarans and windsurfers prior to domination by Kiteboards.

Dear Committee,

Today's Kiteboarding community worldwide recognizes the Roeseler's as the inventors and pioneers of the sport. Cory claimed top honors in most of the Kiteboarding events during the first ten years of the new sport, including early events in:

- The UK, including AYRS sailing at Weymouth
- Africa, Morocco, Kiteboard Tournament
- France, Lucate Speed Sailing Events
- Newport Rhode Island, First ESPN Extreme Games 1995
- San Francisco
- Maui
- The Columbia River Gorge

To this day, Cory holds the speed records for these World Class Events:

- Stevenson, WA to Hood River, OR Kiteboarding "Blowout" Race, 17 miles in 44:50
- Speed Sailing AYRS Competition in Weymouth, UK. 34 Knots Avg. over 500m

Kiteboarding is now an international, enthusiastically publicized, competitive and recreational sport. In 2012, Kiteboarding was selected to become an **Olympic Sport**, a decision overturned, at least for now. **dirtyhabits.com/kiteboarding-in-the-olympics-2016**
The humble beginnings of Kiteboarding took place in the 1980's in Kirkland with Billy, an aerospace engineer and Cory, a strong, willing, teenage guinea pig at the helm. These two Inventors/Athletes, along with a crew of 20+ Kirkland teenage neighbors and friends created and tested many ways to move watercraft across the water soley under kitepower. **U.S. Patent No: 5,366,182** was granted to the Roeseler's circa 1994 for a reel bar and other components of the early Kiteboarding systems.

Kiteboarding, an environmentally friendly sport has blessed the Kirkland community as well as numerous other communities worldwide. Kiteboarding has become a great family sport all over the world and it is not uncommon for Moms, Dads, Boys, Girls and even Grandparents to participate and

even to podium in the same tournaments. One recent Tournament in Hood River, OR raised over $100,000 for Cancer survivors.

My family was very fortunate to acquire and move into our Kirkland waterfront home in 1972. My brother Cory is a Kirkland native my father Billy has made his home in Kirkland since 1967. Cory attended Peter Kirk Elementary School, KJH and graduated from LWHS in 1988. Kirkland's Lake Washington waterfront had always been our family's home base backyard playground with Cory's mother still living in the family's Kirkland waterfront home, located between the Marina Park boat launch and Waverly Park.

The **Hood River County Museum** created an exhibit featuring Cory and Billy, their early equipment and story of the origin of Kiteboarding. **Red Bull**, after sponsoring the King of The Air Kiteboard Tournament in Maui for a number of years, made a great documentary video about the origins of Kiteboarding, https://www.youtube.com/watch?v=MLKMSJTtypU *(which includes early footage of the Roeselers' pioneering work in creating and growing the new sport)*. King TV/Evening Magazine also aired their interviews with Cory and Billy hundreds of times during the past 20 years. Cory's *Sense of Place* presentation https://us-mg6.mail.yahoo.com/neo/launch?.rand=fm1trgar24phh is another great resource for learning about the great accomplishment of Kiteboarding Champions.

It is very likely that the sport of Kiteboarding, pioneered by the Roeselers in Kirkland will continue to grow in popularity in the years ahead and will eventually, again be accepted by the Sailors who select the Olympic Sports.

I look forward to knowing your decision.

Respectfully,

Kristi Christman

KIRKLAND PLAZA OF CHAMPIONS
Nomination Application Form

Name of Honored Group or Individual:
Billy and Cory Roeseler, (Father and Son)

Achievement or Award to be Recognized:
World Champion Kiteboarder; Pioneers/Inventors of Kiteboarding

Date or Dates of Achievement or Award:
1970 → Present

Name of Person(s) Submitting Application:

Name: Kristi Christman

Address: 211 3rd Street South, Apt. B

City: Kirkland Zip: 98033

Phone: (425) 766 3392 Email: grace1208@yahoo.com

Relationship to Honored Group or Individual:
Daughter/Sister

If applicable, list members of Group and their roles:
Billy: Inventor, Pioneer, early test pilot, patent holder.
Cory: Inventor, Pioneer, patent holder, guinea pig, world champion.

(attach extra page if necessary)

If applicable, list other key individuals and their roles (coach, parent, sponsor, teacher, etc.):
Molly Roeseler Anderson, (Cory's Mom, Billy's 1st Wife), still residing on Kirkland Waterfront where Cory was raised.
(attach extra page if necessary)
Also, 25 Kirkland Friends and neighbors who helped build and test equipment in the early days of Kiteboarding.

Agreement

In submitting this application, I understand that the applicant must meet the required qualifications and that this application will be reviewed by the Kirkland Park Board, and that their decision will be final. I further understand that if this application is accepted, a fee of $200 will be paid to the City of Kirkland to cover the cost of the plaque, engraving, installation, and maintenance. The plaque will not be installed until all application materials are received and the fee has been paid.

Signed: Kristi Christman Date: 5 October 2014

Signed: _____ Date: _____

Kiteski World
Championships
1995

Kiteski World
Championships
1995
1st CORY BOESELER
2nd ERIC STEINBRENER
3rd THOMAS JELTSCH
4th RANDY SCHUMACHER
5th NILS ANDERMO
6th CLARIN MUSTAD
TERESE BOESELER
1996
1st CORY BOESELER
2nd ERIC STEINBRENER
3rd RANDY SCHUMACHER
4th NILS ANDERMO
5th TERESE BOESELER
Men's Division
1st CORY BOESELER
2nd CLARIN
3rd RANDY SCHUMACHER
4th NILS ANDERMO
Women's Division
1st TERESE BOESELER
1997

KITESKIING
CHAMPION
Extreme
Games

KIRKLAND PLAZA OF CHAMPIONS

Application Form

History Requirement

Name of Applicant: Billy and Cory Roeseler

Using the criteria and elements as a guide, please furnish a complete history and description of the achievement in narrative form. Attach extra pages as necessary. Please note that if the history is prepared by anyone other than the applicant, it must be read and signed by the applicant (when possible) and documented as a true account. Please include, if possible, documents, press clippings, photos, or other examples of media coverage related to the achievement.

Father/Son Combo Billy and Cory Roeseler are inventors from birth. Together, they invented Kiteboardng. Billy, an MIT trained Boeing Engineer first published the technical virtues of Kitesailing in 1979 when Cory was a Peter Kirk Elementary 3rd Grader. In 1984, as a Kirkland Jr. High 9th grader, Cory test-piloted Billy's modified amphibious hang-glider. Then, in July of 1989, a year after Cory's graduation from Lake Washington High School, Cory shocked the Windsurfing World by besting 190 of the world's fastest windsurfers in the 17-mile Gorge Cities Blow-out race. Cory's 44:50 record stands today. Billy and Cory co-founded Kiteski Inc. in 1992, earned a United States Patent for their invention and pioneered a sport that has exploded in popularity. Kiteboarding has claimed multiple World Speed records and has been chosen as a future Olympic Sport. The Roeselers pioneering efforts elevated Kiteboarding to World Class Status and Cory won the World Championship in 1995-1997, the first three years that the event was held. He also won the 1995 ESPN Extreme Games., (photos of the trophies for these events follow). He appeared in television commercials and over a dozen feature shows in The Philipines, Japan, Europe, Africa and our USA. Billy and his 2nd wife Brook currently reside in Juanita and California where they happily practice Peace, Love and acceptance in retirement.

Cory continues to invent new ways to play in the water from his home in Hood River, OR, where he and his wife, Terese are raising boys, cows and a small garden. This family of 4 are all competitive Kiteboarders and travel the world to kiting events and choice kiting locales. Cory's Mom, Molly, and Stepfather Pete Anderson, still live in the Kirkland waterfront home in which Cory was raised along with his sister Kristi and brother, Charles.

KIRKLAND PLAZA OF CHAMPIONS

Application Form

Criterion I

LOCAL, STATE, NATIONAL, OR INTERNATIONAL LEVEL OF ACHIEVEMENT

Name of Applicant: Billy and Cory Roeseler

Please explain how the applicant meets this eligibility requirement. Attach extra pages as necessary.

Billy and Cory invented Kiteboarding, a popular watersport practiced by over a million people on 7 continents in over 100 countries.

The Roeseler's Sky Sail Progress experiments on Kirkland's area of Lake Washington, followed by their 1992 Patent laid the groundwork for this Olympic caliber trendsport. Cory won the 1995 ESPN Extreme Games Gold and the World Championships in 1995, 1996 and 1997, against competitors from Sweden, Germany, Florida, Hawaii, Texas and France. Cory still holds the sailing World Speed Record over 17 miles on the Columbia River Gorge (44:50).

KIRKLAND PLAZA OF CHAMPIONS

Application Form

Criterion II

IDENTIFY WITH GREATER KIRKLAND

Name of Applicant: Billy and Cory Roeseler

Please explain how the applicant meets at least two (2) of the elements listed for this eligibility requirement. Attach extra pages as necessary.

Element Explanation:

After earning his Masters degree in Aerospace engineering for MIT, Billy Roeseler accepted a position at Boeing. Billy and (1st wife/Cory's Mother), Molly lived in Juanita when Cory was born on February 17, 1970, (coincidentally on the same day Billy was born, only in 1943). They moved to the house on Kirkland's waterfront in 1972 where Molly still lives and where Cory was raised. He attended Peter Kirk Elementary, Kirkland Junior High and graduated from Lake Washington High School in 1988. He earned a BS in Mechanical Engineering from UC Santa Barbara in 1993 where he also water-skied competitively. Cory and Billy co-founded Kiteski, Inc. and Cory ended up moving to Hood River, OR in the windsurfing/kiteboarding mecca of The Columbia River Gorge. This is where he currently lives. Billy currently lives in Kirkland, where he has resided primarily since 1966.

KIRKLAND PLAZA OF CHAMPIONS

Application Form

Criterion III

SIGNIFICANCE OF ACHIEVEMENT

Name of Applicant: Billy and Cory Roeseler

Please explain how the applicant meets at least one (1) of the elements listed for this eligibility requirement. Attach extra pages as necessary.

Element Explanation:

The Red Bull Documentary, "Upwind" chronicles the birth of Kiteboarding with stories told by other kiting pioneers on Maui, Oahu, Oregon and San Francisco. Of those interviewed, the unanimous telling links the origins of the sport to the efforts of Billy & Cory. (Peer recognized).

Over a million participants have chosen to spend their free time, vacation and expendable income on the environmentally friendly sport of Kiteboarding, a healthy alternative to drugs, gambling, war and other vices. By this measure the Roeselers' pioneering efforts has improved the quality of life for well over a million kiteboarders and spectators.

1st

Red Bull, makers of popular energy drinks, made an excellent documentary about the origins of kiteboarding. Footage including Billy and Cory Koesele's work in creating the sport is primarily in the 17 minutes of the video.

Please see: https://www.youtube.com/watch?v=MLKMSJT+yp4

"Sense of Place"

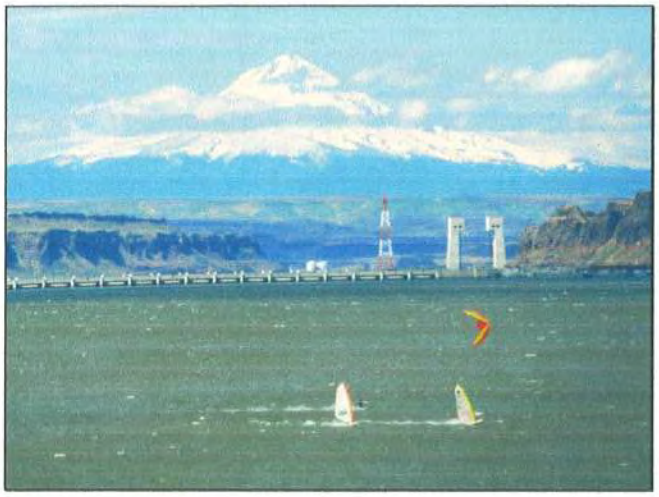
PRESENTATION

The following photos and text are from the Sense of place presentation, Cory's story, in his own words. For the full presentation, including video, please see:

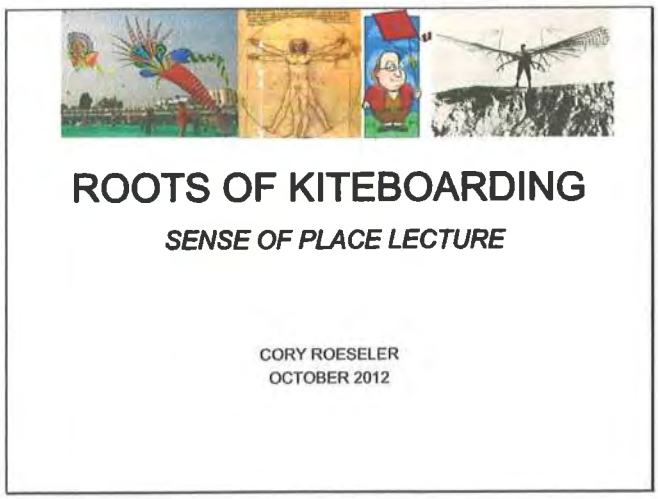
https://us-mg6.mail.yahoo.com/neo/launch?.rand=fm1trgar24phh

The next 35 pages are from a multimedia presentation given by Cory to people in Hood River a couple of years ago. Even without the videos, it still tells part of our story, in Cory's own words.

Slide 1



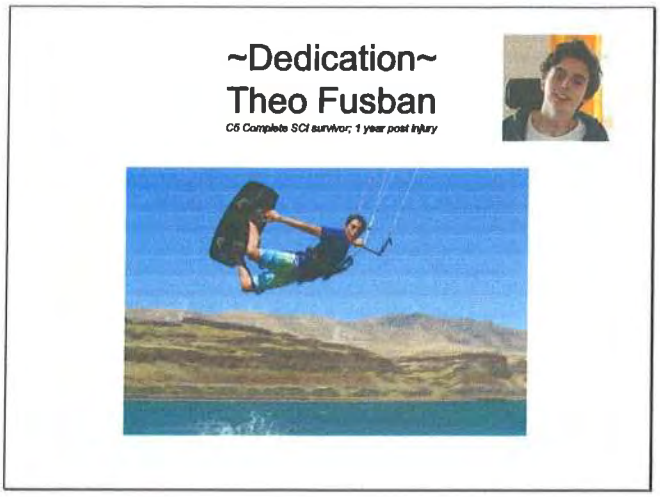
I'd like to thank Amanda Lawrence and the Sence of Place organization for inviting me to share my stories. Thanks to Michael Hildreth and Richard Hallman and Rod Parmenter and all the other amazing photographers and videographers who have made it so easy to build enthusiasm and stoke for kiting over the years. Many of the images you are about to see, including this one, resulted from their generosity and talent at a time when it was abundantly clear I had no idea how to repay them.



I'm going to go ahead and tell some of my stories, show some old footage and photos. At the end of this presentation, I'll turn this story over to you people to finish. Where will kiting take us next? How will our grandchildren play in the water and waves?

How will our journey through life be affected by kites in this playground we call the Gorge.

An inventor's Sence of Place is disjointed, awkward, decidedly out of place. It's precisely this discomfort that drives innovation, so it is with a great sense of humility and irony that I share with you some of my stories. I hope you enjoy them.



I dedicate this talk to my friend, Theo Fusban, who broke his neck and was paralyzed from the nipples down just over one year ago. Unlike kiting, the sad and primitive state of medical care for spinal cord injuries cries out for help by smart people with resources. 12,000 new SCI victims/year need better medical treatments now.

Who here remembers Pat Dougherty, the Duke of Nuke former pro windsurfer and one of the world's best story tellers? He was just here visiting the gorge yesterday. Wow, what an inspiring guy. Nothing gets him down. Pat broke his neck 6 years ago, and now he's a successful business man, traveling the world, selling a wheelchair attachment that he invented for accessing rugged off-road terrain like we have here in the gorge.

Thanks to my Family

To my family, I owe a debt of gratitude. Mostly to my Dad and my loving supportive wife, Terese, who could have each chosen different paths. My boys, Levi and Trey, didn't have much choice, but they continue to humor me with their own interests in kiting.

Inventor Credits – Top 16

Era	Contributor	What they tought us
1752	Ben Franklin	Kites propel across water
1826	George Pocock	Kite-drawn carriage "Charvolant"
1980s	Peter Lynn	Buggies and boats
1986	Theo Schmidt	Reel bar needs good brake (kevlar gloves?)
1987	Bruno Legaignoux	Inflatable kites tow through surf
1988	Troy Navarro	Tow in kite surfing in Hawaii
1989	Cory Roeseler	Kites faster than professional windsurfing
1995	Eric Steinbroner	Kite racing
1997	Marcus (Flash) Austin	Big jumps draw crowds
1998	Lou Wainman	Wake-style works too
1999	Don Montague (Naish kites)	4-line inflatable yields performance, commercial success
2000	Maurizio Abreau	Kiteboarding lifestyle
2003	Silke Gorde	Power kiting still lethal, even for professionals
2010	Rob Douglas	Kiteboarding is fastest, outright
2011	John Heinekin	Olympic caliber kiteboard racing; very fast upwind
2012	Susi Mai	Sexy kiting

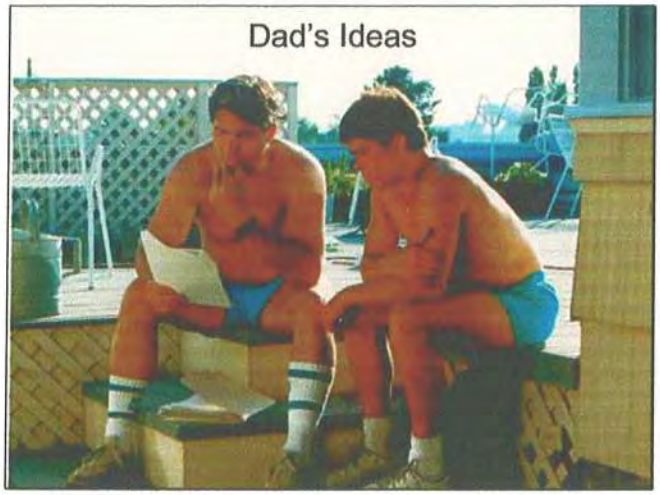
My Story

The same as fellow kiter Senator John Kerry, the dynastic family into which I was born yielded great privilege and fortune. That's me in the red shorts at age 3.

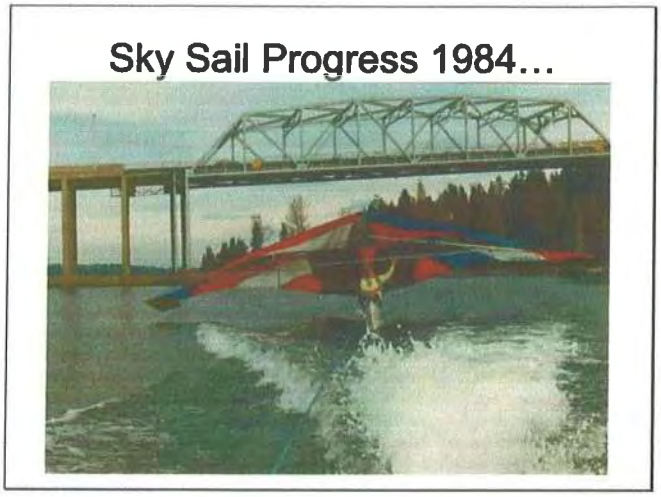
My dad, Billy, a tinkerer who builds many things, some even successful. This home built catamaran in 1974: not so much. This photo taken just before the break-up on Lake Washington.

This video, taken on the Kirkland waterfront circa 1987, shows me starting atop Dad's Aquahome for a barefoot waterski run.

I actually hated the wind, growing up, because it destroyed the flat water. A power and speed junkie, I wasn't easily convinced that any form of sailing was for me.



But Dad's ideas draw people in. He had me hooked with the idea of using kites to break the world speedsailing record. Dad first published on this topic in 1979 when he drew up plans of towing a hydrofoil "fish" with a sailplane "bird".



When I was in Jr. High school, dad created a frankenstein from a single Hobie hull and a modified hang-glider in hopes of towing a boat with this deranged "kite". This contraption never flew, thank god!

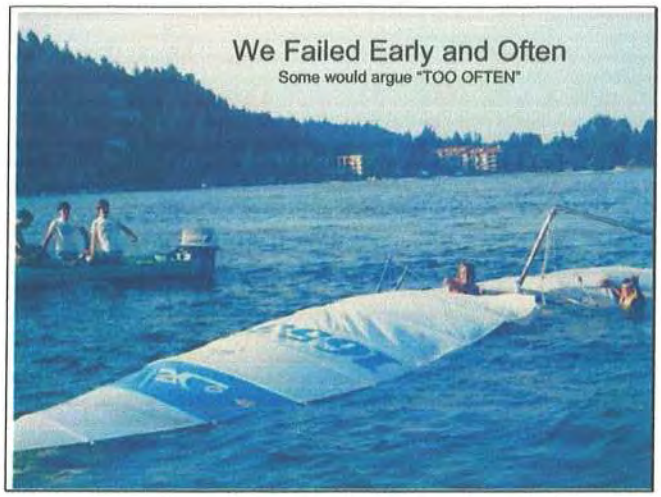
Dad likes to remind us to celebrate our failures at least as much as our successes, as more lessons can be learned from the experience.

Big Bird 1985-1986

"Paul MacCready and Kelly Johnson showed us the power of learning to fly by flying."

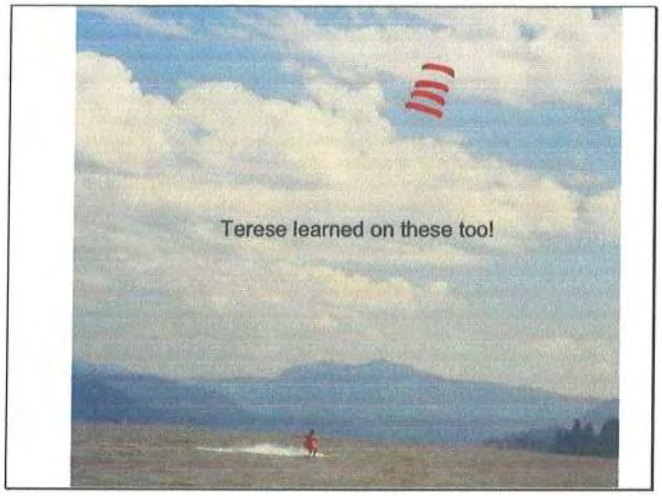
A year later, we did fly, but controls were not our strongest suit. Here, my friend Joe Giordano, a Microsoft intern at the time, maintains level flight for several seconds; a major accomplishment that year.

We built this 50 square meter kite with all volunteer labor. A pair of Hobie 18 rigs were tied to a carbon/titanium keel tube, and we used a pair of plastic kneeboards for floats.



Sometimes we flew with two pilots, and we never decided who was in charge. A typical review of the home video showed me trying to turn right, while Joe was turning left at the same time.

One weekend, Joe and I flaked, and our friend, Lee was left behind to pilot the Big Bird with a totally rookie crew. His mom worked the safety release pin, while some random kid with a ski boat was recruited as boat driver. My dad, the only other experienced one on the crew, assigned himself to video.



Lee's crash was a major turning point for our Sky Sail Progress, and we traded the man-lifting kites for two line sport kites that we could stack. Well suited for waterskiers who didn't mind holding a 6 foot control bar, this rig worked well enough to show the windsurfers in the Gorge that kites can be used to go downwind fast. This shot illustrates a fairly standard rig for us at the time, a stack of 4 ram air inflated kites on a pair of 45meter lines. The control bar is the top 6 feet of an aluminum windsurf mast. We hadn't really figured out the whole upwind thing and the edge of the wind window was still something we avoided. We typically hot launched over gravel. Now, for those of you who aren't familiar with hot launching, it's a bit like starting your car in Drive with the gas pedal all the way down. Then, once you're up to freeway speed, you sort things out; click into seatbelts, etc.

My first Blowout finish, at age 18. 20 miles from Cascade Locks to the Marina Beach, finishing right over where the sandbar currently sits.

I've run the Blowout about 100 times since that day and it just never gets old. Some people ask me if I still win it every year. I did win it again this year, but let's just say waking up to this river in my backyard is a victory in itself.

Kiteski Inc. 1992

(1989)

After passing 190 of the best windsurfers in the world the following year, we decided to invent a Kiteski product. My Dad and I teamed up with Marketing Executive, Wayne Patterson in 1992. We founded Kiteski Inc in San Diego, not for any rational business reason. It's just where we lived at the time. Unfortunately, the wind in San Diego was even lighter than our capitalization.

Copy No.

STRATEGIC BUSINESS PLAN

KITESKI, INC. • 9555 SANTA FE STREET, SUITE E • SAN DIEGO, CA 92108 • 619.274.6214 FAX: 619.274.0930

TABLE 1 SALES AND PROFIT PROJECTIONS

($Thousands)	1992	1993	1994	1995	1996
KITESKI I					
Unit Cost	$0.576	$0.346	$0.300	$0.300	$0.300
Unit Wholesale Price		$0.597	$0.450	$0.450	$0.450
Unit Retail Price	$0.995	$0.995	$0.750	$0.750	$0.750
Sales Units	1000	2500	3000	3500	4000
Sales Revenue	$995	$2,006	$1,350	$1,575	$1,800
Gross Profit	$420	$1,157	$450	$525	$600
KITESKI II					
Unit Cost		$0.450	$0.450	$0.525	$0.525
Unit Wholesale Price		$0.900	$0.900	$1.050	$1.050
Unit Retail Price		$1.500	$1.500	$1.750	$1.750
Sales Units		500	1500	3000	4000
Sales Revenue		$450	$1,350	$3,150	$4,200
Gross Profit		$225	$675	$1,575	$2,100
KITESKI III					
Unit Cost		$0.148	$0.135	$0.118	$0.118
Unit Wholesale Price		$0.297	$0.270	$0.237	$0.237
Unit Retail Price		$0.495	$0.450	$0.395	$0.395
Sales Units		1000	2400	3800	5000
Sales Revenue		$297	$648	$901	$1,185
Gross Profit		$149	$324	$452	$595
KITESKI IV					
Unit Cost			$0.359	$0.359	$0.359
Unit Wholesale Price			$0.717	$0.717	$0.717
Unit Retail Price			$1.195	$1.195	$1.195
Sales Units			600	2000	3500
Sales Revenue			$430	$1,434	$2,510
Gross Profit			$215	$716	$1,253
Apparel/Accessories					
Sales Revenue	$100	$300	$1,000	$3,000	$5,000
Gross Profit	$60	$200	$700	$2,100	$3,500
Total Units	1000	4000	7500	12300	16500
Total Sales Revenue	$1,095	$3,053	$4,778	$10,060	$14,695
Total Gross Profit	$480	$1,731	$2,364	$5,368	$8,048

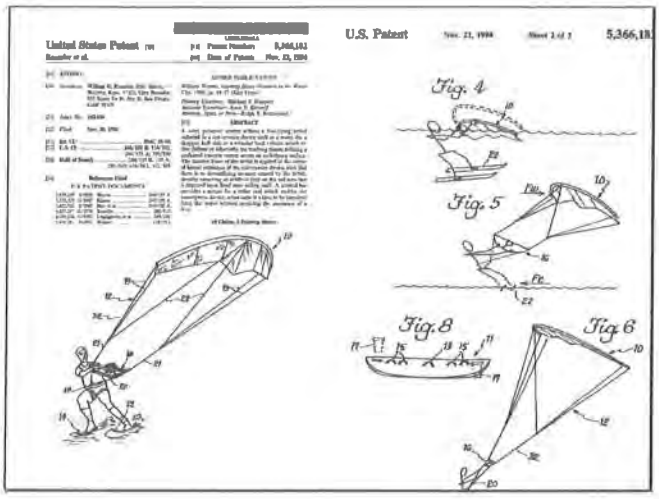
Attachment 3

28

42mph in 1993

Photo: Michael Hildreth

Before the Hood River sandbar reformed, Ken Winner set up a 100m speed courses in Lyle, straight towards the rock cliffs that line the mouth of the Klickitat. A blown jibe at the end of those speed runs meant getting pasted to the cliffs.



We were granted a US patent and you would think business would soar. How could we go wrong. But, like many young entrepreneurs, we made many mistakes, and the patent would only serve to ensured that, for the next 18 years, my mailbox would be littered with offers to buy myself a plaque.

Probably our biggest mistake was assuming kiters would demand the ability to rig, launch and land at sea, independent of wide open beaches.
Here, Terese demonstrates for the 1995 Kiteski instruction video. Let's give Terese a round of applause right now!

Funny story about teaching Tony Logosz to Kiteski. For some reason, he decided to try to stop the reel from spinning with his thumb, and it peeled a flap of skin right off like a cheese grater! After that, he stuck with much simpler control bars.

Kiting in the '90s

…A Lonely Freak Show

Photo: Michael Hildreth

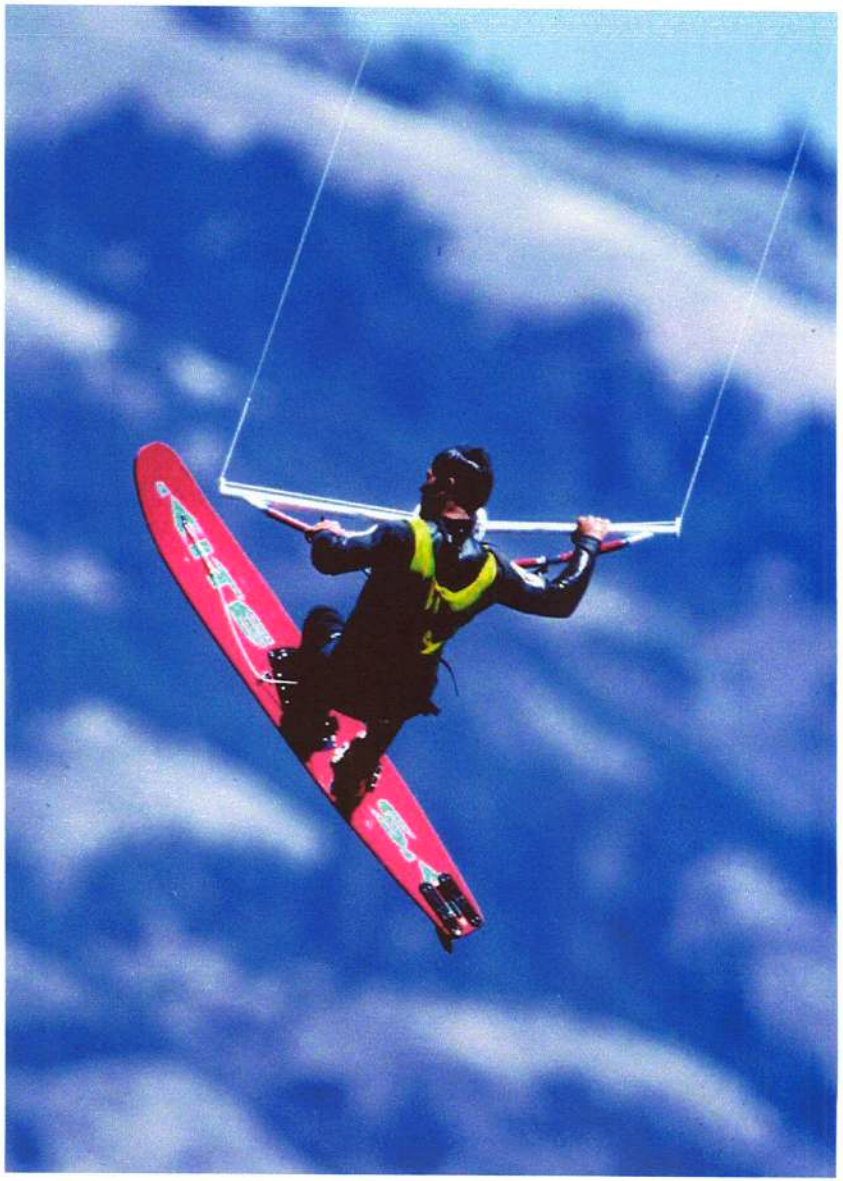
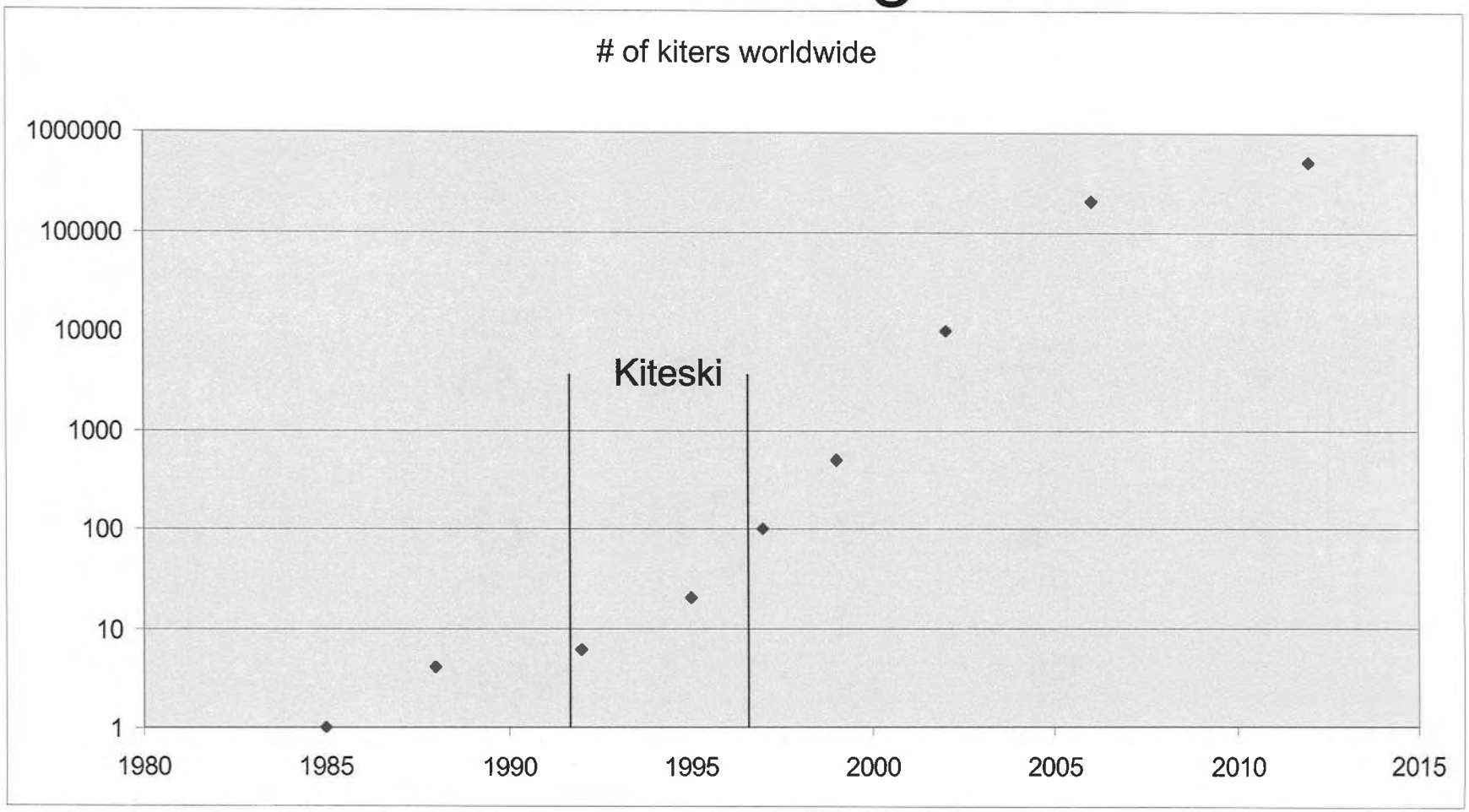
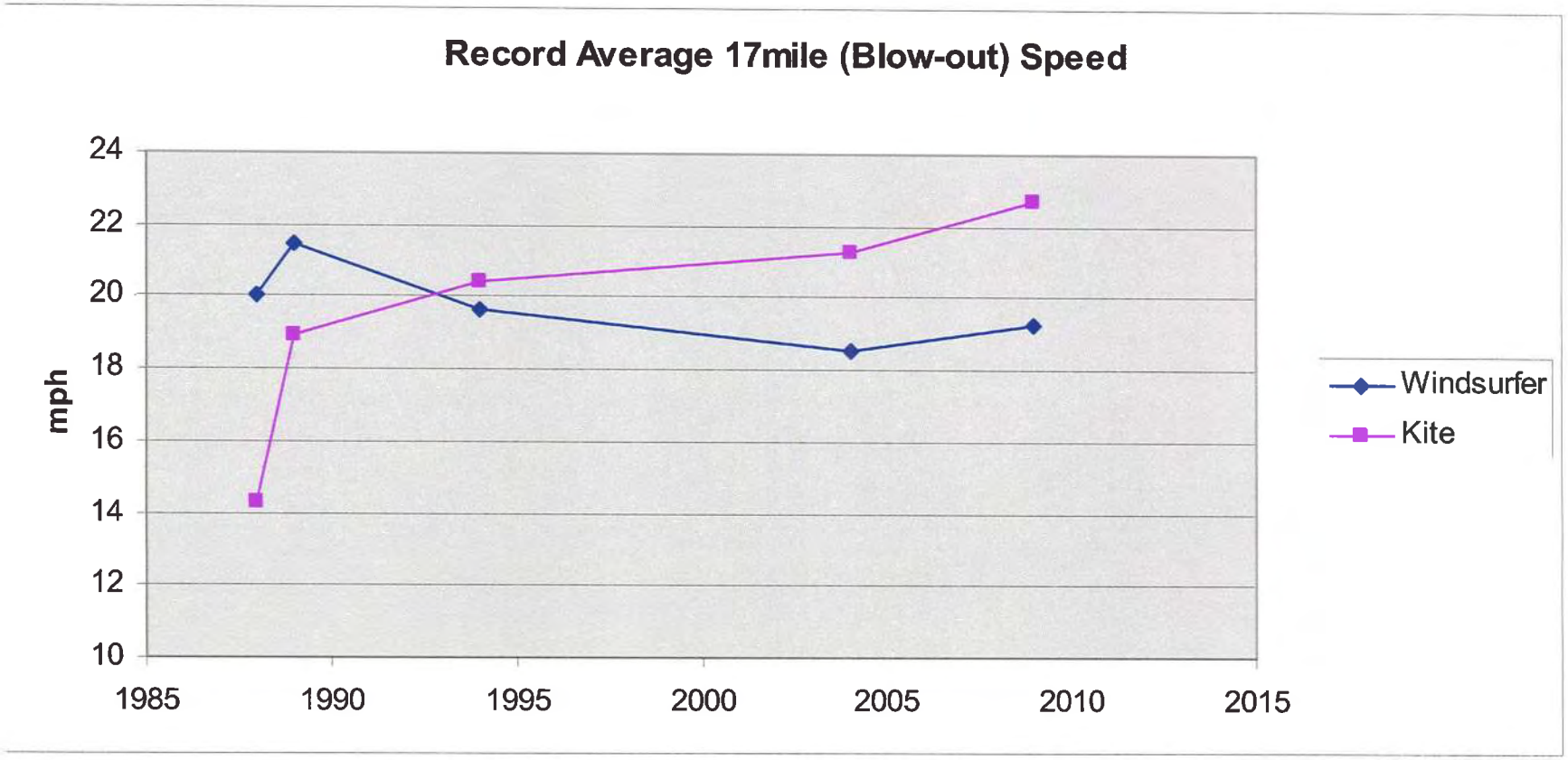


Photo: Richard Hallman

Things That Go Up and to the Right…



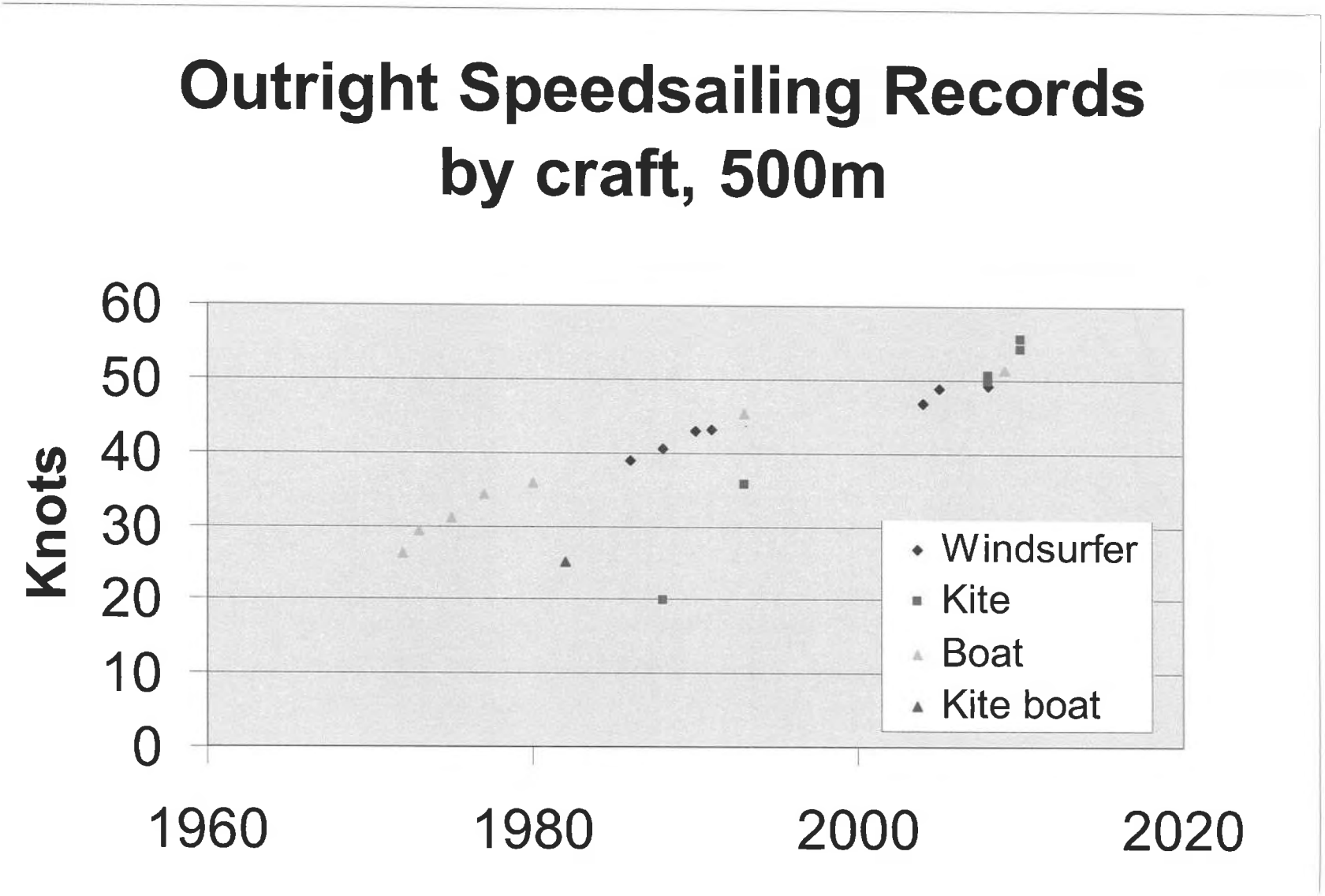


Attachment 3

37

42mph in 1993

Photo: Michael Hildreth


Outright Speedsailing Records
by craft, 500m
Knots
60
50
40
30
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1960
1980
2000
2020
Windsurfer
Kite
Boat
Kite boat

Picabo Learns at Rufus 1999

We had the pleasure of introducing many great athletes and luminaries to Kiteboarding including Laird Hamilton, Robbie Naish, Picabo Street, and John Kerry.

Another bad idea
Wright Flyer II cir. 2003

Hydrofoil Kiting, 1992-2001

Kitedrofoil

Who remembers the Gorge Games? Probably my fondest memory was crashing the windsurfing freestyle event with this jump on a light wind day and they struggled to get enough wind even to run the event. I was probably supposed to be racing, but I just couldn't resist.

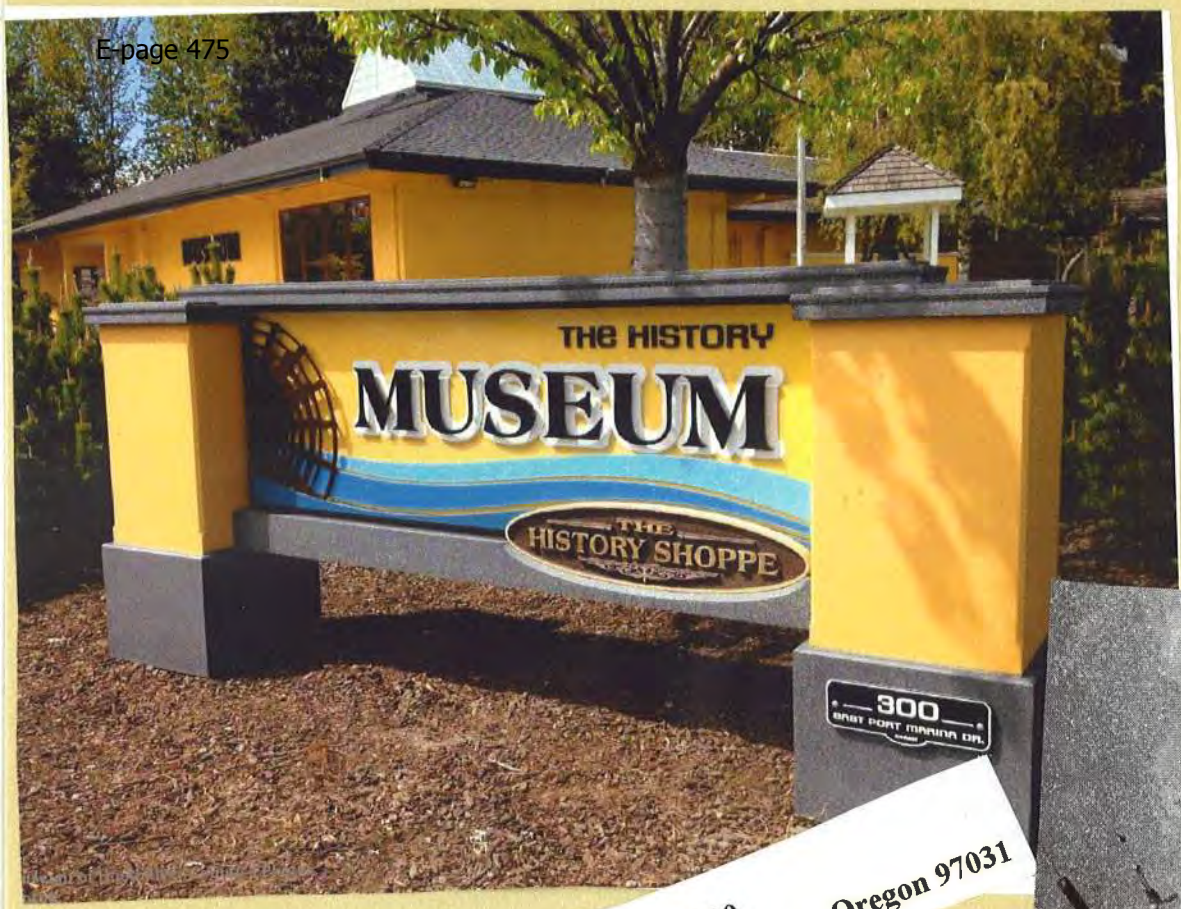
On the Columbia River, we share the water with barges and many other boats, and Kiting gives us the ability to do so safely and with style.

Trey's 2010 Slider Project

Kiteboarding Today

Kiteboarding Today

Photo: Paul Lang



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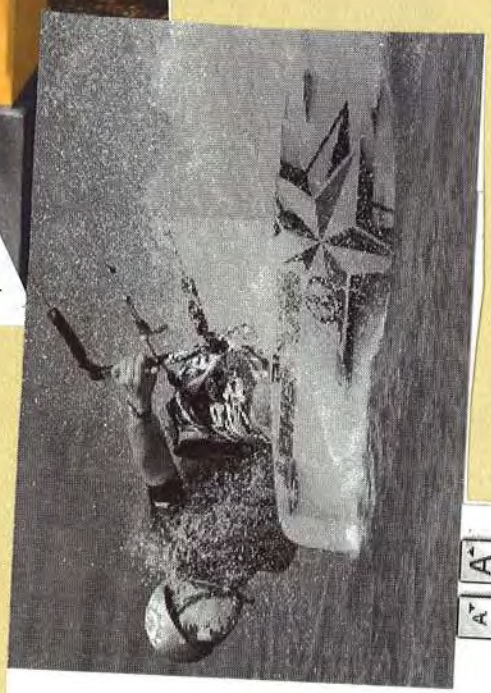

Kiteboarding

Kiteboarding

Hood River has long been known as the windsurfing capital of the world; and recently we can boast that kiteboarding capital of the world is not far off. It seems no matter what the season kiteboarders flock here to be challenged by the mighty Columbia River. Events around the sport go on throughout the summer season as well as classes and workshops taught by local business owners. You don't have to be a pro; riders of all skill levels come to Hood River for a great time out on the water.

The following 3 photos are from the Kiteboarding exhibit in the Hood River History Museum.

Kite Boarding...

Wind, Waves and Speed

Photo by Michael Hibberth

Beginning in the summer of 1987, kiting pioneers Billy and Cory Roeseler started frequenting Hood River to conduct kite ski experiments.

Already a windsurfing mecca, the natural Gorge wind tunnel provided an ideal environment for testing how their stacks of kites could propel a water-skier on the river. In 1989, teenage kiter Cory beat 190 of the world's best windsurfers in the 20 mile "Blowout" race. Billy's prediction that kiteboarding could be as successful as windsurfing started to materialize.

Now an Olympic sport enjoyed by hundreds of thousands of participants around the world, kiteboarding has proven to be the fastest way to sail on water. Kiteboarders reach speeds exceeding 55 knots (64 mph) and altitudes over 100 feet powered only by the wind, waves and water current.

The transformation of the Hood River sandbar in the 1990's and 2000's provided an ideal place for beginners to learn and for experts to continue to innovate with man-made features such as rails and "kicker" jumps moored in the flat water.

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Fig. 4
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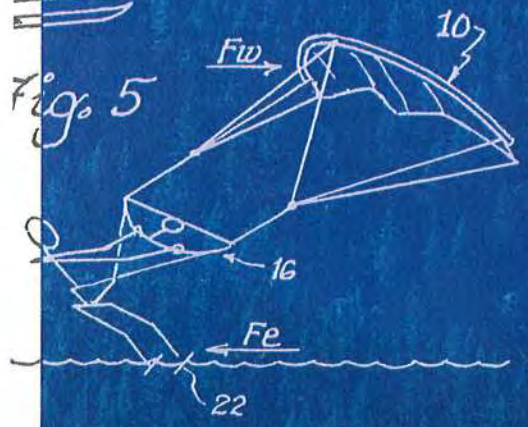
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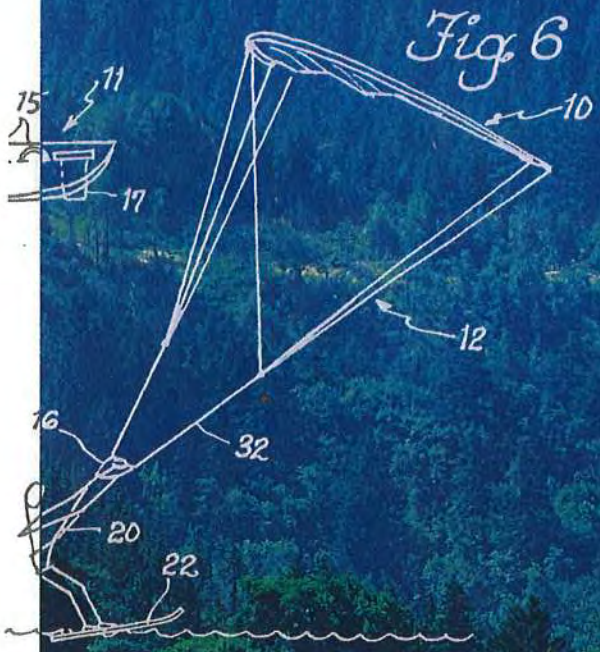
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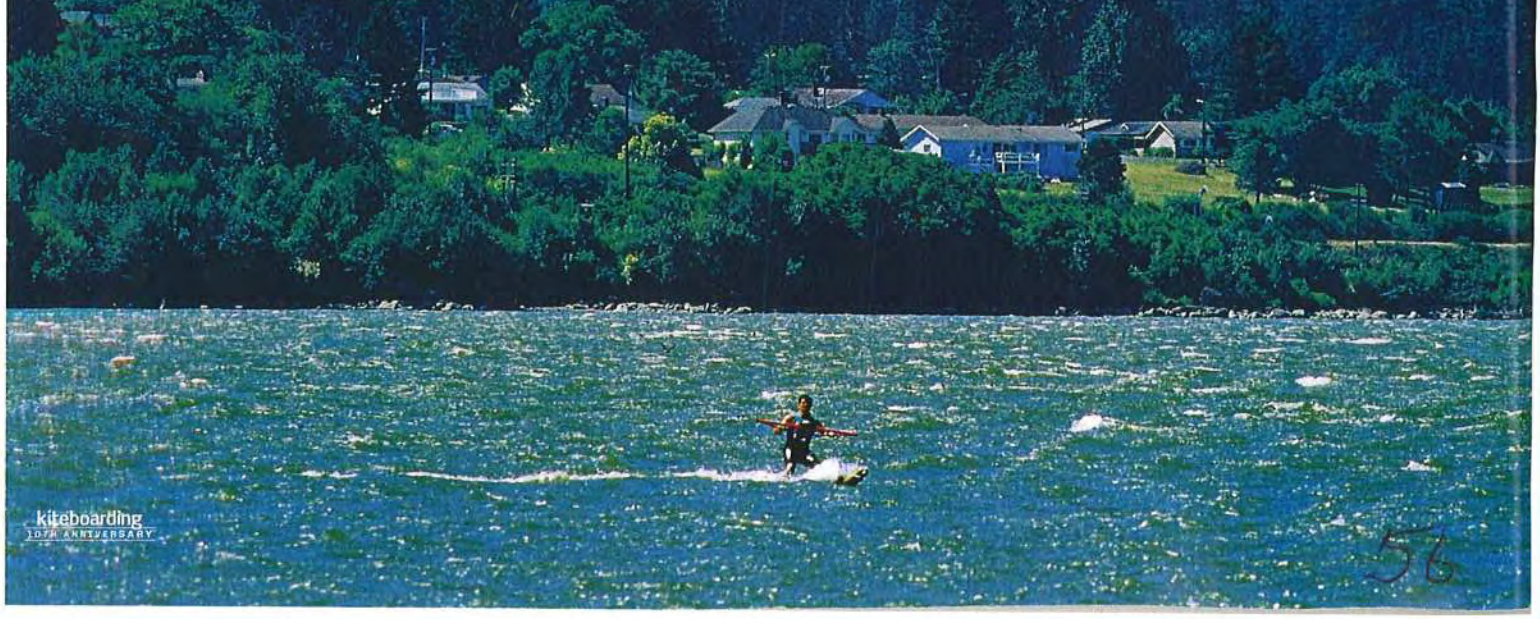

kiteboarding
10TH ANNIVERSARY

MEET YOUR MAKERS

THE 10 MOST INFLUENTIAL PEOPLE IN THE HISTORY OF KITEBOARDING BY CIMERON MORRISSEY

Let's face it: We're addicts. Kiteboarding injects us with adrenaline, makes our pulses race and always leaves us itching for more. For most of us, it's more than just a sport. It's a dance with the wind; it's a community of friends at our local site; it's a limitless ocean of stoke that offers a chance to renew and reinvent ourselves with each session. It's who we are.

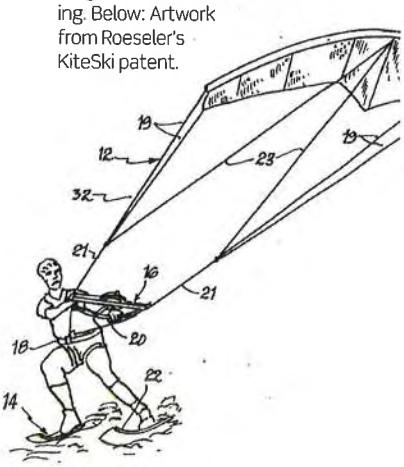
We owe a debt of gratitude to the dozens of people around the world who created and shaped the sport of kiteboarding, especially the following 10 pioneers. While many people made significant contributions to the sport, these 10 risked their lives, fortunes, futures and names to make kiteboarding what it is today and to introduce it to us. While history will remember these innovators for being instrumental in the development of our sport, we'll always think of them as the people to thank for making our addiction possible.

CORY ROESELER

The Godfather of Kiteboarding

In 1989, Cory Roeseler competed in the Gorge Blowout windsurfing race on a homemade frame kite and water skis. During the race he saw two things before anyone else: the finish line and the potential for a new sport. In 1979, his father, Billy Roeseler, an aerodynamicist for Boeing, speculated that a kite could allow a sailor to go 40 knots in only 10 knots of wind. This kicked off a fascination with kites between father and son. In 1987, Roeseler says he experimented "with 40 knots, three wetsuits, a pair of stacked delta kites and a pair of old water skis [to get my] first taste of kiteboarding." Roeseler and his father developed the KiteSki system (see page 34). "But," he says, "it didn't get people to try kiteboarding in the beginning. At the '91 Blowout, I wasn't winning and was kind of bummed, so I did a couple of big jumps and those jumps got more people talking and interested in kiteboarding than [when I won the Blowout in '89]." This inspired the first wave of kiteboarders.

Left: Cory Roeseler in the pioneering stages of kiteboarding. Below: Artwork from Roeseler's KiteSki patent.



PHOTOS: ERIC SANFORD (2)

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High-Flying

The four pockets on the sparless Quadrifoil 2004 (above) fill with air to create lift. It's a reliable engine at low and high wind speeds (3 to 25 mph). With the flexed-spar KiteSki system (below), the pilot steers and brakes with hand controls and can ride on combo skis or a board.

Engines

Ride the wind! Now, high-tech designs and materials give kites a powerful new pull.

By Eden Maxwell

LIKE ONE OF Leonardo da Vinci's flying machines—unrealized during the Renaissance because the materials to build it did not exist—kite power is a centuries-old concept now made practical. Innovations in aerodynamics, fabrics, and flying line have spawned a generation of powerful and maneuverable kite "engines" flown for sport and pleasure.

Under the right conditions, these kites can pull a craft two and half times as fast as the actual wind velocity. A traditional sail fixed to a mast travels at the same velocity as the hull. Kite sails, however, escape turbulent ground winds that could slow a craft. Experienced pilots can maneuver the kites in an up-and-down sine-wave or figure-eight pattern to pick up speed. To brake, pilots often turn the craft upwind while placing the kite high overhead into a minimum-pull position.

There are two distinct types of kite engines, called "traction" kites—one more suitable in the water, the other on land. For water, the latest entry is a bat-like C-Wing from Peter Lynn of New Zealand. The C-Wing's single-skin configuration features a hybrid arrangement with multiple bridle lines that create a curved airfoil shape, improving lift.

Aerospace engineer Billy Roeseler and son Cory have also taken up the aquatic challenge. In 1994, they launched KiteSki, a kite-powered water-skiing system with an elegant, controlled means of self-launching. The pilot holds the control bar and brake reel, guides the kite up, and then slides into the water on combo skis or a board. The single-skin kite has a leading flexed spar that spills wind like a wind-surf sail, adding control during high gusts.

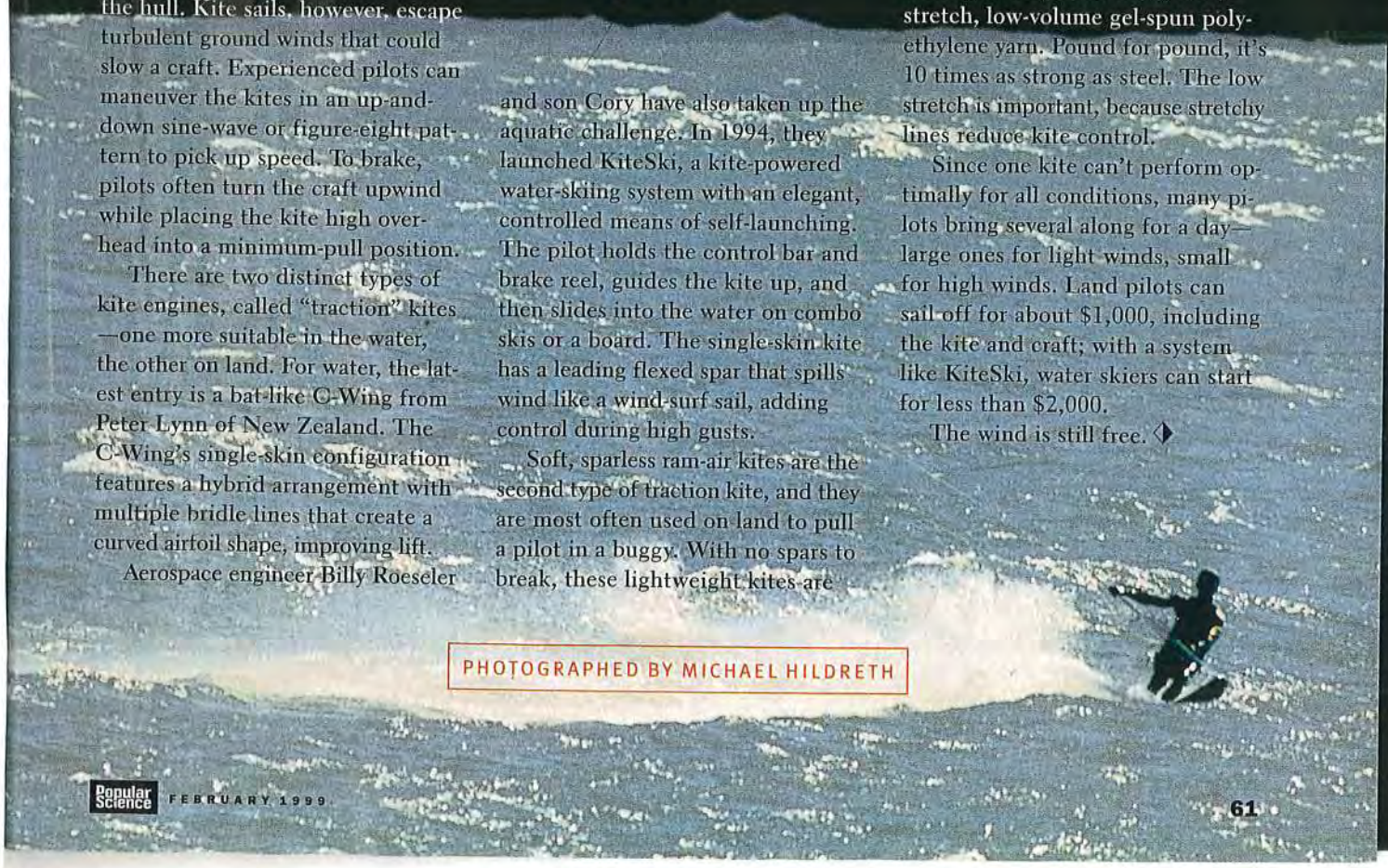
Soft, sparless ram-air kites are the second type of traction kite, and they are most often used on land to pull a pilot in a buggy. With no spars to break, these lightweight kites are nearly indestructible and less likely to harm bystanders, and they can be rolled into a small bundle for travel. Blowing wind gives ram-air kites their aerodynamic shape. A finely tuned network of bridle lines establishes the angle of flight, maintains the arc of the airfoil, and connects the kite to the control lines.

One sophisticated example is the ram-air Quadrifoil 2004, from the Active People Corp. Its 3.3-meter width includes four pockets that fill with air to create a shape like a rectangular honeycomb.

To meet the demands of kite engines, sails have naturally become lighter and more durable. In light winds, when conventional ripstop nylon sail fabric stays earthbound, the Icarex P31 kite fabric takes off. Impregnated with a polycarbonate resin similar to that used in fighter jet canopies, Icarex is a finely woven ripstop polyester yarn that's 25 percent lighter than comparable nylon. Control lines for the fabric must also be high performance: Traction kites rely almost exclusively on AlliedSignal's Spectra Fiber, a low-stretch, low-volume gel-spun polyethylene yarn. Pound for pound, it's 10 times as strong as steel. The low stretch is important, because stretchy lines reduce kite control.

Since one kite can't perform optimally for all conditions, many pilots bring several along for a day—large ones for light winds, small for high winds. Land pilots can sail off for about $1,000, including the kite and craft; with a system like KiteSki, water skiers can start for less than $2,000.

The wind is still free. ◆



PHOTOGRAPHED BY MICHAEL HILDRETH

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Sculptor Seeks the Soul

the gorge magazine

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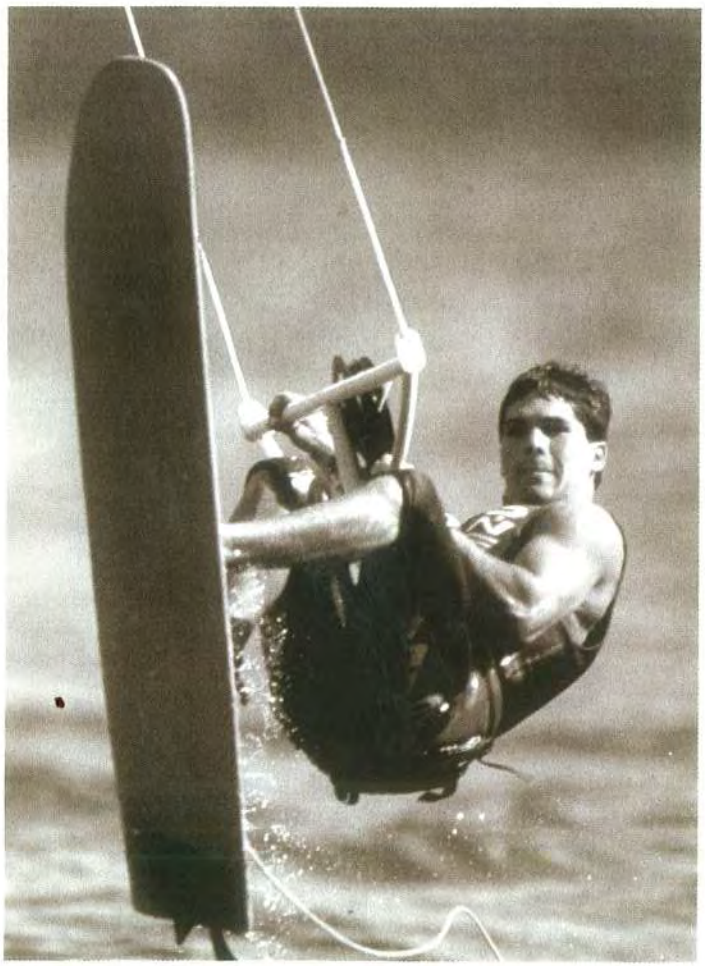


CORY ROESELER

BY ADAM LAPIERRE

Back when florescent wetsuits were cool and windsurfing was *the* watersport in the Gorge, a lone guy began appearing on the river being pulled on waterskis by a strange-looking kite. It seemed kinda crazy at the time but as it turns out, Cory Roeseler was onto something. We recently caught up with the ever-modest kiteboarding pioneer and longtime Gorge resident to talk kiting past and present.

What brought you to the Gorge?

CR: The wind, of course. A windsurfer and Boeing engineer friend of my dad's introduced us to the Gorge in 1987. The teaser wind in Kirkland, Wash., where I grew up, left much to be desired.

What was your role in the invention of kiteboarding?

CR: Early on, I was the teenaged test pilot for my dad's contraptions. After engineering school, I like to think I helped with kite, bar and board design, and we were granted a U.S. Patent for the Kiteski system, the first complete commercially available package for waterborne kiting. Then we discovered that a cool invention remains a business failure unless a market exists, so my efforts in the mid 1990s shifted to promotion, giving lessons and organizing competitions to stimulate the sport.

How was your dad involved in your early kiteboarding adventures?

CR: At first, he was the idea guy, and the contraption builder. Then he bought a Waverunner and was support crew for the dozens of water rescues. We operated that way until 1993, at which time the Kiteski system enabled water re-launch, and Dad ran the video camera.

Tell us about the first kiteboarding rig you ever used.

CR: I foolishly stepped off a lee shore in Port Townsend, Wash., into the Strait of Juan de Fuca with 40-year-old wood waterskis and a double stack of 1-square-meter delta-shaped stunt kites. Super Sky Darts from the local kite shop, I think. I used a pair of stunt kite handles, no harness, and three wetsuits. (It was February.) The 40 knots of wind was enough to get a 200-yard reach, but then I crashed in the riptide.

Describe the first time you tried to kite on the Columbia River.

CR: Dad launched me from the chilly Hood River just north of the footbridge. He thought the 200-foot lines would be sufficient to clear the trees and get my stack of 2-square-meter kites "up in the stronger, clean air aloft." I was skeptical, but gullible, as I shoved my feet into my ski bindings. I managed to keep the stack flying until I reached the Columbia. No sandbar existed in 1987. I worked the undersized kites hard to keep myself planing until dumping them in the water near the bridge. That five-minute ride had me hooked.

Early forms of kiting were physically punishing. Why did you keep doing it?

CR: Dad predicted we could use kites to set the world speed-sailing record for 500 meters. At that time, it was 38.86 knots, and I could definitely see the potential.

In those early days, did you ever think kiteboarding would become what it is today?

CR: In terms of speed-sailing, yes. Freestyle kiting surpassed our wildest expectations, and the upwind performance of today's race gear continues to drive a part of sailing that was very difficult to predict 25 years ago.

Tell us about the first time you entered the Gorge Blowout [a downwind race from Cascade Locks to Hood River].

CR: The organizers rejected my registration, claiming it was only for windsurfers. I launched a stack of flexi-foil kites on 40-meter lines and crawled down the boulders where the Sternwheeler docks. A minute or two after the wall of approximately 200 windsurfers started, I began weaving my way through traffic. I rode the same 1970s-era honeycomb Jobe jumper combo waterskis that I still use today and, by that time, had a 6-foot aluminum tube for a control bar and a butt harness. I finished about 20th, which was fast enough to turn some heads.

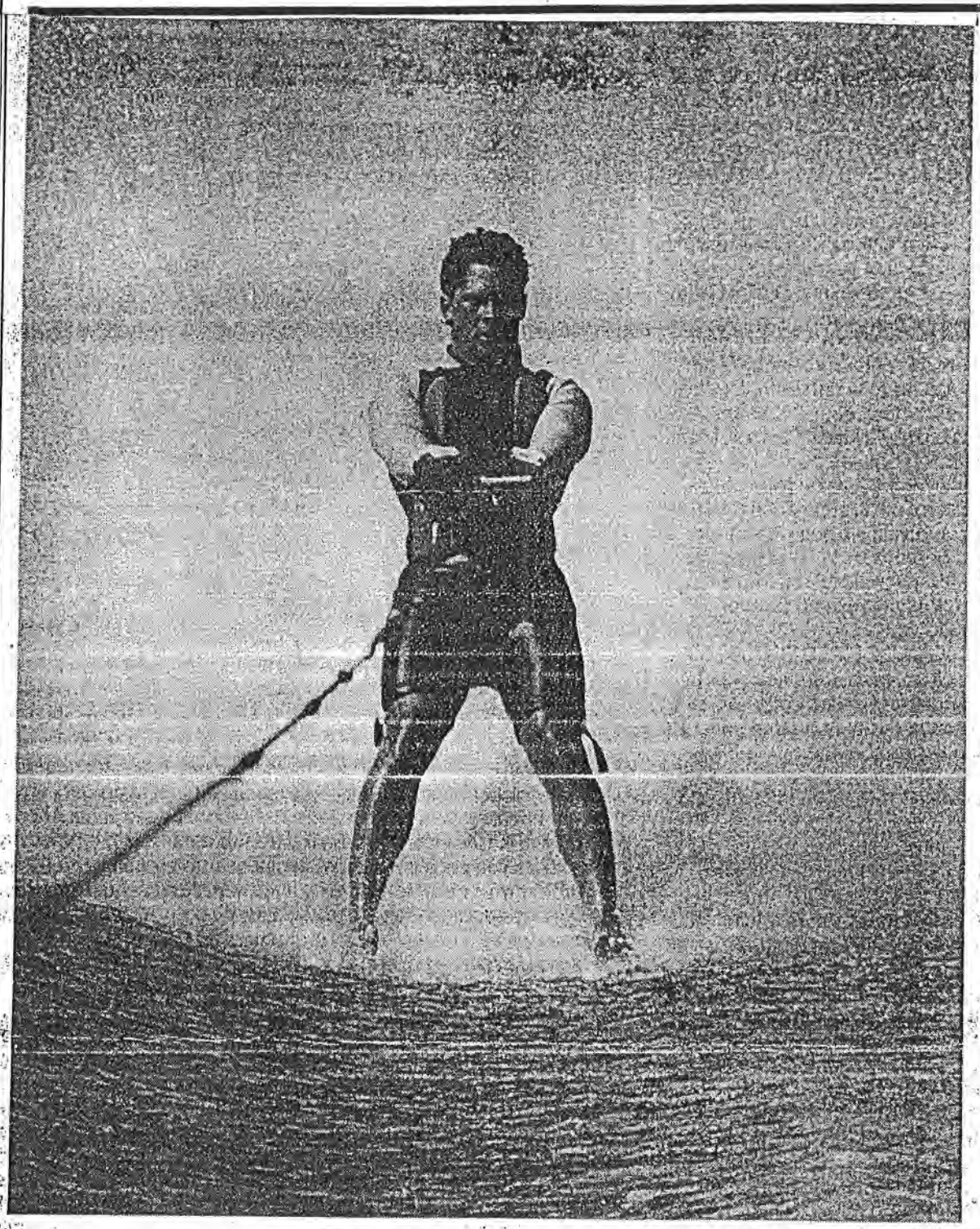
What's it like to see your two sons kiteboarding?

CR: Riding with them is definitely fun. It's also nerve-racking. We struggle with the balance between enjoying all that kiting has to offer and staying safe.

What do you think windsports mean to the Columbia Gorge today?

CR: The kites, sailboats and windsurfers definitely contribute to the scenery. They provide outlets for many of us nerds who live and work here, and have created a few low-wage jobs. Beyond that, I can't say.

KIRKLAND SPORTS



Roeseler best in west

Cory Roeseler, a 1988 graduate of Lake Washington High School, competed in the collegiate Western Region Water Ski championships two weekends ago, taking first place in the jump and slalom events and third in tricks. In the regional championships, he beat out 50 competitors from 13 schools. His success in those events earned team for the third year in a row, and, as the #1 seed representing the west, he was chosen to be the team captain for the national championships in Florida last weekend. Roeseler is the captain of the Univ. of Calif. Santa Barbara Water Ski team, where he is a junior majoring in mechanical engineering.

—Contributed Photo

LW grad rides speedy sails to victory

The Johnny Walker Speed Week wasn't as speedy as Cory Roeseler would have liked, but the Lake Washington High graduate nonetheless came up a winner in his second "big-time" speed sailing event.

Roeseler, using water skis and a Flexi-Foil kite, finished first in his class — 10-square-meter sails — in the recently completed competition in Weymouth, England. He averaged 19.89 knots over the 500-meter course.

"The winds were only 10-15 knots, with maybe a maximum of 20," said Roeseler, a freshman at the University of California-Santa Barbara. "If we would have had 30 knots of wind, we could have broken the world record."

The world mark is 38.68 knots, held by French windsurfer Pascal Maka.

Winds were too light for most of the nine days Roeseler and his crew were in England. The crew included Tony Rusi, a Boeing engineer who lives in Kirkland.

Roeseler, 18, has been water skiing since he was 8 and flying kites the last couple of years. His type of sailing utilizes both activities. He said there were only three regulations for his class: the apparatus had to be wind-powered, it had to carry a person and it had to accelerate from a stop position.

The mechanical engineering student won 700 pounds (about $1,360 American) in the Johnny Walker, which drew speed sailors from all over the world. He only wishes there were many more such events and more time and money to devote to developing his craft.

"If we could develop it into a full-time sport and make it profitable," he said, "I'd love to do it as my business."

Roeseler's first big competition was The Blowout, a race on the Columbia River Gorge in August. He finished 47th in a field of 200.

At UC-Santa Barbara, Roeseler is on the water-ski and lacrosse teams, which are both club sports. He played football for LW, where he also participated in lacrosse, wrestling and track.

THE SUNDAY TELEGRAPH OCTOBER 23 1988

SPORT

Chilling wind for speeders

YACHTING
David Pelly

THE FUTURE of the International Speed Sailing championships at Portland Harbour, where for the third year running there was insufficient wind for any serious attempt on the outright world record, seems to be in jeopardy.

Sponsors Johnnie Walker have now withdrawn to concentrate on golf and the Royal Yachting Association has not found a replacement.

There is also a feeling among the top board-sailors that a major speed event on one week each year is the wrong approach as the chance of ideal weather is a lottery.

In contrast, a French group, which has created a special course by digging a 500-metre trench across the sand flats of the Camargue, will have a complete timing and observing team on standby for the next six weeks.

Members of the British Speed Sailing Association hope to start using a new course on the marine lake at West Kirby this autumn.

They intend to wait for a strong winds forecast before dashing to Lancashire, but cannot afford the French approach of keeping a full technical team on permanent standby. To qualify for a world record, an official observer from another country has to be present.

The best speed achieved at Portland this week was 28.8 knots, jointly by French boardsailors Manuel Bertin and Pascal Maka — well short of Maka's world record of 38.86 knots. One bright spot was a new record in C-class by the hydrofoil boat Loisirs 3000, sailed by the intrepid Bretons Jean-Bernard Cunin and Maurice Gahagnon.

DAVID ROSEN/Daily Nexus

ne may be conservative and the other wild, Debbie Goldhnstone are friends on and off the court.

ng number-one doubles? I was so embarrassed."

While Johnstone enjoys success in both singles and doubles competition, Goldberger admits that she plays much better in doubles. Both players insist that working together to win a match is much more gratifying than a singles victory. It helps, Goldberger said, that collegiate tennis gives singles and doubles matches equal weight.

"In tennis, it's pretty much singles almost your whole life, because the doubles was never that important," she said. "Then when you get to college, you can do just as much with doubles. After singles, whenever we go to play doubles, I'm always so much more relaxed."

With doubles play immediately following singles competition, Johnstone and Goldberger sometimes find themselves in a position where their match will decide which school gets the victory. In an effort to ensure that more of the wins rung up on UCSB's side the scoreboard, first-year head Coach Chris

of the points were going longer than they should have. That's something they've gotten a lot better at, and they're more threatening because of it."

Off the court, Johnstone and Goldberger retain much of their chemistry. Though they say they don't see a great deal of each other outside of tennis, the two have forged a strong friendship through team functions and daily workouts.

"God knows why ... we're totally different," Johnstone said. "Our social lives are different. (Goldberger) was more conservative, but now she goes out a lot more."

"She's corrupted me," Goldberger laughed.

But the two are strictly business once they set foot on the tennis court. They won't know their seed for the NCAAs until they arrive in Stanford this weekend, but that doesn't concern them. Nor does the thought that a loss will bring an end to this partnership. When it's over, they have three exceptional season's worth of memories.

"We've already been so

Two Waterskiers Show At All-Star Tourney

Two UCSB waterskiers strutted their stuff last weekend at the annual Collegiate All-Star Tournament in Groveland, Florida. Juniors Cory Roeseler and Chris Renz were two of five competitors selected from the Western region to take part in the event. Roeseler competed in all three events, placing 17th in the slalom competition, 19th in tricks and 16th in the jump event. Renz took part in just the trick competition and finished 22nd.

"It was a lot more competitive this year than it was last year," said Roeseler, who was seeded first in the Western region in both the slalom and jump events as well as third in the trick competition. "The were a lot of people from other regions that are not only on their college teams, but compete professionally as well. I'd say there were about 10 or 12 skiers who are active on the pro circuit."

Roeseler racked up with 580 points in the trick competition, 35 buoys in the slalom and a jump of 84 feet to finish 9th overall. Renz amassed a total of 480 points in the trick event. As a team, the Western region placed fifth overall.

"I would've liked to do a little bit better," Roeseler said. "It was just a pretty average performance. But I felt pretty good about it. A lot of skiers from the West might have gotten a little nervous — having to go all the way to Florida."

In all, five all-stars from each of six different regions throughout the nation competed in the tournament.

— Jonathan Okanes

CYCLE

Continued from p.8

cramping in the longer races lately."

In Sunday's criterium races, UCSB had hoped to do much better than on the previous day. However, the Gauchos failed to make any noise in any of the categories. As a result, Santa Barbara cycled themselves into submission and finished the year with an eighth-place conference ranking — a far cry from the stardom UCSB is used to.

After winning the national championship in 1988, UCSB has gradually slipped, finishing fourth nationally in 1989, sixth nationally last year and not even qualifying for this sea-

Recycle

Recycle

Recycle

The Stephen S. Goodspeed Internship

with the Vice Chancellor--Student Affairs is a salaried position open to all UCSB graduate and undergraduate students.

Ultimate Sailing V
A field study of Kite Powered Hydrofoil Theory

1 March, 1997
Cory Roeseler

Introduction:
Thanks to the recent advent of a popular hydrofoil waterski toy called the "Air Chair™," (Kitson, B. Roeseler; AYRS 118) and the modern Kiteski™, exciting sailing theories proposed by the Dutch Professor, J. G. Hagedoorn in the 1940's may now be proven (or disproven as the case may be.) A skilled rider may now take "off the shelf" hardware, ordered by phone and shipped to one's doorstep via UPS, and sail at 2.5 times wind speed while enjoying a hydrofoil smooth ride, kite sailing in a relaxed, sitting position (Fig. 1).

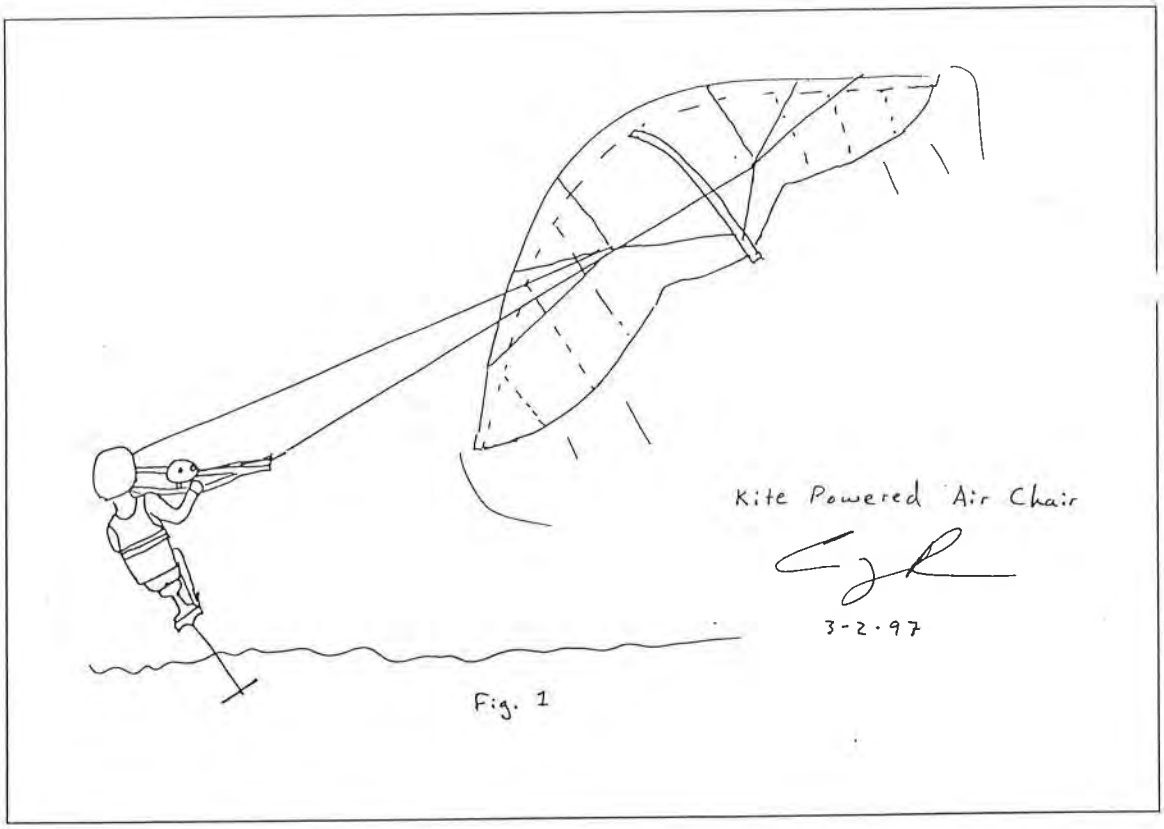


Fig. 1

The "hapa"
The Air chair, invented in the 1980's in Lake Arrowhead, California by Bob Wooley, a retired fire fighter, and Mike Murphy, a hot dog waterskier, is a 5 ft x 1 ft water ski with a short stool and sturdy lap belt bolted to the tail. Sturdy bindings fix the feet to the nose. Directly beneath the stool, a single 3 foot vertical strut is fastened. A flat plate aluminum foil of aspect ratio 1.5 and 18" span provides lift at the bottom of the strut. A 1" x 1" solid aluminum fuselage extends aft 10 inches to a horizontal tail stabilizer of aspect ratio 2 and 12" span. The tail stabilizer has slightly less angle of attack for pitch stability and snappy jumps.

We measured a required towing force of 20 lbs at 10 kts boat speed using a spring scale in series with the tow rope. With a total weight of 200 lbs, we get L/D = 200/20 = 10 (Fig. 2).

The "sail"
The Kiteski is a kite powered waterski system developed for the recreational water sports enthusiast. It is water launchable in deep water without assistance of any kind, and its weatherly performance is sufficient, in most cases, to return to the starting point without an upwind hike at the end of the ride. The standard "skiing" version is featured in AYRS 118 Ultimate Sailing III.

These two toys, coupled with a rider who has mastered the Air chair behind a motorboat and the Kiteski with its standard skis, provide useful data for the system proposed by Dr. Hagedoorn 50 years ago, all for under $3000 USD.

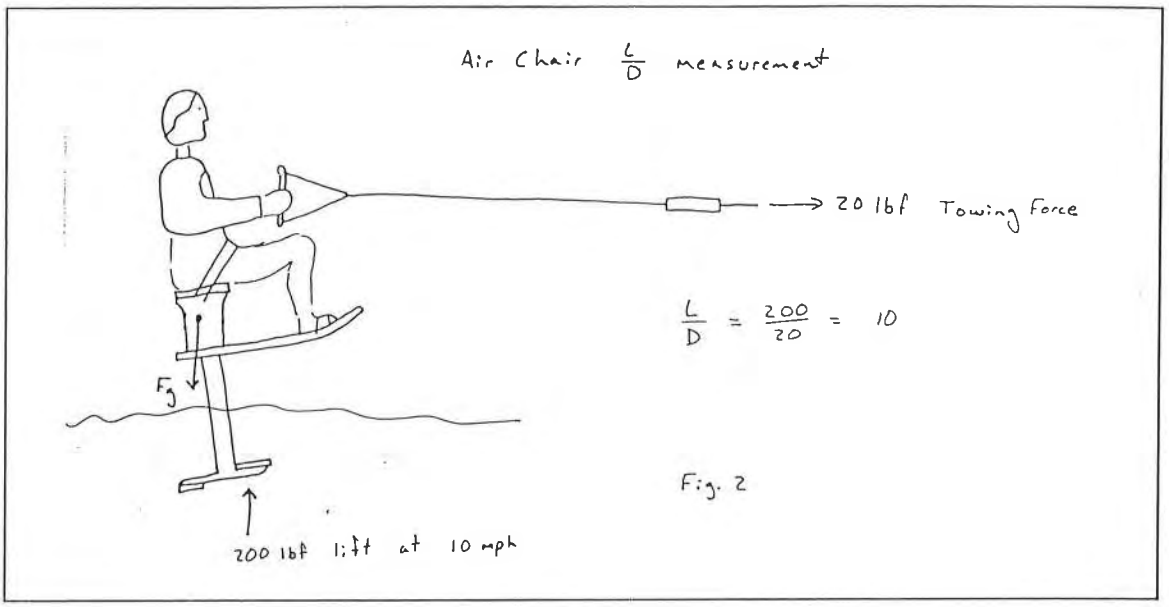


Fig. 2

The competition:
3 years ago I made my first attempt at "Kite powered Air Chair" with little success. I had been trying, unsuccessfully, to keep up with Greg Ketterman in his Tri-foiler in 10 knot wind and 6 inch chop while I was riding a standard Kiteski. He was literally sailing circles around me.

First try:
This motivated me to replace my draggy skis with the more efficient Air Chair. I was able to get planing and speed across Los Angeles Harbor for 200 m sprints, but could not manage a water start without help from the chase boat crew, nor could I make use of the windsurfing seat harness that I wore. My grip only lasted a few minutes and the ride ended with sore forearms.

The learning curve:
I tried the kite powered Air Chair again in '94 and '95 and once or twice in '96, but I was mainly learning to loop and double loop the "fun board" with the kiteski. More advanced forms of sailing could wait, I felt, until the TV people quit drooling over the aerial tricks possible with the standard Kiteski.

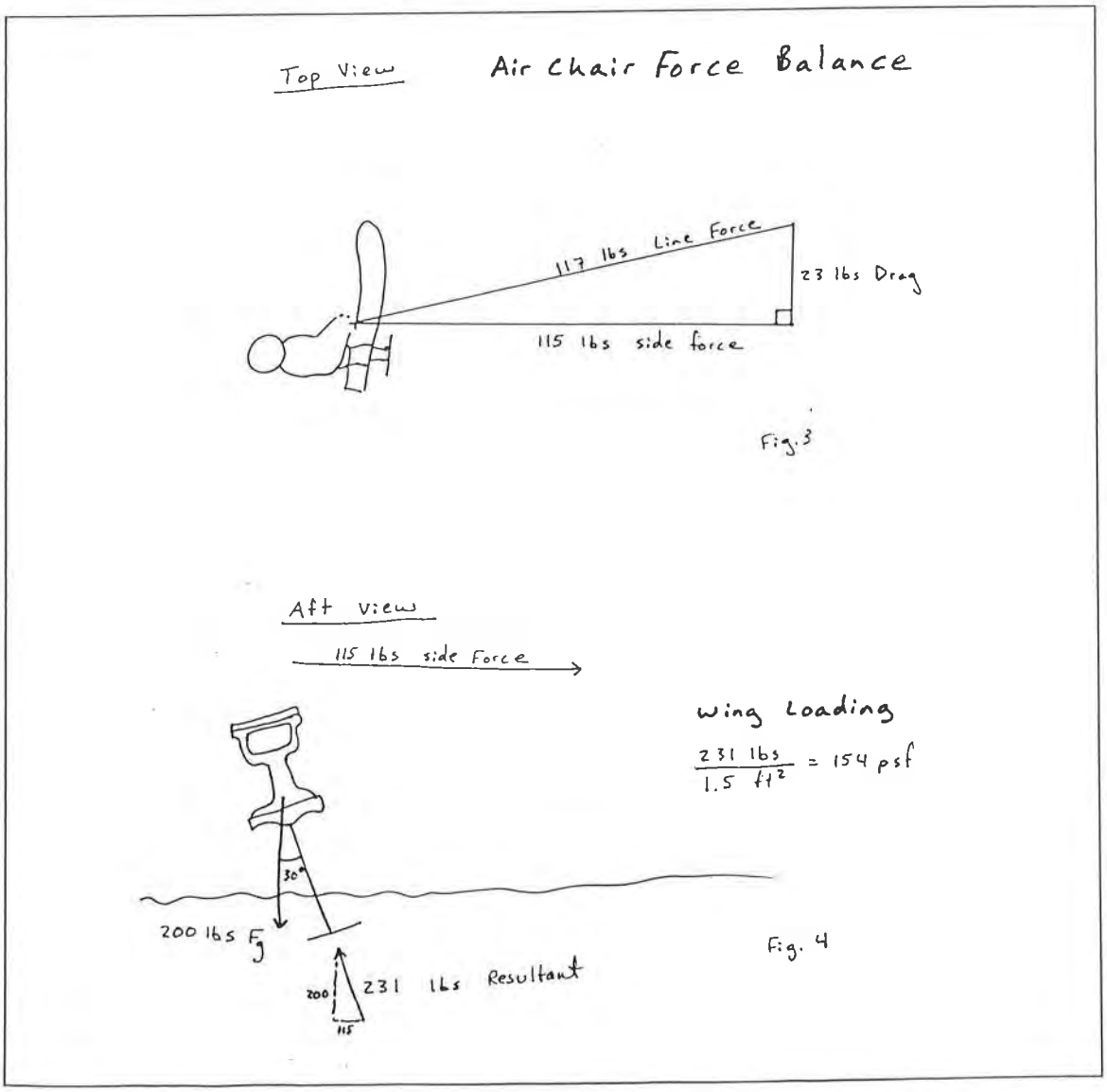
Mastery:
Late last summer I found myself riding the kite powered Air Chair increasingly more often, until I felt comfortable going out alone. By the end of the summer, the waterstart had been mastered, sailing to windward was possible but still inconsistent. I still had to rely on the 2 knot favorable current which makes the Columbia River Gorge famous as a "user friendly" sailing spot. The best conditions seemed to be when the windsurfers were idling/swimming in at the end of the day, and parts of the river almost seemed to glass over.

I would see a dark patch of water and burst onto a plane. By keeping the kite fairly low, hooking into the chest harness, and "edging" the Air Chair at roughly 30 degrees I could manage short, close hauled reaches at 70-80 degrees to the true wind. Inevitably my speed would either increase to the point where the loads stood me up and steered me to leeward, or I would lose power and stall the hydrofoil, sinking to my neck. At rest, the net buoyancy of the whole system may only be 10 lbs including the life vest.

The show:
The high points occurred when a gust came at the right time, and I zipped past a windsurfer heading for the beach. The others were packing their gear while cheering on the crazy guy on that "chair thing." Once or twice I was able to give a show with a high flying backwards loop on the chair thrown into a jibe near shore, and sail away without falling off a plane. (Can Tri-foiler do that?) A loop with the kite was then required to untwist the lines on the ensuing reach.

Attained speeds:
Unfortunately, I have no speedometer on the Air chair (yet), and have not used it on a speed course. However, I can guess the speeds based on a similar 'feel' while being towed behind a ski boat equipped with a speedometer. In 10 knots of wind, the kite powered Air chair will cruise at 10-15 knots at 90 degrees to the true wind. Note that the ski is often kissing the wave tops under these conditions. Intermittent hull drag may not be avoided.

As you bear off to 120-130 degrees off the wind, it becomes much easier to keep the ski off the water, with maximum speeds around 25-30 kts. A constant, 30 degree lean to windward is required to balance side forces generated by the kite. The resultant is a 231 lbs lifting force on the main hydrofoil. For L/D = 10, the hydrodynamic drag is 23 lbs, and the required line force on the tether is 117 lbs (Fig. 3 and 4).



The aero-hydrodynamic forces:
Figure 5 balances the forces for a kite powered Air Chair flying at 30 knots, 120 deg. off the 10 knot true wind. The relative wind is 26 knots at 19 deg from the port bow, and the 117 lbs required line force "seems" realistic from my experience. This has not yet been measured.

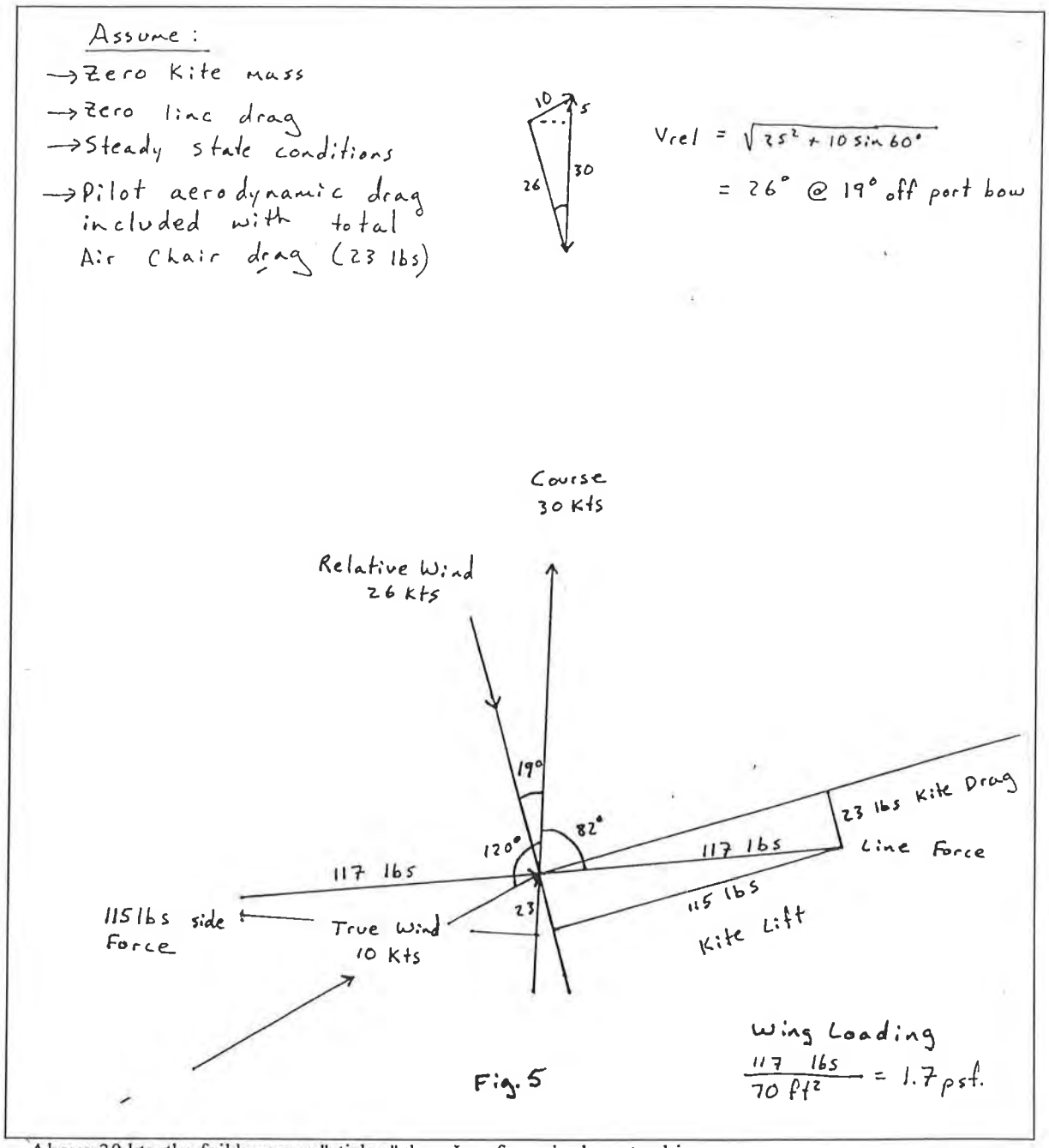


Fig. 5

Above 30 kts. the foil becomes "sticky," thus, I prefer a single waterski.

Relevance to Ultimate Sailing:
I realize Hagedoorn proposed that the hydrofoil be tilted to leeward with the strut under tension and negative net vertical lift of the foil (hapa or sea dog), and I understand and admire the extensive studies performed by Theo Schmidt, Didier Costes, and Paul Ashford on this subject (and presented in AYRS 114 and 118). I regret to report that I have tried this method too. When hooked into the chest harness with the

kite flying at a high angle the Air chair has a tendency to dive. This gives the foil a negative attack angle, and my spine becomes a tension member in series with the tether--a very uncomfortable sailing position. (I expect criticism for this). My physical therapist suggests that this may be a more primitive form of ultimate sailing.

AYRS pub. 118 illustrates this concept in Figure 2 of a paper by Theo Schmidt. The caption reads: "Kite and Hapa of Dr. Collodon (1845) see AYRS 108" -- certainly an early concept, if not primitive. (Fig. 6)

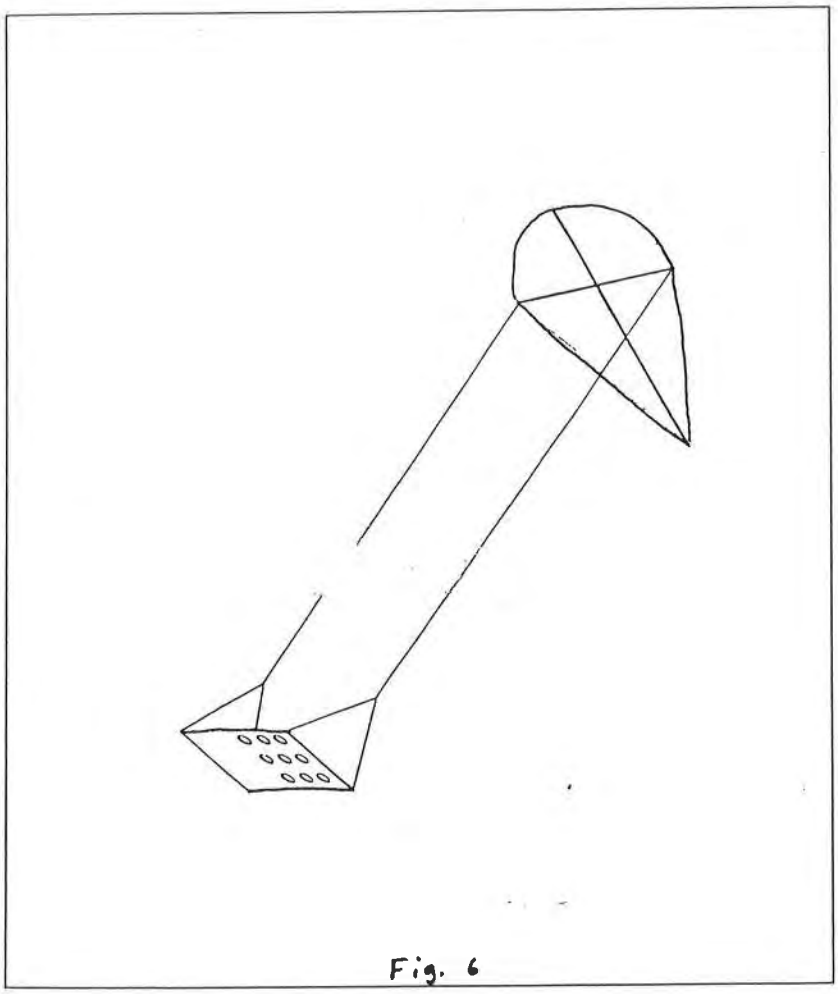


Fig. 6

I also understand that Hagedoorn and others have proposed parafoil type kites for this application. I wholeheartedly disagree. Much of the time spent with the existing contraption is indeed swimming with it, and I would much prefer to swim with a framed kite and 8 bridle lines than a parafoil and 100 bridle lines. Even a fully inflated, water-launchable parafoil like the French "Wipica™" doesn't interest me since it would never completely stop pulling, even after it hit the water.

An Air chair crash often ends with the chair behind the rider, and the kite dragging him face first through the water. At this point, the kite hitting the water comes as a great relief and opportunity to take a breath.

The plan:

This summer, I hope to refine my ability to sail to windward on the Air chair. I promise to record some speeds with a Speedwatch™ and take pictures now that survival isn't the main objective. Mike Murphy may be joining me, and we hope to find a way to teach others to enjoy the thrill of sailing/flying at 3 times wind speed for under $3000 USD. As always, feedback is not only welcome, but expected.

NTSC or PAL Video available upon request.

Specifications:

Sail area	70 ft^2	Hydrofoil span	1.5 ft
Wing span	22 ft	Hydrofoil area	1.5 ft^2
Kite weight	6 lbs	L.O.A.	5 ft
Line length	150 ft	Beam	1 ft
Air Chair weight	45 lbs	Wind range	10-20 kts.

SKY SAIL PROGRESS
Kite Sailing Consultants
Composite Structures

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Kirkland, WA 98033
206 322-6355

Kite Sailing

For years, men and women have enjoyed the fantasy of soaring like the birds, rising aloft on the slightest thermal or ridge lift, then gliding effortlessly over rocks and trees in search of food or perhaps just the perfect landing spot. With modern glider and sailboard technology, we can approach this fantasy, but gliders require tow planes or other mechanical means to get aloft, and sailboards restrict flight to the first few feet above the water. Even hang gliders, which most nearly approximate natural flight today, require a lift to the top of the mountain or cliff.

Of all the flying things made by man, only balloons and kites can rise aloft without burning fuel. Balloons will always have a place in serenity, but storage and deployment present special problems. That leaves kites alone as the popular link between sky and sand, the most probable fulfillment of mankind's fantasy of soaring like the birds, the logical connection between mechanical and natural flight.

Equally prevalent in the history of mankind has been the drive for adventure. Roman conquerors roamed the earth in search of people to take as servants. Viking and Chinese sailors spread their civilizations over large parts of the world by taming the seas. The New World was discovered and colonized by British, French, and Spanish adventurers. Then came the bomb, and war became obsolete. Our generation is faced with finding new ways of expressing ourselves without resorting to violence, for the ultimate expression of violence today is nuclear war, a consequence too horrible to imagine, and clearly not the choice of any nation.

The spread of sailboard technology in the past 20 years has underscored our committment to fantasy and adventure. Spots like the Columbia River Gorge, thought to be almost uninhabitable due to high winds, have become Mecca to thousands of world class sailors. Except for a few low bridges, "The Gorge" embraces kite sailing as no other spot in our experience. We have made half a dozen trips to "The Gorge" to commune with the boardheads and to test our kites against the mighty Columbia.

We have extended our runs from two hundred yards to 20 miles in one year. Speeds have increased from 20 to 40 kts, and we are fully competitive with the fastest sailboards off the wind. We need to improve windward performance, as the requirement for a chase boat severely restricts our operation.

Kite sailing is the next logical step beyond board sailing in our quest for natural flight and adventure. By taking advantage of the higher winds aloft and the higher relative wind speeds, the kite sailor can disassociate the wing from the hull. A variety of hull shapes are suitable, with "Jacobs Ladder" enjoying early success with a catamaran, Cory Roeseler making best speeds on two ordinary water skis, and hydroplanes and hydrofoils in the future.

By combining glider technology with offshore powerboat technology, good motor sailors in the 40-80 kt speed range are practical. There is no reason why the sailing speed record couldn't hit iceboat speeds of 120 kts within ten years. The folks in on the beginning of this technology should enjoy a good bit of natural flight and adventure.

Wm G. Roeseler
8/20/88

Shut up and Ski

KITE-SKIING *Ein Fortbewegungsmittel der besonderen Art, ausprobiert und durchlitten von Dieter Loibner, unserem Mann in Kalifornien*

Faschingsamstag war's. Villach, Rio, New Orleans – überall hätte ich mich dem Anlaß entsprechend dekoriert unter die Narren begeben können, nur in Südkalifornien stand diesbezüglich nichts auf dem Programm. Dennoch: Ausreden zählten nicht, eine Verkleidung mußte her. Badehosen statt Pappnase, Wasserski statt Faßldauben und ein Lenkdrachen von gigantomanischen Ausmaßen. Zur Hardware kam dann noch der Optimismus, daß man sich mit diesem Outfit auf dem Wasser mehr oder weniger flott fortbewegen könnte. Wasserskifahren ohne Motorboot? Klingt ja fast wie Bier ohne Alkohol oder Porsche zum Treten. Und das im Fasching.

Kiteskiing heißt der neue Trend, entwickelt von Billy Roeseler, einem Aerodynamiker, der seine besten Jahre Boeing und seinem Sohn Cory, seines Zeichens Wasserskimeister, geopfert hatte. Die Idee ist so einfach wie wirkungsvoll: Anstelle eines Motorboots wird der Wind als Antriebsquelle genutzt, Rigg und Segel der bekannten Machart werden von einem Drachen ersetzt, und an zwei Leinen hängt das tapfere Schneiderlein, um den Höllenritt über die Wellen zu meistern. Seit einem Jahr ist Kiteskiing ein Geschäft, und die Haupterkenntnis, die sich aus über hundert verkauften Einheiten destillieren läßt, lautet: Aller Anfang ist patschert.

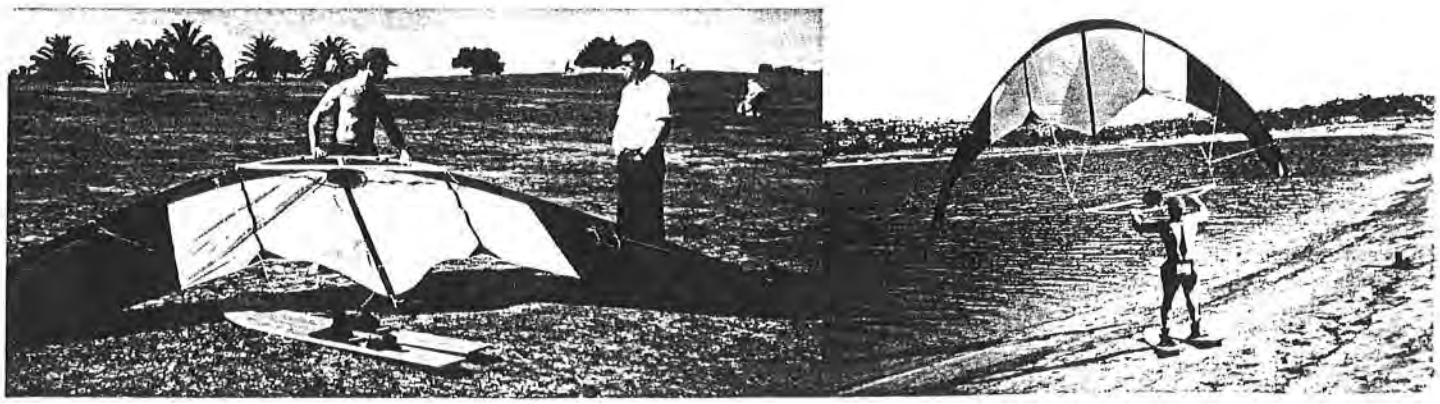
FOTOS: DIETER LOIBNER

KITE-SKIING: Segelerfahrung allein macht noch keinen Meister, jenseits von 4 Beaufort kommt Freude auf

Wer jetzt behauptet, auf der Donauinsel derartiges bereits gesehen zu haben, bedarf einer kleinen Belehrung: Die Bauart des Lenkdrachens ist ähnlich, Kohlefasergestänge plus 1,5 Unzen Spinnakernylon, nur die Dimensionen wurden potenziert. Das Fluggerät entwickelt mörderische Zugkräfte und verhält sich zu einem Spielzeugdrachen wie eine 1000er-Rennmaschine zu einem Dreiradler. Die beiden Steuerleinen aus Spectra haben zarte 500 kg Bruchlast, die „Segelfläche" beträgt etwa 10 Quadratmeter. Wer einmal ein 6-m²-Surfsegel bei mehr als 3 Beaufort in Betrieb genommen hat, wird verstehen, daß ein derartiges Monstrum nicht locker aus der Hand gefahren werden kann, außer man heißt Terminator und verfügt über einen Fünfziger-Ärmel. Weniger robust gebaute Sportsfreunde verwenden die mitgelieferte Aluminiumlenkstange, auf der eine Doppelspule und eine Bremse für die Leinen montiert sind und schnallen sich zur Armschonung ein listiges Trapezhoserl um. Kärntner Kiteskier würden ohne dieses hilfreiche Extra in Kürze ein physisches Erscheinungsbild annehmen, das stark an ihren Urahnen, den berühmten Orang-Utnig erinnert.

Glaubt man dem Video und dem Beipacktext, entspräche der Schwierigkeitsgrad von Kiteskiing dem Abfahren eines Idiotenhügels in der Skischule, unerwünschte Nebenwirkungen ausgeschlossen. Um sich mit dem unkonventionellen Sportartikel vertraut zu machen, muß man in Lektion 1 beweisen, daß man mit einem 20-Fuß-Lenkdrachen an Land etwas anzufangen weiß. Mir wurde das Privileg zuteil, mit dem Modell Turbo (= 24 Fuß Spannweite) zur Tat schreiten zu dürfen, weil die Brise an diesem Samstag bestenfalls ein Faschingshuster war und ich trotz des erfolgreichen Abbaus meiner Finnwamp'n immer noch nicht zur Kategorie der Schmalgepickten zähle.

Die flotten Marketingsprüche waren schnell widerlegt. Kaum hatte ich das Monstrum von einem Drachen in der Luft, ging ich – Whoaaa! – teils über den Sandstrand schleifend, teils schwebend wie Hatschi-Bratschi, auf eine Reise nach Lee. Dort lag – sehr zu meinem Unbehagen – Tacoland, das man ohne gültige Reisedokumente unbedingt meiden sollte. Die mexikanischen Abfangjäger stiegen bereits auf, um eine flagrante Verletzung des Luftraumes von Tijuana zu vereiteln. Bevor der erste in aussichtsreicher Schußposition war, konnte ich den Drachen im Niemandsland zum Absturz bringen, ohne dabei die im Dickicht lauernden illegalen Grenzgänger zu erschlagen. Mein Lehrmeister – der Erfinder himself – befand, daß ich nach dieser Demonstration meiner Flugtauglichkeit reif für den Showdown sei. Mit angeschnallten Wasserskiern wartete ich im bauchtiefen Wasser, wohin mir die Lenkstange mit voll ausgerollten Spectraleinen und dem wildgewordenen Drachen nachgereicht wurde. Aaaaction! Knie anziehen, Skispitzen aus dem Wasser, Dra-



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chen in Position bringen. Augen zu, und innerhalb von Sekundenbruchteilen war ich der stolze erste Kiteskier der Zweiten Republik. Daß das Vergnügen ein kurzes war, ist nicht sooo ·chtig, sei aber der Ordnung halber erwähnt.

Jetzt hieß es die Kanten einsetzen, damit genug Lateralwiderstand aufgebaut wird und ein halbwegs vernünftiger Halbwindkurs gesteuert werden kann. An Land hat man mit dem Drachen seine liebe Not, doch auf dem Wasser war alles easy. Zu easy, wie sich gleich herausstellen sollte, denn ich begann sofort, das Fluggerät in Luv zu überholen. Dies wiederum kränkte den Drachen dermaßen, daß er sich mangels Auftrieb in die Fluten der Mission Bay stürzte, aus denen er trotz guten Zuredens nicht wieder aufsteigen wollte: Nix war's mit dem flotten Wasserstart. Es kam wie es kommen mußte: Mit Schwimmweste und Badehose eher spärlich bekleidet, mit sämtlichen Utensilien im Schlepptau und ·hr zum Gaudium der .lreichen Schaulustigen, mußte ich zähneklappernd aufgefischt werden.

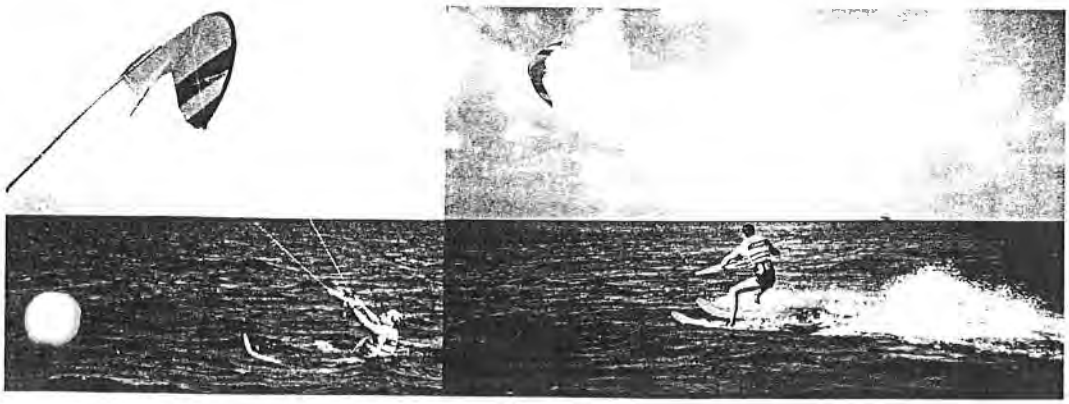
Sind Spastik und Koordinationsprobleme überwunden, paßt der Wind und hat man den Drachen ordentlich im Griff, dann, liebe Freunde der frivolen Blasmusik, geht die Post ab. Der geübte Freak steuert etwas höher als Halbwindkurs, nützt den nach schräg oben wirkenden Zug des Drachens, um über die Wellen zu springen – zehn Meter und mehr sind kein Problem – und wechselt die Fahrtrichtung mittels Powerhalse. Jenseits von 4 Beaufort kommt Freude auf, bis zu 35 Knoten wurden bei optimalen Bedingungen gemessen, ohne das Potential auch nur annähernd ausgeschöpft zu haben. Dies wäre laut Mr. Roeseler auch der geeignete Zeitpunkt, den Betrieb auf Monoski umzustellen und sich an den Beistrich in der Hos'n zu gewöhnen, den der Happel an unseren Kickern so wenig geschätzt hat. Logisch, daß die Kiteskier auf den Geschwindigkeitsweltrekord für windbetriebene Wasserfahrzeuge aus sind und dem derzeitigen Rekordhalter, dem australischen Ungetüm *Yellow Pages* auf den Pelz rücken wollen. Bis man aber diese Reife erlangt, heißt es wie beim Windsurfen üben und schwimmen, außerdem ist ein verläßliches Transportmittel auf Abruf für Anfänger äußerst empfehlenswert, damit die Rückkehr an den Ausgangspunkt sichergestellt ist.

Aus den gesammelten Erfahrungen konnte das Profil eines optimalen Reviers ermittelt werden: Die Karibik, wo Sandstrände endlos sind, das Wasser nicht unter 25 Grad hat und der Wind stur mit 4 bis 6 Bft. aus einer Richtung kommt. In Österreich fallen mir auf Anhieb nicht sonderlich viele Plätze ein, die diesen Vorgaben entsprächen. Etwas Kompromißbereitschaft vorausgesetzt, könnte ich mir dieses Vergnügen am Lago di Neusiedl jedoch sehr gut vorstellen. Ansonsten tut es für den Anfang ein windig gelegener Baggersee mit Schotterstrand, wenig Verkehr und keinen Hochspannungsleitungen über der Wasserfläche oder in unmittelbarer Nähe ...

Kiteskiing erfordert mehr Geschicklichkeit und Koordination als Windsurfen, Segelerfahrung alleine macht noch keinen Meister. Wichtiger ist vielmehr, daß man mit einem Lenkdrachen umzugehen versteht und einmal eine Runde Wasserski gefahren ist. Ab 3 Windstärken geht was weiter, für Fliegengewichte tut es eventuell etwas weniger, lustig wird es ab 4. Wer gerne weit reist und den Transport eines Bootes oder Bretts dabei eher störend empfindet, wird beim Kiteskiing auf seine Rechnung kommen. Zerlegt und verpackt verschwindet das G'spiel in einer Tasche, die in jedem besseren Kofferraum Platz findet oder die für im Flieger ohne Gepäckzuschlag eingecheckt werden kann. Vom ökologischen Standpunkt her stellt Kiteskiing eine umweltfreundliche Alternative zu allen Fortbewegungsarten auf dem Wasser dar, bei denen der Gashebel als Orgasmusbeschleuniger dient. □

WAS KOSTET DER SPASS?

Für knappe 2000 Dollar erhält man einen 20-Fuß-Drachen, spezielle Wasserski, Lenkstange mit Spule und Bremse, Steuerleinen aus Spectra, Gebrauchsanleitung, T-Shirt und Hut, damit man sich von diesen No-Fear-Typen deutlich abhebt, und eine Tasche, in die alles hineinpaßt. Zielgruppe sind alle, für die Stehsegeln zu wenig Herausforderung bietet, die nicht Mainstream und dennoch fit sind und die ihr Anderssein gerne überall hin mitnehmen wollen. Europa ist auf der Landkarte der Kiteskier noch ein weißer Fleck, daher wende man sich für weiterführende Produktinfo, ein Video, eine komplette Ausrüstung oder einen Distributionsvertrag an folgende Adresse: Kiteski, 5555 Santa Fe Street, Suite E, San Diego, CA 92109, Tel 619/274-3214, Fax 619/274-6830.

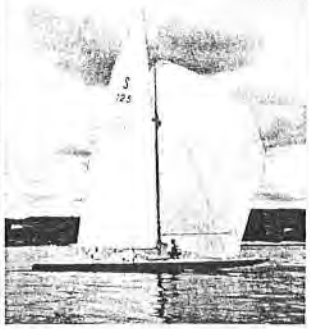


Attachment 3

DER MANN

Dr. Roman Hummelt
(mit Gattin Christine)
Regattasegler seit 1965 (Korsar, 35 m² Nationaler Kreuzer, Sonderklasse) Mitbegründer der bayrischen Traditionsflotte.

DAS SCHIFF:



Bibelot II
Nachbau 1992 in den USA der legendären Bibelot I - Baujahr 1910.
1. Platz Kaiserpokal Kiel 1911

DIE SEGEL:

RAUDASCHL·SEGEL

Rigg-Design von H. Raudaschl, Großsegel, durchgelattet, 5 oz Dacron 36,3 m²
Genua I 3,4 oz Dacron 26 m²
Genua III 5 oz Dacron 14,2 m²
Spinnaker Tristar 0,5 oz 110 m²

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Fax: 06138/30 53

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is available with a rear-zip, pull-cord style for comfort and easy on/off.

It has the movement capabilities and the color combos, but what about the impenetrable skin construction? Ski easy—all Ironskin wetsuits feature mauser stitching for durability, a double collar for a watertight seal, and beaded wrists and ankles for decreased water seepage.

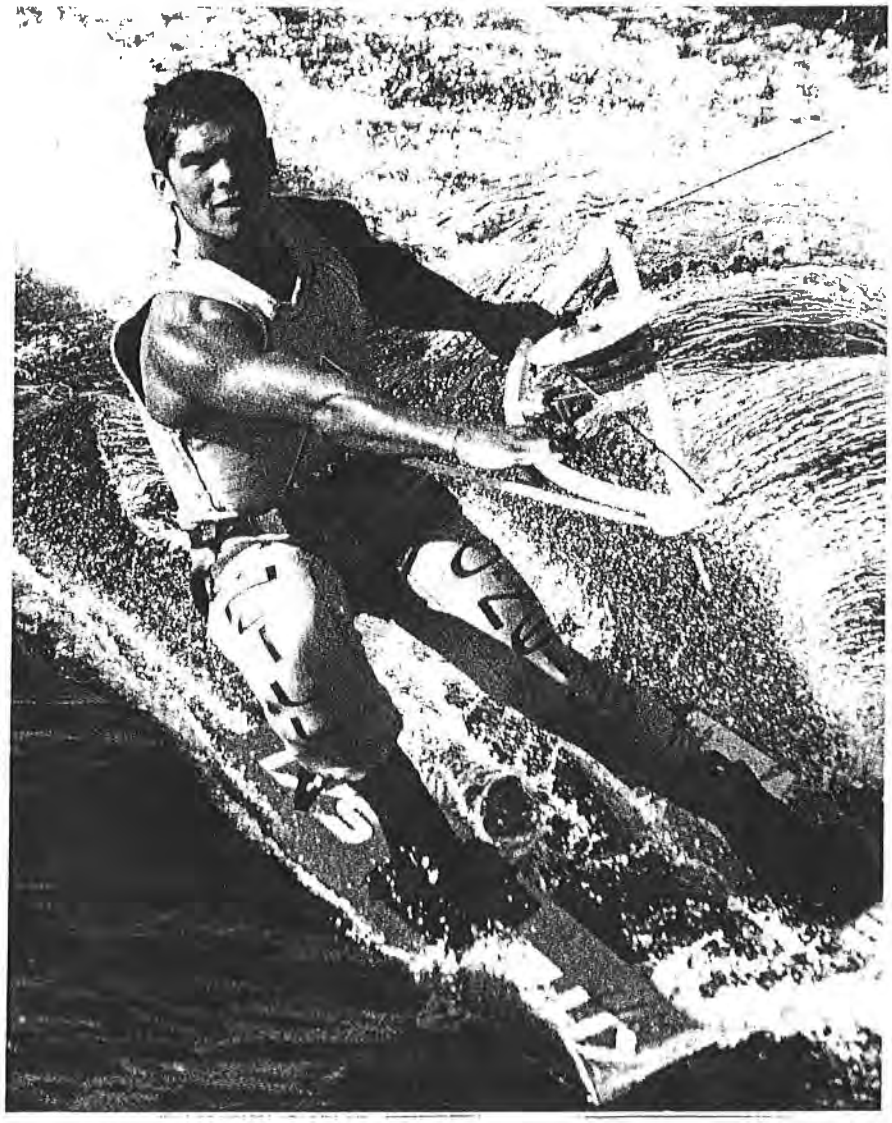
For more info on the Ironskin Series, contact Casad at 319 S. Park Dr., St. Marys, OH 45885. Ring the company at 419-394-7478, or circle 102.

BLOWN AWAY

If we had a dollar for every day the water's been blown out, we could easily afford what may be the most complimentary sport ever invented for water skiing—KiteSki.

KiteSki is the invention of aeronautical engineer Billy Roeseler. Along with his 23-year-old champion water skiing son Cory, Billy has been experimenting and refining the concept since 1987. Simply put, the KiteSki is a kite, a control bar, and water skis. It's basically a giant version of those high-performance kites you see buzzing around every park. But you can ski behind this one.

The control bar is their equivalent to our handle. This welded aluminum contraption transfers the power from the kite to you. Just like a windsurfing boom, it has a harness line that you hook into with a harness. On the control bar is a giant fishing reel-like device with two reels of Spectra line. The reel is tied to a disc hand-brake, just like on a mountain bike. This allows you to control how fast you let out the line. The skis themselves are high-lift, low-drag, neutral-buoyancy water skis (much like jump skis) and are available in two sizes for different weight skiers.



This setup gives kiteskiing tremendous speed potential.

If you think it's windy on the water, just think about how windy it is up 150 feet where you fly the kite. The company claims that speeds of 45 mph and jumps of 80 feet are possible.

For $1,495, you get all the components, plus a shirt, a cap, and a bag to carry it in—no gas, boat, or glassy conditions needed.

We had a chance to be KiteSkiers for free. We arrived at the site with the wind a respectable 12 to 15 knots—way too choppy for skiing. It looked like windsurfing weather.

Surprisingly, once our helpers got the kite up out of the water, we popped right up and were skiing. The amount of force the kite generates is both substantial yet easily controllable. Once we were up, the skiing part was amazingly easy—something any beginner could handle. The hard part, in the marginal conditions, was keeping the kite flying. Had it been windier, we could have just flown the kite and done a straight downwind run. But instead, in the light wind, Wehad to attempt to generate more kite power by diving it, and generate more "boat" speed by cutting across the wind.

Turning (or jibing, as they call it) is very easy—just like you're skiing behind a boat. You can also slalom ski or skiboard behind the kite. (Plus the kite leaves no wake).

If kiteskiing develops the way the Roeselers envision, one day we'll all be hoping for 20 knots and using our inboards for fishing.

For additional information, contact KiteSki, Inc. at 5555 Santa Fe St., Suite E, San Diego, CA 92109. For a free video, call 800-473-3214. Circling 105 won't get you the video, but it will save a phone call.

HOLD ME

If your boat was designed before the "beverage age," chances are it isn't loaded with 14 drink holders. And for today's boating enthusiasts, you

Kite-Powered Water-Skis A New Wave In Watercraft

Founded in April of 1992, KITESKI, . manufactures, markets and distributes an innovative line of wind/ e propelled products, catering ecifically to the international recreation and water sports industries. With the continual advances in e development of modern controllable kites, technical advances aerodynamics and the industry's wer, lightweight, high-strength mposite materials, the concept using kite power to propel a personal water craft is quickly breezing ough the watersport community. The unique combination of a kite nd water-skis have been proven to eliver extraordinary speed and performance — often times providing e Kiteskier with heartracing speeds up to 45 miles per hour — giving onventional sail boards a tremendous and competitive challenge.

Seeing the vast potential for the apabilities of kite-propulsion, ITESKI conducted extensive testing of prototype systems in optimum reas frequented by competitive oard sailors, such as Baja, California, the Columbia River Gorge and ther high-wind locations throughout North America.

KITESKI is a product realized by two very different yet cohesive visionaries — veteran hightech and consumer electronics marketer, Wayne Patterson, and former Boeing engineer and KITESKI Inventor, Billy Roeseler. Seeing the tremendous potential for the Kiteski concept, KITESKI was formed to provide the watersport industry with kite-propelled capabilities that will energize not only recreational water activities, but revolutionize marine transportation well into the next century.

At the core of the company's product line is the complete KITESKI package, designed for the watersport consumer. This package includes a durable, easily controllable 20 foot kite, accompanied by a pair of high-lift, low-drag water-skis, thin 500 pound test Spectra flying lines, a control bar with harness line for steering, a reel/brake assembly taken from the latest mountain bike technology, along with ancillary items like a T-shirt, sailing hat, instructional manual and heavy-duty cordura bag to transport the entire KITESKI package from home to water. Additionally, the company offers a brochure and a video at no charge to consumers who call the (800) 473-3214 number.

After more than five years of intensive product development and research, KITESKI is committed to responding to the ever changing needs of its customers with even faster, more powerful and more controllable kite-propelled products. With a vision to the future potential of wind power, KITESKI aims to provide the consumer with the highest quality, most technically advanced water craft products in the world. For more information, write Watercraft News, 16499 N.E. 19th Ave., N. Miami Beach, FL or call

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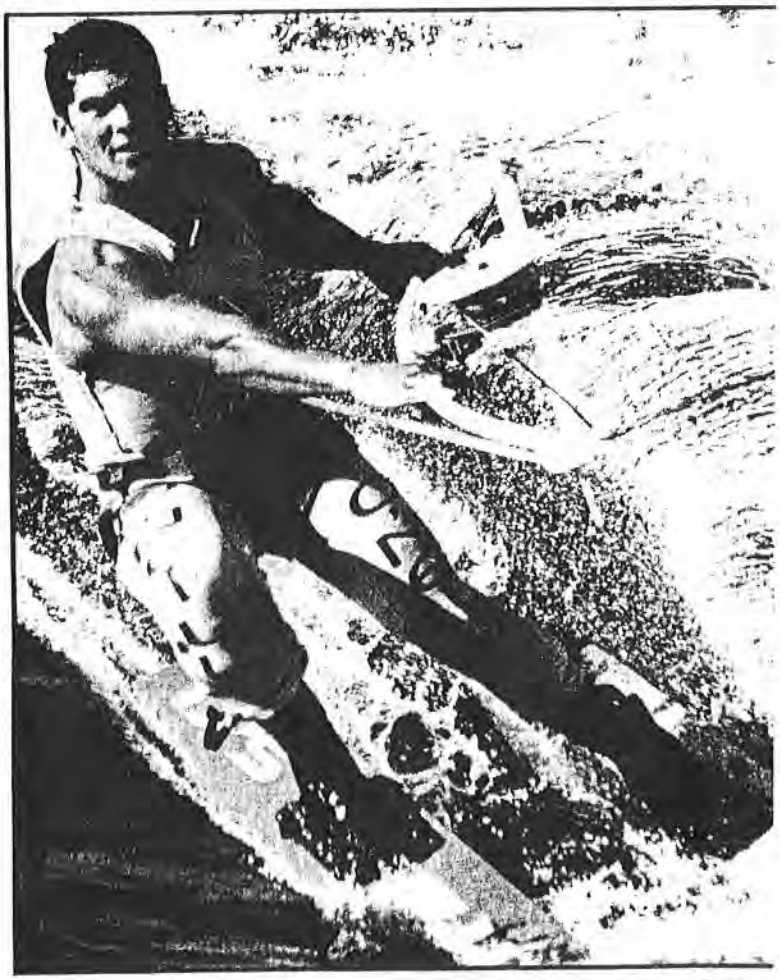
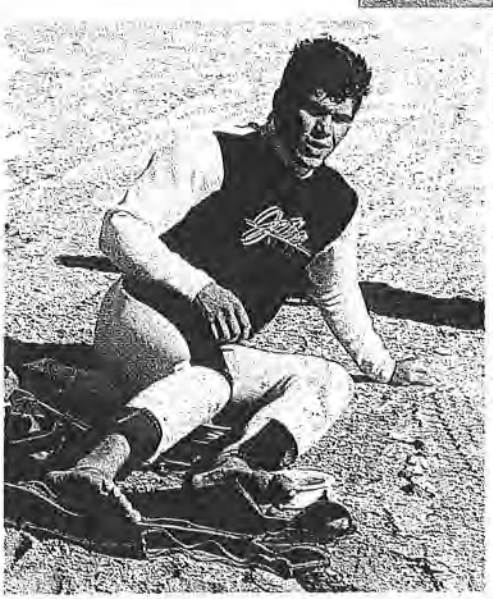


THE NEED FOR SPEED

by Garry Hoyt



Using a control bar to steer and maneuver his kites, Cory Roeseler (above and left) is able to jibe effortlessly and maintain speed even at 30 knots. Because his primary concentration has been on speed, and since skis do not provide lateral resistance, upwind sailing to date is less successful, though daggerboard-equipped cats can kitesail to weather quite effectively.

Go Sail A Kite

Consider the "sail plan" whose aerodynamic lift pulls you up and forward — not over and down.

In a properly unfettered quest for speed, you sometimes have to force a willingness to freely entertain the improbable. That said, let's consider making 30-plus knots on a pair of water skis, powered by a high-flying stack of kites. My first, offhand reaction is that this sounds ridiculously farfetched. How could you get the kite to go where you want it to go while underway? How would you start and stop? And besides (harumph), how can a pair of water skis be considered a proper boat, or any sort of boat at all? The whole idea is decidedly disrespectful...which is often an excellent place for innovation to begin.

Enter, from stage left, one Cory Roeseler, who recently and irreverently challenged a fleet of 180 of the world's fastest sailboard sailors in a unique 20-mile downwind river race from Cascade Locks to Hood River, Oregon. His reported time for the run was 56 minutes, which simple arithmetic shows be a very speedy passage in anybody's book, parti ularly since he did not sail in a straight line.

Cory's father, William Roeseler, an engineer a manager at United Technologies, sent along th report of the event, which graphically reveals t flavor of this refreshingly new design thrust f speed under sail: "For power, Cory had two 12-fo (wide) Flexifoils (kites), and another 16-footer. I used a pair of Jobe Jumper skis, and 150 feet of 50 pound Spectra Spiderline. Winds were 20 to knots with gusts as high as 40, and his avera speed over the water was close to 30 knots.

"He crisscrossed the mile-wide river 20 times the process of going 20 miles as the crow flies against a two-knot current. The swells rose to feet in spots, capped by two-foot chop that slow the chase boat to 20 knots (the chase boat, had been racing, would've finished 24th!). There we

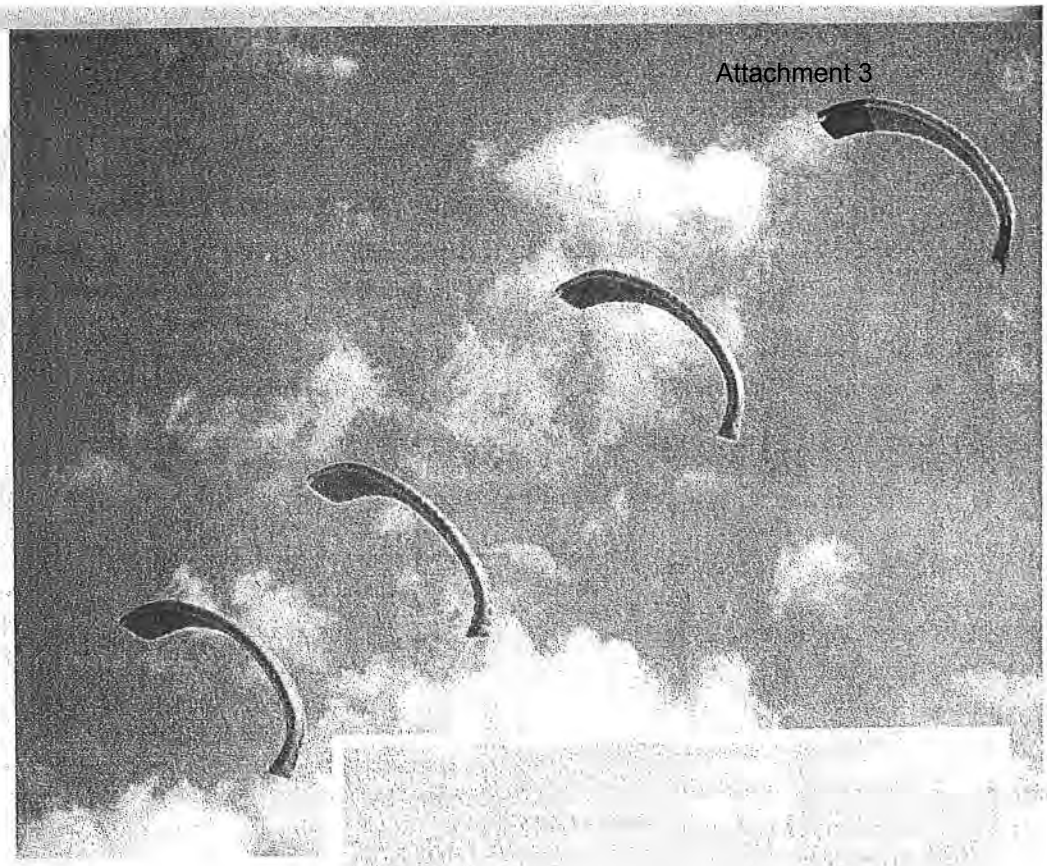
times when Cory would be carried over several swells, lifted skyward by the high-flying s' ' of power kites, while the boardsailors \ being slammed by inconsistencies in the surface wind."

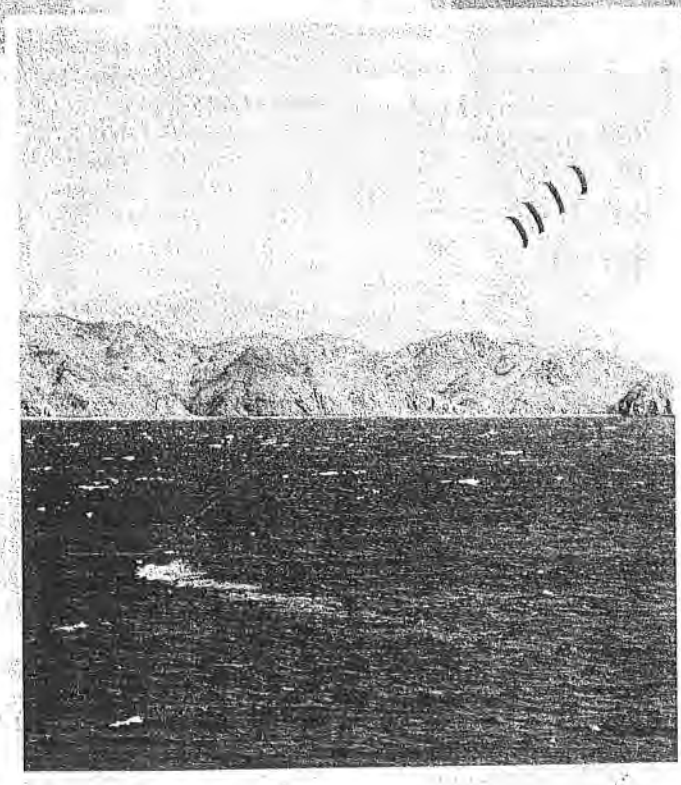
When you think about it, working the updrafts 100 feet overhead has to be more rewarding than battling the vagaries of surface winds. In any case, by mile 10 Roeseler had left them all in his wake and was a mile ahead of the entire fleet when he rounded the finish buoy off the Hood River. Unfortunately, one of the supporting kite "sticks," or spars in a kite's leading edge, had broken earlier in the run, and Roeseler lacked the maneuverability to pass through the official finish gate. But the point was nevertheless proven, and several myths were dispelled in the process.

It is now indisputably clear that kite power is very fast indeed, and can be controlled to manage a specified course. In fact, William Roeseler reports that, "The most important benefit of kitesailing over boardsailing is that we can carry twice the sail area in really heavy air. Cory has been out having fun, under control, with over 100 square feet of sail in winds of 40 knots, gusting past 50." Blue-nosed traditionalists please note: Conventional sailboats can claim neither full con- ' or much fun at 50 knots, and they cer- ıly can't claim 30 knots of speed.

Obviously a whole new set of sailing skills is involved in this exciting new branch of sailing, and considerable physical prowess is required for optimum results. But then that is true of any sport. And once these pioneer speed sailors like Roeseler show the way, more refined and manageable rigs are sure to follow.

In their latest sally, "Team Roeseler" sampled the heavy air of Punta La Guinza at Bahia de Los Angeles in Baja, California, where the accompanying photographs were taken. The winds aloft were up to 30 knots. These pictures hint at the sense of freedom and power that kitesailing must generate.





Roeseler uses off-the-shelf Flexifoil recreational kites (above), whose only modification is a graphite stick, or spar, in the leading edge, which increases force and strength. Spectra kite strings, likewise, keep windage to a minimum, an advantage in the big winds off Baja California (right).

The idea of setting a high-flying power kite to catch the stronger and steadier winds aloft has long been tempting — and its application is by no means limited to water skis as a sailing "base." For example, a life raft could be powered by a kite very efficiently. For that matter, an effective kite sail of small area could easily outpull a conventional spinnaker of much larger size, and be much easier and safer to handle to boot. Steadier platforms like multihulls would be particularly 'table as launching pads for kite sails.

Perhaps the Tall Ships of tomorrow will carry taut, stringed kite sails instead of taut, rigged masts, and their topsails will simply be the highest-flying kite that can be set to suit the breeze. Surely it makes more sense to send kites aloft, than men aloft, to catch the wind. And doesn't it figure that a free-flying kite whose aerodynamic lift pulls you up and forward, is better than some towering rig that presses you over and down?

The Roeseler's future plans include installation of struts and foils on a conventional monohull, which will be coupled with a large kite of 1000 square feet — with which they then expect to power past the new America's Cup Class boats as they begin sailing off San Diego! (Those interested in learning more about kitesailing may wish to directly contact: William Roeseler, 955 Harbor Island Dr. No.145, San Diego, CA 92101.)

In this column we repeatedly stress that the best speed solutions will come from those sailboats which harness lift from *both* rig and hull. These skillful kite sailors perfectly emphasize and demonstrate the benefits of that synergy, and point the way to a whole new kind of sailing pleasure. I say congratulations to the Roeselers for their probing efforts on this nascent frontier. Let's go sail some kites, and with the strong and steadier wind aloft we can skim over the water like the seabirds we all envy.

"The Need for Speed" welcomes submissions from designers, sailors and builders seeking new speed solutions.

ADVANCED SYSTEMS NEWS
UNITED TECHNOLOGIES ADVANCED SYSTEMS
JUNE/JULY 1990
SAN DIEGO EDITION

Defense Budget Cuts Impact UTC Units....

But Little Near Term Effect on ASD

The Senate Armed Services Committee, in its markup of the President's Defense Budget request for fiscal year 1991, approved a $289 billion authorization package that calls for major cuts and delays in several of the Pentagon's high profile programs. The $289 billion figure is budget authority; the Committee approved a budget outlay of $297 billion for the year. The House Armed Services Committee has yet to announce its detailed mark-ups, but has indicated that its totals will be $283 billion in authority, $6 billion less than the Senate Committee, and $296 billion in outlays, $1 billion less than the Senate. Later a conference committee will arrive at a consensus on a bill between the two bodies.

The Senate Committee's FY91 package calls for eliminating all procurement funds for the Navy's A-12 attack aircraft, deferring procurement of the Air Force's C-17 transport, and killing outright the Army's ADATS air defense missile system. The Committee also approved the procurement of two B-2 stealth bombers -- as called for by Defense Secretary Richard Cheney following his Major Aircraft Review -- and directed the Air Force not to begin full scale development of the Advanced Tactical Fighter. *(Continued on Page 2)*

TOPICS INSIDE:

Editorial: Homework in the Electronic Age

24 Things You Can Do To Save Water

Go Ride a Kite !

UTC Access is Source for Savings, Loan Information

From The Employee Assistance Program

DIALOG Questions and Answers

Commuter Corner

Club ASD Activities

Community Relations

ASD San Diego Picnic Biggest Yet

ASD's annual San Diego Picnic, held at De Anza Cove on Mission Bay on Saturday, June 23, was the biggest event yet staged by the San Diego facility. Over 250 employees, family members and guests got together for an afternoon of fun in the unfailing California sun. An excellent barbecue accompanied by all the "fixins" was served, and most folks found it necessary to make repeated trips to the beverage stand as a way of beating the heat.

ASD's senior executives, led by Jim Karam, found another way to keep cool by volunteering to serve as targets for water-filled balloons thrown with varying accuracy by their subordinates, sworn enemies, and possibly one or two mean-spirited strangers. Constrained to remain within a three-foot hoop, the targets displayed an impressive degree of suppleness as they twisted and turned to dodge the incoming missiles. In spite of their efforts, all participants ultimately suffered one or more direct hits, much to the satisfaction of the watching crowd.

An energetic few spent the afternoon in fiercely matched volleyball on one of the two courts provided, while the children found plenty to occupy them, including a clown to paint their faces in vivid colors, the playground swings and an inflated Astro Jump which saw almost continuous use all day.

As evening fell, those with younger children headed for home, while a few of the adults stayed to enjoy the beauty of an evening at the beach.

(See more photos on back page)

Go Ride a Kite !

All you need is a strong wind and you're cruisin'

Editor's Note: Many of us are familiar with the sight of Bill Roeseler, ASD's Structures Analysis Section Head, standing on the bluff behind the San Diego Facility at noon, skillfully maneuvering one of his many kites in graceful arcs through the sky. But relatively few are aware of the depth of Bill's passion for kites, which has continued for many years, and includes the serious study of the kite as propulsion source for sailboards, water skis and other waterborne craft. Bill shares his pastime, and his passion, with his son, Cory, who has frequently served as "test pilot" for their ideas. The following are excerpts from an article written by Carrie Robertson and published in Water Sport Illustrated earlier this year:

On a river where boardsailors have become commonplace, Cory Roeseler is suddenly the one to watch. With his feet strapped to stock water skis, the 19-year old athlete/inventor zips back and forth across the wide Columbia River, harnessing the Gorge's amazing wind energy through three rectangular, colorful kites as they fiercely flutter 200 feet above him.

Employed by a kite store in Hood River, Oregon, Roeseler spent last summer perfecting his kite skiing skills in the popular high wind boardsailing resort and was the only kite skier on the water.

"I've been sailing and waterskiing all my life, so kite skiing was a natural progression for me," Roeseler says while preparing for a recent kite skiing adventure at the Hatchery, a popular Gorge boardsailing site.

Although he boardsails, too, kite skiing is more exciting for Roeseler. "The most fun parts for me are passing the boardsailors and acceleration. I like getting air but it doesn't turn me on as much as speed." Like boardsailors, Roeseler jibes at the end of each reach by flipping the kites first, which pulls him through the fast, sharp turn.

Comparing the two sports, he says that kite skiing gives you the same sailing sensation and the same weightlessness when you're in the air. "But when you're kite skiing, there are no barriers when you reach 30 (MPH), " he says.

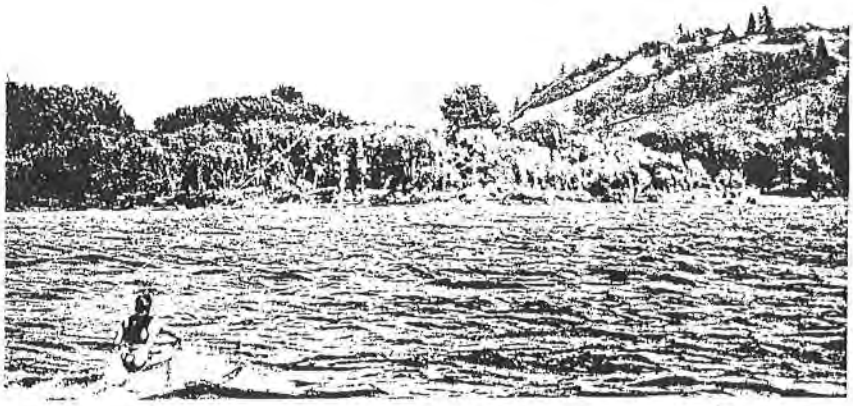
Because of his expert kite flying skills coupled with a lifetime of water skiing, Roeseler says he has complete control of his craft and has never collided with a boardsailor or his mast. Though his kite lines sometimes dive low to give him more power, with a flick of his wrist Roeseler can maneuver them back up into the air in seconds, out of the way of any approaching boardsailors.

Roeseler has entered the past two Blow-Outs, an annual Gorge 20-mile downwind competition.Last year, he placed 40th and this year finished the course in record time. However, the race director considered the young kite skier an unofficial entrant and would have barred him from any prizes or money.

Roeseler's 46-year-old father, Bill (an M.I.T. graduate and former Boeing engineer), has been interested in kite-powered sail craft for years. In a 14-page report he wrote for the American Kitefliers Association *(actually, the American*

Institute of Aeronautics and Astronautics - Ed.), Bill predicted that "kite power will ... for sailing what the jet engine has done aviation - double speeds and safety while cutting costs, thus making the world smaller."

The report includes historical information about Polynesian and Oriental fishing canoes pulled by kites, and states that young Ben Franklin used kites to pull himself while swimming.



Cory's interest began at age 5 with waterskiing behind his father's sail-powered Hobie Cat near their Seattle-area home on Lake Washington. In February of 1986, the father-son team's first attempt at kite sailing in the Straight of Juan de Fuca near Port Townsend, Washington, ended with a rescue and Cory being hospitalized for hypothermia.

After a number of tries, the young Roeseler mastered the sport and now rarely falls or crashes the kites. As a safety valve, however, he pulls a Yamaha Wave Runner behind his home-on-wheels pickup camper. A friend waits on shore, ready to rescue Roeseler if necessary.

...n the camper's door is a list of goals dated July 28, 1989,. Just above "recycle cans," "fix rear view mirror," and "refill medication" is listed "break world record." More specifically, he means the world speed record for sail-powered craft. In October of 1988, he placed first in the 10-square-meter boat class in the Johnny Walker Speed Week in England, one of the world's premiere speed sailing competitions. He sailed at 20 knots then and figures he averaged 30 mph for an hour during the '89 Blow-out . His goal is to beat British boardsailor Eric Beale's record of 40.34 knots over a 500-meter course. *(The record currently stands at 43 knots, set by French boardsailor Pascal Maka - Ed.)*

"Breaking the world record will put a lot of people on skis and kites and will give me the satisfaction of being the fastest sailor in the world," Roeseler says.

UTC Access is Source for Savings, Loan Information

UTC Employee Savings Plan participants now have instant access to the details of their accounts. The new UTC Access information service is available by calling 1-800-323-5500 from a touch-tone phone.

Right now, the service can tell you how much money you have invested in the UTC Employee Savings Plan, describe the new savings plan loan feature which began on July 1, and inform you how much you'll be able to borrow, if you wish. Beginning next Fall, UTC Access also will provide you UTChoice benefits plan information.

...you phone now, a recorded voice will answer your call from 6 am to 11 pm EST on weekdays, and from 6 am to 9 pm on weekends and holidays.

You will be asked to punch in your Social Security Number, and then your Personal Identification Number (PIN). If you haven't yet chosen one, contact your benefits administrator in Human Resources. The service is confidential, so without a PIN you can't proceed.

Next you can push number 1 on your phone for information on your savings plan balance. You then may push number 2 for a menu of .information, which includes the balances in each of your savings plan funds, the amount available for withdrawal, information on how the loan program works and how much you could borrow now.

You can initiate a loan application by phone also, receiving a promissory note through the mail afterwards for signature.

Attachment 3

Roeselers compete in Hawaii Kiteski event

By CORY ROESELER
News special report

Editors Note: Cory and Terese Roeseler of Hood River recently competed in a World Kiteski event. Cory's report was written from his first-hand experience at the event. This is the first part of a two-part series.

11-12:00 Various casual skippers meetings led by Joe Koehl and Ed Angulo set forth the rules and format for the single-elimination wave/freestyle event. Top two from four heats of three or four sailors advance to the next round.

Heat 1

1:00 Defending over-all World Champion, Cory Roeseler, from Hood River, looped and tabletopped his way through the first heat riding his favorite 6 m2 Kiteski and custom Open Ocean board. Mike Waltze of Maui also advanced with solid sailing, clear upwind performance, and a few wave tricks.

Heat 2

1:20 Flash came out flying with huge loops and waveriding hand-drags to clinch the second heat on his way to defending his wave title. His powerful 4-line Sky Tiger kept him soaring in the light, 10 to 15-knot breeze. Elliott Leboe rode waves and floated airs to advance into the second spot.

Heat 3

1:40 The third heat was dominated by wakeboarding sensation Lou Wainman on a 5 m2 Wipika and 150 cm Wake Tech board. His forward loops and slashing waveriding advanced him to the next round. Sean Ordonez also advanced.

Heat 4

2:00 Multiple world windsurfing champion Robby Naish and Don Montague stayed front and center the entire heat, however, Mauricio Abreu of Brazil with the blue kite was going off in the distance with big jumps and speed. Robby advanced with steady waveriding and mule kicks while Mauricio did it with extreme sailing offshore.

Coast run #1

The first downwind, long distance race, from Mama's Fish House to Kanaha beach park was an awesome sight with over 20 kites in the air. The chaotic, but well organized start sent the kitesurfers racing downwind. They had to sail outside the second reef at Baldwin and Spreckelsville then locate the canoe hale at Kanaha for a high speed finish.

Cory Roeseler and Mike Waltze nailed the start with Flash hot on their tails. Cory quickly gained a quarter mile lead which he maintained the entire race. Flash stayed closer to the inside hoping to catch a puff with his under-powered 5 m2 Wipika and placed second. Mike fell several times, but made super fast sprints to stay in the third spot. Elliot and Lou came in fourth and fifth respectively with Robby, Don Montague, Chris Gilbert, and Dave Dorn close behind. Cory won with a 7 m2 Kiteski. Don took his 8.5 m2 Wipika, and all other men had 5 m2 Wipika.

Women

Uncontested World Champion Terese Roeseler jumped into the pack to lead the women's fleet, but came into the wrong beach at Kanaha. While she was relaunching, Tomoko Okazaki of Japan snuck across the line to win the women's division with Terese in second. Maria was unable to complete the course due to equipment problems.

DAY 2 Wave/Freestyle Semi-finals

All four Heat 1 semi-finalists threw their best tricks right away. A nice set wave came through just after the hour mark offering rideable waves for Mike and Cory. Flash threw a double loop then broke his board leash and a flying line early on.

Cory surfed in too close, dodged a windsurfer, and lost his 6.0 m2 Kiteski kite in the rocks. With the line wrapped around an underwater boulder and the waves crashing overhead, the safety boat came in to assist. Fearing disqualification from the heat, Cory waved the boat away, then managed to swim his gear through the surf and started again. By then, the safety boat had powered Flash and his board to shore where he was handed a new kite. Meanwhile, Mike and Elliott were soaring with big wave rides and attempted loops. Mike stayed in the zone for the best-judging angle, while the other three drifted downwind. Cory rebounded from the rock mishap with some lofty air and tweaked tabletops. Flash re-entered the heat with the new kite. Then he jumped, surfed, and slashed for a most impressive end of the heat.

The four contenders looked for a good landing spot, assuming the heat was over. Flash landed a clean double just for fun. Mike sailed home for a ride back with his wife, and Cory edged upwind back to the launch site. The judges wondered why the performance ended four minutes early.

First heat ended. Cory and Flash advance to the finals.

Heat two semi-finalists Lou and Robby came out smoking with slashing wave riding early in the heat. Sean and Mauricio

Please see KITESKI, Page A9

Roeseler's take top finishes at Kitesurf World event

By CORY ROESELER
News special report

Editors Note: Cory and Terese Roeseler of Hood River recently competed in the Kitesurfing World Championships. Cory's report was written from his first-hand experience at the event. This is the second part of a two-part series.

Slalom Final

In the minutes preceding the slalom final, the mood changed a bit from the chaotic kite handling and traffic control, to the calm, focussed reserve of the three remaining racers.

Robby, Cory and Flash double-checked their gear, and triple-checked their watches for that ever-critical start. In a race that only lasts 90 secon[illegible] seconds late at the start can [illegible] the difference between first and last [illegible] minutes prior to the start, Flash broke the tension, pretending to cut through Cory's lines with a sharp rock.

Flash and Cory launched with 8 minutes to go, jockeying near position at the committee boat. Robby stayed on the beach until the 1-minute mark, then slowly eased out to the line. He crossed within 2 seconds of the yellow flag for an awesome start, showing his competitive knowledge and experience with course racing. Flash and Cory were totally out of position. As they raced across the line 15 seconds late, Cory edged upwind leaving Flash no more than 2 meters between his shoulder and the outboard motor of the committee boat.

Robby sailed directly towards the outside mark. Cory sailed high with Flash on the middle course. Robby rounded first but his lead was fading. Flash rounded near the mark forcing Cory 50 meters wide. Cory recovered then hit the turbo-boost, catching Flash in 10 seconds. Flash's 8.5m Wipika was holding steady, yet he dragged his hand to prevent his worst fear of going out the front. Cory dipped under Flash with his 22-foot wingspan Kiteski kite inches from the surf. Flash let out an audible groan. With his board speed over 30 knots, Cory closed the gap to 5 seconds, but couldn't catch Robby, the slalom champion.

SKY SAIL PROGRESS
Freestyle Results:

1. Flash		Sky Tiger/ Wipika
2. Cory Roeseler		Kiteski
3. Lou Wainman		Wipika
4. Robby Naish		Wipika

Downwinder #1:

1	Cory	Kiteski
2	Flash	Wipika
3	Mike Waltze	Wipika

Downwinder #2:

1	Flash	Wipika
2	Mike Waltze	Wipika
3	Cory	Kiteski

Men's Slalom:

1	Robby	Wipika
2	Cory	Kiteski
3	Flash	Wipika

OVERALL RESULTS
Men

1	Flash	Sky Tiger/Wipika
2	Cory	Kiteski
3	Robby	Wipika

[illegible]	Tomoko Okazaki	Wipika
1b. [illegible]	Terese Roeseler	Kiteski
3rd	Maria Souza	Wipika

KITESKI

Competitor enjoys favorable wind

Continued from Page A8

worked the inside, then drifted downwind of the zone. Lou popped several soaring front and back flips to keep the crowd cheering. Robby's waveriding and ability to stay in the zone helped him score consistently.

1:40 Second heat ended. Lou and Robby advance to the finals.

Expression Session

1:44 The last-chance expression session featured half a dozen of the kitesurfers who were eliminated in round #1. They slashed, crashed and looped until the end of the heat when Chris Gilbert of Hi-Tech Surf Sports was awarded "Bragging rights."

FINAL

2:35 Flash, Cory, and Robby sailed upwind to position themselves for the announced 2:40 start. Lou waited on shore for a planned, last minute entry. While jockeying for position, Robby flew his kite between Flash's flying lines and burned through one of them, leaving Flash flailing in the surf. Robby and Cory alerted the safety boat, then Robby went down inside the break. Lou still hadn't entered the surf, and the race committee decided to postpone the start. Flash quickly tied his severed lines back together, but the knot failed seconds after the launch.

2:40 Cory started the heat in front of the Ho'okipa crowd enjoying the best wind of the day all by himself. The steady 20-knot trades fueled several high soaring tabletops. Unfortunately, the judges were not scoring, and he broke his leash on a hard fall close to the rocks. After retrieving his board, the safety boat driver told Cory about the postponement, and provided a useful communication link between Cory and the rest of the world on shore. They agreed to re-start the Final start sequence at 3:10.

3:14 This time, all four finalists were going at the start. Lou landed half a dozen forward and backward flips before being eaten by the surf at Lanes. With his inflated kite inverted in the churning waves, he was unable to re-start. Robby rode yet another solid heat on his 8'6" "mini-tanker" board. His years of windsurfing dominance showed through as he displayed grace and power, always in the critical section of Ho'okipa. Near the end of the heat, Robby launched his big board into a double rotation but came down hard on his ribs with possible fractures. Flash clearly grateful to have been waited upon, entertained the home crowd with several double loops. He surfed and slashed through the end of the heat, riding the lip, and bottom turning with authority. Then he, too, came down hard, bruising his ribs. Cory started with a good wave in the critical section but rode in too far. He was forced to ride a dangerous mini-slalom through the rock jetty to get back out. His next big jump resulted in a destroyed front binding and his leash failed. After restarting, he rode waves at Lanes and edged back upwind again to get closer to the judges, his front foot flapping in the breeze. His last three jumps were a slow rotating loop into a small breaking wave, a double loop on the inside, and a high, lip-smacking, board ejecting, back-spinning toe-side triple at the horn.

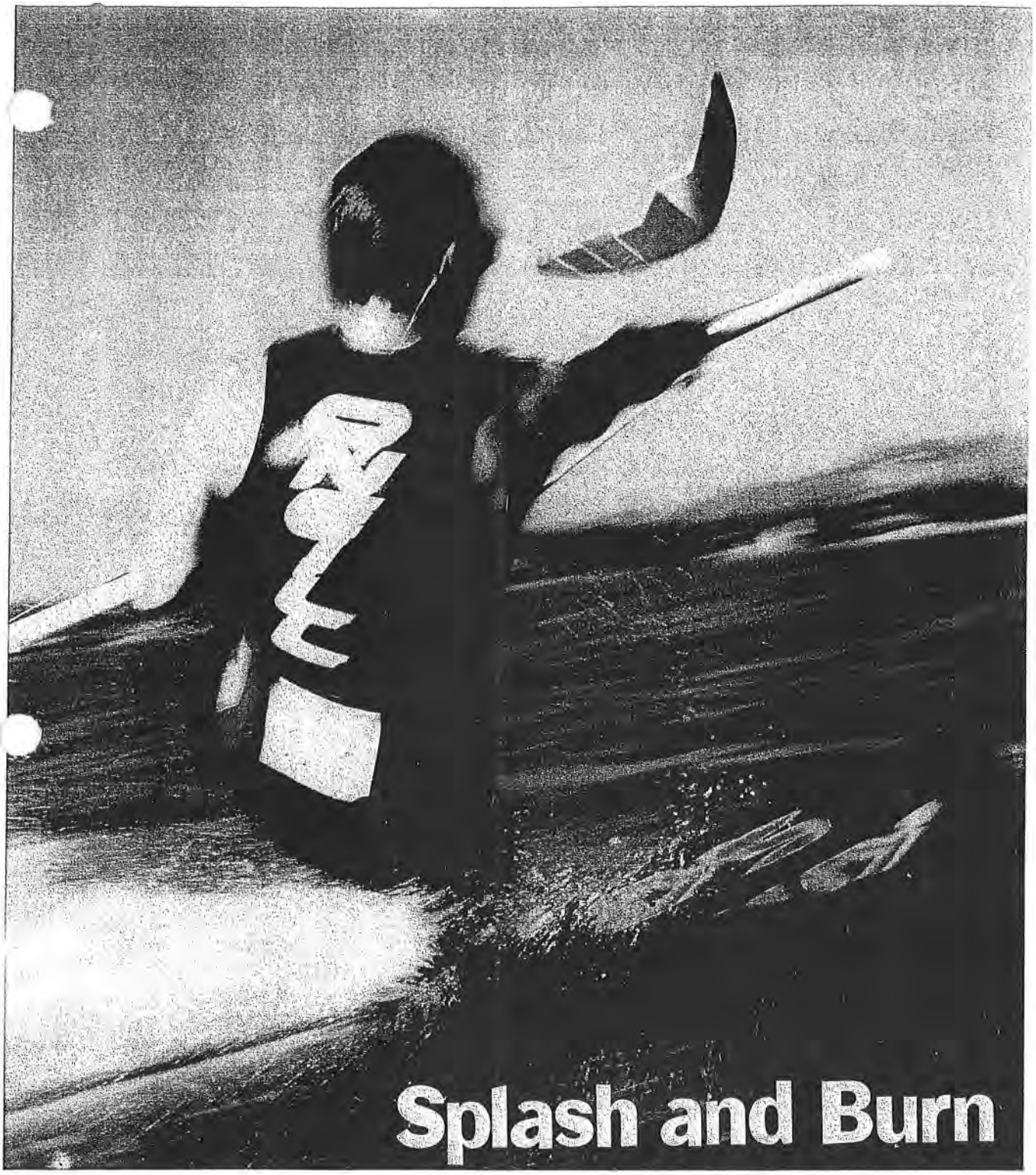
3:30 End of final heat. No announcement was made regarding the outcome of the big wave/freestyle finals. Cory wrote up a protest for the use of the safety boat for getting to shore and swapping gear in the middle of the semi-final, then the delayed start for 2 downed sailors prior to the freestyle finals.

Coast Run #2

Women

3:20 Tomoko and Maria had an early start with Terese about five minutes behind. Terese fought her way past the other two, sailed past the point at Kanaha where flags were waving (which she thought was the finish line,) and dropped her kite celebrating. As she relaunched to come ashore, Maria and Tomoko glided across the official line into 1st and 2nd respectively.

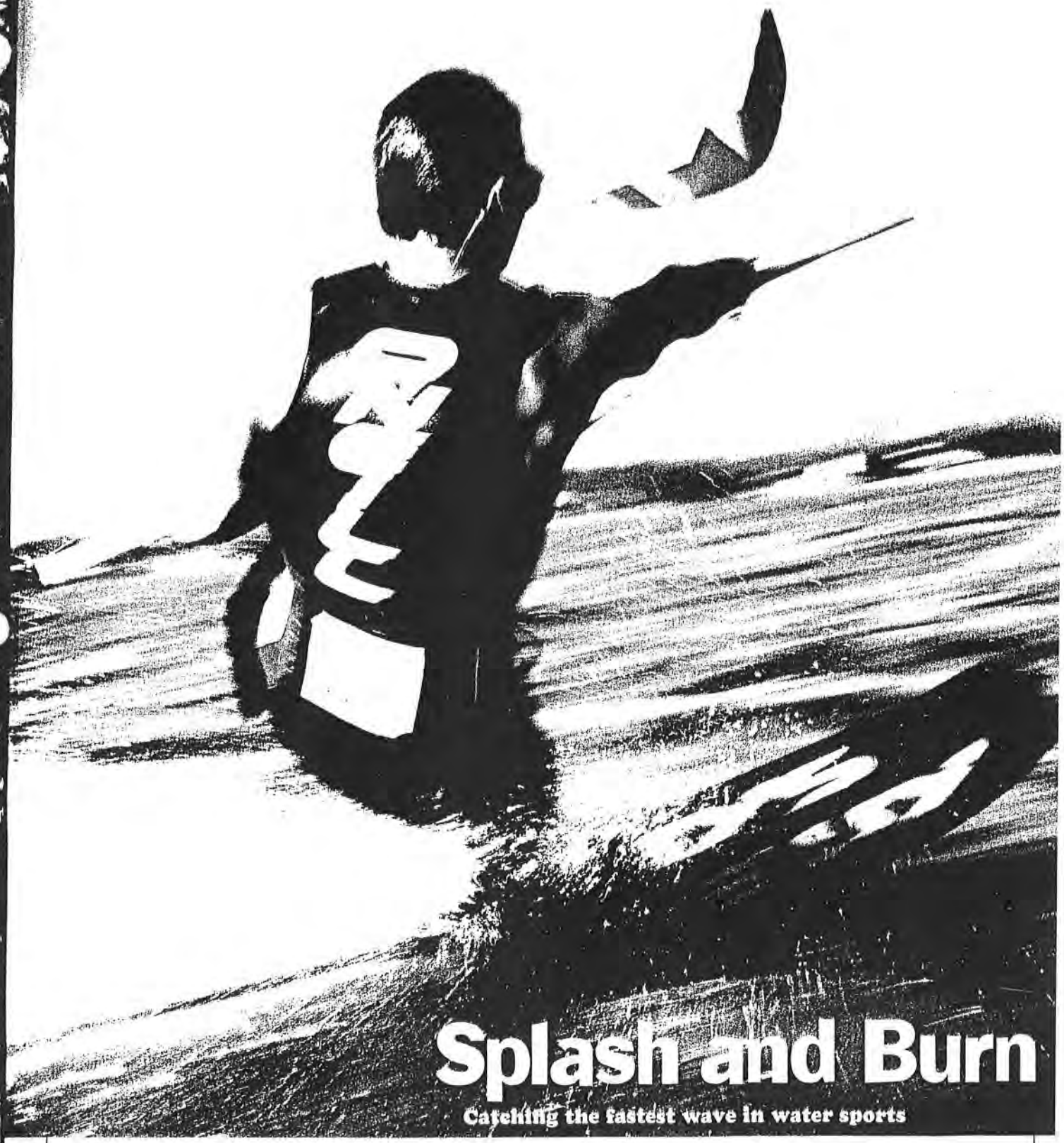
3:30 Robby nailed the start for the men's downwinder [illegible] ould-n't push his big surf [illegible] fast enough to keep up.



Was segelt ohne Probleme über 60 km/h, springt mit Leichtigkeit 10 m weit und paßt in einen 1,8x0,3x0,3m Packsack? KITESKI. So heißt der neue Sport aus USA, bei dem man sich auf speziellen Wasserskiern von einem Lenkdrachen über das Wasser ziehen läßt. Der extrem leichte Drachen ist mit dem Sitztrapez des Wasserskifahrers verbunden und wird über einen Steuerbügel gelenkt. Die Zugkraft des Lenkdrachen, die im allgemeinen vorwärts und aufwärts gerichtet ist, kann vom Piloten weiten Bereichen beeinflußt werden und sorgt für enorme Sprungkraft und Beschleunigung. Mit nur zwei unterschiedlichen Drachengrößen läßt sich der Windbereich von 3-8 Windstärken beherrschen. Die Firma Kiteski sucht Händler die offen sind für den Trend von morgen.

Kiteski Inc. Hood River OR 97031, USA Fax: 001 503 386 7141 Phone: 001 503 386 7099

Ps.: Deutschsprachige Korrespondenz ist möglich.

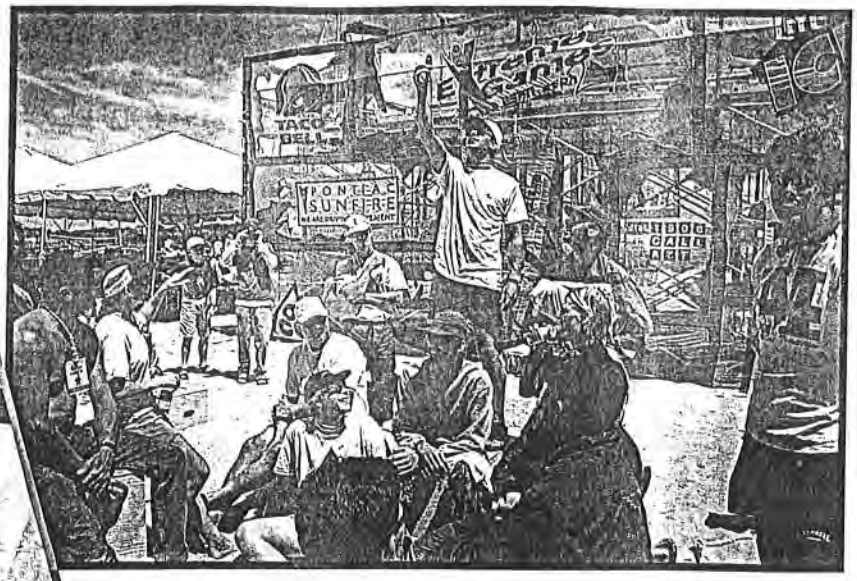


Splash and Burn

Catching the fastest wave in water sports

Sailboats are fast, windsurfers are faster, but kite-skiing, a new sport that combines a giant kite with water skis, is the fastest way to travel over water without an engine. Developed by Kiteski Inc. in San Diego, the new sport is powered by a superlight twenty-foot kite linked to a body harness. A control bar attached to the kite is used for steering, and specially designed water skis provide extra buoyancy. Because the Kiteski, which costs about $2,000, is pulled both forward and up, riders can skim the surface of the water at speeds of up to fifty miles per hour. So watch out for the waves: A big one can send you flying ten feet in the air for over eighty feet.

MARK HANAUER



Above and left *The news was not good at the wind speed meeting. In between racing, kiteskiers like Navarro enjoyed a little camera time and a little camaraderie. "This was a good first step," he says. "Everyone learned a lot. Cooperation and good sportsmanship were the rule."*

"This allowed all of us to step away from the canvas. The sport itself has to become more user-friendly. People have to be able to do it in less than 20 knots of wind."

tion of just who is the top kiteskier. Not that he has any doubts himself. "There's me," he says, "and then there's these other seven guys who are pretty close to each other."

Asked about a full-fledged kiteskiing tour, Roeseler says that goal is at least a couple years away. "I don't think we have enough good competitors yet. We really only have about eight guys who are competition-ready. There are a lot of avid kiteskiers out there but they're not going to compete with the best of them.

"With the 'Extreme Games' and the worlds, this year we've got two somewhat legitimate competitions," Roeseler says. "Next year we should have four, with probably twice as many competitors, and I think it'll multiply like that for two or three years. Maybe there'll be a dozen or so kiteski races within two years, with 16 to 24 competitiors."

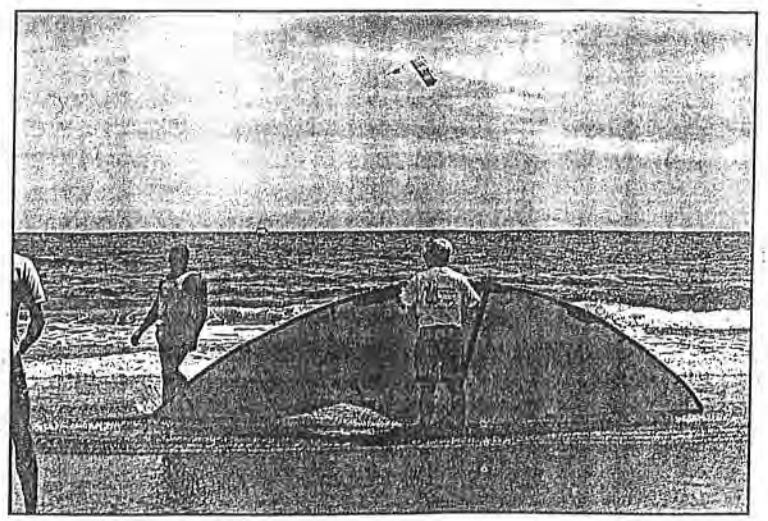
And maybe they'll be on television. There is certainly an audience for the sport—Roeseler reports that nine out of 10 spectators he talked to in Rhode Island were asking when the kiteskiing would be on TV.

Roeseler says even people who had never heard of kiteskiing were looking forward to the event. "They got a little tickler on the hype and then, since we had no wind, they were sitting in front of their TVs watching skysurfing—and that's neat but it's not what they're looking for. They *do* want to see kiteskiing. The public response has been really positive. I had this truckdriver say, 'Yeah! I've been looking for the kiteskiing. Where is it?'"

Keep looking, Bubba—and pray for wind. ▲K

"EXTREME GAMES" FINAL RESULTS

1st	**Cory Roeseler**, Hood River, Oregon
2nd	**Clarin Mustad**, Norway
3rd	**Thomas Jeitsch**, Germany
4th	**Terese Roeseler**, Hood River, Oregon
5th	**Randy Schumacher**, Hood River, Oregon
	Bruno LeGalgnoux, France
	Troy Navarro, Smithville, Texas
	Nils Andermo, Sweden
9th	**Eric Steinbroner**, Mountain View, Calif.
	Peter Fleck, Orlando, Florida
dnf	**Vittorio Sanvito**, Belgium
	Billy Roeseler, Kirkland, Washington



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Making Waves

By Jonathan S. Petrikin

The Kiteski could be the fastest sail-powered craft in the world—and the hottest new sport in the water

It was five minutes into the West Coast's most prestigious boardsailing race, the Gorge Cities Blow-Out on the Columbia River. One hundred ninety of the world's best windsurfers were well on their way along the 20-mile upstream run when those at the back of the pack caught sight of a lone waterskier. Flying across the 5-foot swells, he was gaining fast, leaning hard against his harness, gripping a long handlebar, pulled by a kite. A kite?

Well, three kites, actually: the waterskier, a then 19-year-old Cory Roeseler, went on to win the race behind a stack of Flexifoils. And Roeseler (pronounced RACE-ler) didn't just win, his time of 57 minutes broke the existing course record by an eye-opening 12 minutes. Roeseler's victory did not surprise everyone—a year earlier he had steered his stack of Flexis to first place at the Johnny Walker Speed Sailing Championships in England—but it proved that kite-skiers could compete on equal footing with boardsailors, firmly establishing kite traction as a force to be reckoned with in the world of sail power.

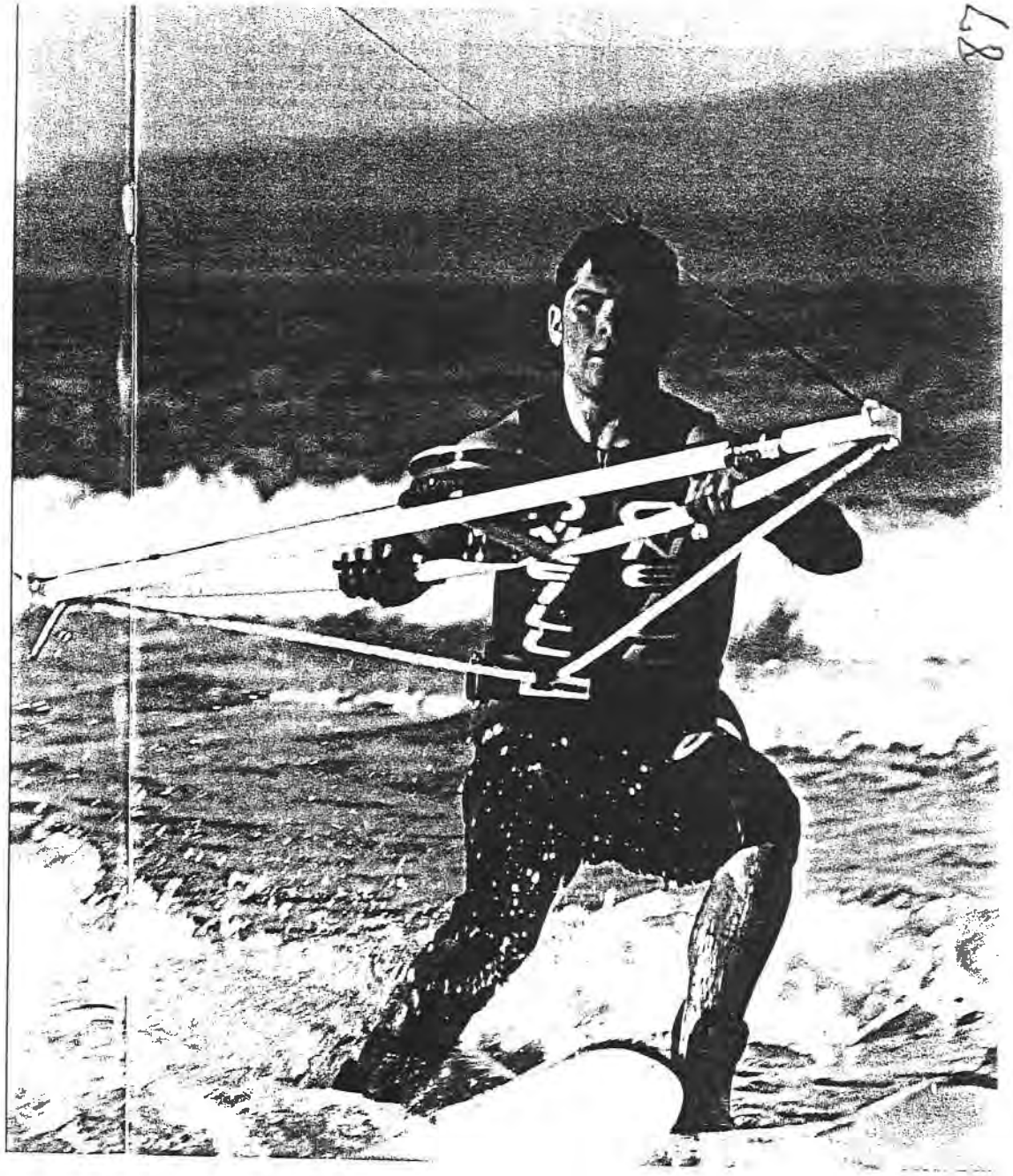
And that was the older, slower Kiteski. In the four years since his win in the 1989 Blow-Out, Roeseler's system of kite, control bar and skis has been extensively refined by Cory and his father, Billy Roeseler. With the help of Wayne Patterson, a high-tech marketing consultant and former Air Force fighter pilot, the Roeselers are now taking aim at the speed-sailing world record.

But this is not simply a group of garage inventors with a jury-rigged kite and a dream of a speed record. As Kiteski Inc., manufacturer of the first kite-powered watercraft on the market, Patterson and the Roeselers are hoping to popularize an entirely new watersport, an activity on a par with windsurfing and waterskiing. The three have so far invested seven years and more than $200,000 in their campaign, which includes a slick brochure, a monthly newsletter, a video, television appearances, magazine advertising and demonstrations around the world.

Boardsailors to bored sailors? Cory Roeseler says windsurfers drop their masts and watch when he skis by.

Clearly, the Kiteski trio is sold on their sail. Is anyone else? Patterson won't say exactly how many Kiteskis have gone out the door, but he will say that Kiteski gets about 50 calls a day from potential customers. Some come from kiters, but most are from waterskiers. "We find that the kiteflyer is one of the easiest converts, because he already understands the maneuvers," Patterson says, "but waterskiers are number one because they have 50 percent of the skills already necessary." If a caller is interested, Kiteski sends an instructional video and a downsized, 8-foot kite to learn to fly.

With a wingspan of 20 feet and a sail area of 70 square feet, the current production model, Kiteski I, boasts an advertised speed of 40-plus mph. It is powerful enough to lift a skier out of the water for leaps of more than 100 feet—kite-jumping without the danger of ground impact. But the Kiteski is not for the faint of heart, nor the frail



Feb. 4 - 17, 1994 THE LOG Section B

'Let's go ski a kite'

By Amy J. Goodpaster
Staff Writer

SAN DIEGO—Imagine being propelled on skis across the water at speeds upwards to 50 mph—pulled by a 20-foot kite. That's right, not a boat, a *kite*.

Kite propulsion is not a new concept, but it's fast becoming the most exciting and unconventional way to experience water sports.

The concept of kiteskiing, harnessing the wind to generate speed on water, came after five years of extensive research and development.

Billy Roeseler, a former aerospace engineer, and his son Cory, founded the San Diego-based company KITESKI, Inc., in April 1992.

Kiteskiing is a growing passion of boaters. Below, Tom Spencer Kiteskies in Aruba.

"It's designed to allow ordinary people a really enjoyable feeling of flying on the water," said Cory Roeseler, 23-year-old champion water-skier.

To start a kiteski from the water, a kiteskier puts his back to the wind with the kite floating in front of him, and flying line wound tightly onto the reel. With a slight toss skyward, the kite will virtually fly out of the kiteskier's hand and the race begins.

Using the brake lever to keep the reel from spinning too fast, the kiteskier pays out line at a comfortable rate until all is out. When the kiteskier feels ready, he may accelerate from zero to 30

KITESKI - page B-9

KITESKI

from page B-1

mph in just three seconds! Winds should be from 10 to 12 knots.

Kiteskiing offers advantages over conventional sailboards, and is reportedly easier to master than waterskiing.

The sailboard, for example, relies on a delicate balance of weight shifted windward against the overturning momentum of the sail, and unexpected gusts can often upset this balance causing even the best board sailors to fall.

The kite's speed is independent of the skier's speed, so the kite has a greater capacity for catching more wind than the standard sail set-ups.

Unlike waterskiing behind a boat, a kiteskier has no smelly boat fumes to ski behind, and this makes the sport environmentally-friendly.

"I've found that people with kite flying experience do better at kiteskiing than people with only waterskiing or on-the-water experience," said Tom Spencer, a sales representative at Kiteski's office in San Diego.

The Kiteski package costs $1,995, and comes with everything a person needs to get started.

Last year the company sold 100 kiteski packages, and projections for 1994 are hopeful with talk of taking Kiteski into the international market.

"Kite power will do for sailing what jet engines did for aircraft—improve the speed, improve the safety and make the world smaller," Billy Roeseler is fond of saying.

This is a sport even old Ben Franklin would have gotten a charge from!

KITESKI, Inc., is at 5555 Santa Fe St., Suite E in San Diego. Call (619) 274-3214 to learn more about this water sport.

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Attachment 3

Council Meeting: 02/03/2015
Agenda: New Business
Item #: 11. b.

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

MEMORANDUM

Date: January 22, 2015

To: Kurt Triplett, City Manager

From: Jeremy McMahan, Planning Supervisor
Dawn Nelson, Planning Supervisor
Paul Stewart, AICP, Deputy Planning Director
Eric Shields, AICP, Director

Subject: COMPREHENSIVE PLAN UPDATE BRIEFING, LAND USE AND HOUSING ELEMENTS, CAM13-00465, SUB-FILE #9

I. RECOMMENDATION

Staff recommends that the City Council review and provide comments to staff to be forwarded to the Planning Commission on its recommended draft chapters of the Comprehensive Plan completed so far. For this briefing the following chapters will be discussed:

- Land Use Element
- Housing Element

II. BACKGROUND

The City Council has requested that the Council reviews and comments on draft sections of the Comprehensive Plan Update starting now rather than wait until the entire Draft Plan is complete later this year. The elements in this packet have been preliminarily approved by the Planning Commission, but the Commission has not yet conducted a hearing on them, so the elements should not be considered to be final drafts. Early review by the Council will allow more time for the Planning Commission to review the Council feedback and to incorporate Council revisions. It will also speed up the adoption process this fall.

Note that two copies of each element are attached – one showing specific proposed revisions and the other a "final" version, showing the elements as they would read if revisions were incorporated. The complete existing Comprehensive Plan is available on the City's web site.

City Council will have an opportunity to have an in depth discussion with the Planning Commission on the status of the Comprehensive Plan Update at their joint meeting scheduled for March 3, 2015.

III. SUMMARY OF REVISIONS TO THE CHAPTERS

The Planning Commission has completed study sessions on the Land Use and Housing Elements of the Comprehensive Plan. Below is an overview of the proposed changes to these chapters. The enclosed Attachments show the existing chapter with strikeout/underlined text and clean versions of the chapters.

A. Revisions to Land Use Element (see Attachments 1 and 2)

The Land Use Element establishes the general goals and policies that guide Kirkland's growth. The Element also knits together other elements of the Comprehensive Plan, such as Transportation and Environment, into a cohesive statement of the City's growth management strategy. The Element also contains the citywide Land Use Map that shows range of housing densities and general uses. No land use map changes are proposed at this stage. This could occur as a result of the review of citizen amendment requests, the Totem Lake Plan or the Environmental Impact Statement preferred alternative determination.

The Planning Commission completed its review of the element on June 12, 2014 and the Houghton Community Council received a briefing of the changes on September 22, 2014.

The existing plan is generally consistent with **GMA, PSRC, and County-wide Planning Policies** requirements, with the following changes/updates necessary:

- Consider urban planning practices that increase physical activity and social connectivity
- Update growth projections and plan for those projections
- Include best available science in designating and protecting critical areas
- Plan for compact urban communities and central places with densities that support transit and walking and make efficient use of urban land
- Decrease greenhouse gas emissions by promoting a mix of uses that promote walking, bicycling, transit, and other alternatives to auto travel

The goals and policies of the Element are divided into the following six categories with key revisions noted:

1. Growth Management

The introduction has been updated to summarize the fundamental growth management issues to address over the next 20 years. Growth targets and capacity numbers are updated and a policy is added regarding the relationship between public health and sound planning.

2. Land Use/Transportation Linkages

Maintains an emphasis on the fundamental relationship between land use and transportation policy. Policies strengthen the tie between growth decisions and availability of transit. A new policy is added to encourage a complementary relationship between the CKC and adjoining land use. **An existing land use policy about reducing parking where transit service is frequent has been edited**

and moved to this section. Council should look closely at this policy (LU - 3.7) in light of the multi-family parking discussions.

3. Residential

Policies for residential growth are updated and clarified.

4. Commercial and Mixed Use

Because most of Kirkland's commercial areas are mixed use, goals and policies are clarified to provide more specific guidance. The Element is simplified by referring to neighborhood plans rather than restating neighborhood plan policies. An initial attempt is made to simplify Figure LU-2 (Commercial Areas Map) and the related definitions of Kirkland commercial development areas. It should be noted that, based on ongoing discussions, the terminology still needs work. The next iteration will likely propose replacing the term "Mixed Use Village" with the "Mixed Use Neighborhood Center" and replacing the term "Commercial Flex" with "Office/Light Industrial". General policies are included to guide these two specific land use types.

5. Open Space and Resource Protection

Redundancies with the Shoreline Area chapter of the Plan are eliminated. The CKC is acknowledged as part of Kirkland's open space network. Natural resource policies are added based on GMA mandates and Countywide Planning Policies.

6. Essential Public Facilities, Government Facilities and Community facilities

No changes.

B. Revisions to the Housing Element (Attachments 3 and 4)

The central goal of the Housing Element is to preserve neighborhood quality while improving housing opportunities for all residents. Assistance with the revisions was provided by staff from ARCH (A Regional Coalition for Housing).The Planning Commission completed its review of the element on August 14, 2014 and the Houghton Community Council received a briefing of the changes on September 22, 2014.

The existing plan is generally consistent with GMA, PSRC, and County-wide Planning Policies requirements. It also captures the livable, sustainable, and connected themes of the draft vision statement and guiding principles. Countywide Planning Policies (CPPs) on housing were updated in 2012 and, while they include some conceptual changes, they do not require significant changes to the City's goals or policies. In recent years, more attention has been given to creating **sustainable development**. Several of the CPPs (10, 12, and 13) are related to this topic. They promote coordination of housing and transportation, health and well-being of residents, and fair housing. Policies have been updated to address a comprehensive sustainable approach.

The current Element has a goal to "Promote the creation of affordable housing and provide for a range of housing types and opportunities to meet the needs of all segments of the population." Some cities have found it useful to distinguish goals and policies for housing diversity from those focused on affordability and people with special housing needs (such as seniors, people with disabilities, and those facing homelessness). Following this approach, the Housing Concept has been updated and the goals and policies of housing supply and variety have been separated from those of affordability and special needs into individual sections. The majority of changes shown in Attachment 3 are a result of this reorganization.

The goals and policies of the Element are divided into the following three categories with key revisions noted:

1. Neighborhood Quality

Minor wording changes and updated dates.

2. Housing Diversity

The Diversity policies cover:
- Maintaining an adequate supply of appropriately zoned land.
- Promoting accessory dwelling units (ADUs).
- Creating flexibility and efficiency in development standards and services.
- Allowing a variety of single-family housing types and site planning options.
- Allowing maintenance and redevelopment of existing multi-family properties with non-conforming densities.

3. Affordable and Special Needs Housing

Existing policies allude to housing needs of special populations such as seniors and the homeless through general policy language: "supporting providers of emergency, transitional, and permanent housing and services and support for special needs housing throughout the region." Specific policies have been added that address populations, such as seniors and those that are homeless. For those that are homeless, a policy addresses both cooperating with regional work to coordinate homeless efforts, and encouraging and supporting local efforts consistent with countywide systems. A new fair housing policy has been added.

The Affordability and Special Needs policies address:
- Striving to meet the city's proportionate share of the countywide housing needs.
- Requiring affordable housing with requests for increased development rights.
- Ensuring geographic dispersion of affordable housing.
- Preserving affordable housing.
- Supporting affordable housing projects and providers.
- Ensuring regulations do not restrict special needs housing.
- Supporting housing and services that address homelessness.
- Promoting regional collaboration.
- Supporting specialized housing options for seniors.

- Supporting geographic balance of special needs housing.
- Protecting fair housing choices.

IV. UPCOMING MEETINGS

The tentative schedule for future Council briefings on the element chapters are:

- February 17 (Transportation)
- March 17 (Neighborhood Plans)
- April 7 (Environment and Neighborhood Plans)
- April 21 (Neighborhood Plans)
- May 5 (Public Services and Utilities)
- May 19 (Parks)
- June 2 (Human Services and Implementation Strategies).

Attachments:

1. Draft Land Use Element with strikethroughs and underlined text
2. Clean copy of Draft Land Use Element
3. Draft Housing Element with strikethroughs and underlined text
4. Clean copy of Housing Element

LAND USE ELEMENT

~~RELATIONSHIP TO THE FRAMEWORK GOALS~~

~~The **Land Use Element** highlights the following Framework Goals:~~

- ~~**FG-1 Maintain and enhance Kirkland's unique character.**~~
- ~~**FG-2 Support a strong sense of community.**~~
- ~~**FG-3 Maintain vibrant and stable residential neighborhoods and mixed-use development, with housing for diverse incomes, ages, and lifestyles.**~~
- ~~**FG-4 Promote a strong and diverse economy.**~~
- ~~**FG-5 Protect and preserve environmentally sensitive areas and reduce greenhouse gas emissions to ensure a healthy environment.**~~

~~FG-6 Identify, protect and preserve the City's historic resources, and enhance the identity of those areas and neighborhoods in which they exist.~~

~~FG-7 Encourage a sustainable community.~~

- ~~**FG-8 Maintain and enhance Kirkland's strong physical, visual, and perceptual linkages to Lake Washington.**~~
- ~~**FG-9 Provide safety and accessibility for those who use alternative modes of transportation within and between neighborhoods, public spaces, and business districts and to regional facilities.**~~
- ~~**FG-10 Create a transportation system which allows the mobility of people and goods by providing a variety of transportation options.**~~

~~FG-11 Maintain existing park facilities, while seeking opportunities to expand and enhance the current range and quality of facilities.~~

~~FG-12 Ensure public safety.~~

~~FG-13 Maintain existing adopted levels of service for important public facilities.~~

- ~~**FG-14 Plan for a fair share of regional growth, consistent with State and regional goals to minimize low-density sprawl and direct growth to urban areas.**~~
- ~~**FG-15 Solve regional problems that affect Kirkland through regional coordination and partnerships.**~~

~~FG-16 Promote active citizen involvement and outreach education in development decisions and planning for Kirkland's future.~~

- ~~**FG-17 Establish development regulations that are fair and predictable.**~~

A. INTRODUCTION

Kirkland's existing pattern of land use has served the City well for many years. Over the next 20 years, the real challenge for the community will be how to preserve existing community character in the face of continued population and employment growth.

Kirkland is part of a regional and interrelated pattern of land uses. Most land in the City is devoted to housing, and the majority of Kirkland residents commute to other communities to work.

The following Table LU-1 shows the percent of land uses based on the City's total land area in 2013~~2001~~:change from table to to pie chart

Table LU-1
~~2001~~2013 – Land Use by Percent of the City's Total Land Area

Land Use	Percent
~~Residential~~ Single family	~~63~~46
Right-of-Way	20
Multifamily	8
~~Institutional~~	~~9~~
Parks	8
Vacant	6
Institutional	~~9~~5
Commercial	~~5~~3
Office	~~4~~2
Industrial	~~4~~2
~~Vacant~~	~~6~~
Utilities	~~1~~.44
Mixed Use	.20

Source: City of Kirkland "Community Profile" and King County Assessor's

Kirkland is also a balanced community, providing shops, services and employment both for local residents and for those who live in other communities. In fact, in 2000 Kirkland's ratio of jobs to households was very close to the same as exists in King County, illustrating that Kirkland had its fair share of jobs. Table LU-2 below shows the job to household ratios for 2000 and 2022 at growth targets.

Table LU-2
Jobs to Household Ratio

	2013 ~~2000~~	2035~~2022~~ @ Growth Targets
Kirkland	~~1.40~~	~~1.44~~
King County	~~1.42~~	~~1.50~~

Source: Still gathering data~~2001 King County Annual Growth Report~~

Kirkland is also a city of neighborhoods – each with its own mix of population, housing, commercial opportunities, and visual features which help form its unique character. The City's residential neighborhoods are generally strong and well established. They are also diverse in housing type, size, style, history, maturity and affordability. ~~The Citywide residential density increased between 1991 and 2001 from an average of 6.9 to 7.16 dwelling units per residential used acre now 6.02.~~ More mixed-use residential/commercial centers have developed, including Juanita Village and Downtown Kirkland.

The commercial areas are healthy, offer a broad range of goods and services, and provide a strong tax base to help fund public services and facilities. Kirkland has a diverse economic base with several retail centers, mixed-use retail/office districts, a regional health care center, auto dealerships, business parks, industrial complexes and home-based businesses.

More information on existing land uses can be found in the City's *Community Profile* document available in the Planning Department at Kirkland City Hall.

Between 2013~~2003~~ and 2035~~2022~~, the City will grow by nearly 8,361~~9,697~~ new housing ~~residents and~~units and 22,435~~8,800~~ jobs[1].~~,~~ These projections are referred to as "growth targets". Under the Growth Management Act, planning policies seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council allocates growth targets to jurisdictions and Kirkland is responsible for planning for ~~resulting in~~the increased needs for housing, commercial floorspace, and public services. ~~Under the Growth Management Act, planning policies seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council has determined that Kirkland must plan to accommodate 5,480 new households and 8,800 new jobs over the next 20 years. These increases in households and jobs are referred to as "growth targets." The term "households" refers to occupied units.~~

~~A regional trend toward smaller household sizes across all age groups will mean that the City's housing supply will have to grow at an even faster rate than the population, and that the type and size of housing units may need to adjust.~~

~~While continued increases in services sector employment may provide more opportunities for Kirkland residents to work and shop in their community, it may also mean lower wages – impacting housing affordability.~~

[1]~~Land use data do not include 2011 annexation.~~

Future growth will raise other issues relating to land use: special needs housing, increased traffic congestion, ~~diminished~~ pressure on natural resources and challenges to locate regional facilities. A larger proportion of elderly residents will focus new attention on the special housing and transportation needs of this group. Land use relationships which support transit and provide shops and services closer to home will be important for those with decreased mobility. And, with growth not only in Kirkland, but throughout the Puget Sound region, the community will continue to suffer from the problems of traffic congestion, diminishing natural resources, and the need to find locations for new regional facilities. Regional solutions will be needed to solve these problems.
Issues which must be addressed by the Land Use Element include:

- How to plan for the 2035~~2022~~ household and employment growth targets established by the King County Growth Management Planning Council.
- How to manage the new growth to protect the residential character of the community, while allowing for new and innovative development that responds to changing household needs.
- How to ~~preserve~~ provide for a diversity of employment opportunities and maintain viable commercial areas.
- How to use the pattern of land use to minimize traffic congestion and protect local air quality.
- How to maintain a land use pattern that can be efficiently and effectively served by public services and utilities.
- How to protect Kirkland's environmentally sensitive areas, open space corridors, drainage basins, steep slopes, and shoreline as new housing units and commercial floorspace are developed.
- How to respond to the regional responsibility to help site new regional facilities.

The Land Use Element works together with the other elements of the Comprehensive Plan to answer these questions. While the Land Use Element addresses accommodating growth and sets out general residential siting criteria, the Housing Element more specifically addresses issues of neighborhood character, affordability, and special needs housing.

The Transportation Element identifies the improvements needed to support the land use pattern established by the Land Use Element.

Growth management concerns identified in this element, such as preservation of community character, relationship to the natural environment, and adequate public and human services are amplified in the Community Character, Natural Environment, Parks and Recreation, Capital Facilities, Human Services, Utilities, and Public Services Elements.

Finally, the Land Use Element's discussion of commercial areas is strongly tied to the Economic Development Element. Kirkland's goal to "strengthen the unique role and economic success of Kirkland's commercial areas" (Economic Development Goal ED-3) is echoed in the Land Use Element.

B. THE LAND USE CONCEPT

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. To accomplish this, the Element:

- Seeks a ~~balanced and complete~~compact and walkable community with shops, services and employment close to home; numerous civic activities and entertainment options; high-quality educational facilities; numerous parks; and a variety of housing choices.
- Identifies the values ~~which~~ that must be weighed in managing growth. Goals and policies promote a land use pattern that is orderly, compact, well- designed, and responsive both to the natural and physical environment.
- Proposes a land use pattern that supports a multimodal transportation system and results in more efficient service delivery. Placing urban neighborhoods around commercial areas ~~– called "centers" or "villages" in other communities –~~ allows residents to walk or bicycle to corner stores or neighborhood centers, and then connect by transit to other commercial areas. High-capacity transit could connect and serve larger commercial areas, both inside and outside of the community.
- Protects existing residential neighborhoods. Goals and policies support a stable nucleus of single-family housing and more housing options. Higher-density residential areas continue to be located near commercial centers and transportation hubs.
- Supports a range of employment opportunities in the City and sets out standards for vibrant commercial areas. Opportunities for new growth are provided in the Totem Lake Center and Downtown Kirkland. Other existing commercial areas in the City are maintained and strengthened. While not encouraging heavy industry, goals and policies work to preserve opportunities for higher-paying jobs to locate in the City.
- Encourages preservation of an open space network, including environmentally sensitive areas, recreational facilities, and the shoreline; and
- Acknowledges the City's regional role in working with other jurisdictions and the County to site regional facilities.

C. LAND USE MAP AND DEFINITIONS

~~While the Land Use Element goals and policies set forth general standards for locating land uses, t~~The Comprehensive Plan Land Use Map (Figure LU-1) indicates~~, geographically,~~ where certain types of uses may be appropriate.

The Comprehensive Plan Land Use Map identifies areas for a range of housing densities and a variety of nonresidential uses. The ~~Comprehensive Plan Land Use~~ Map contains land use designations reflecting the predominant use allowed in each area. These designations are reflected in a broad variety of zoning districts on the Kirkland Zoning Map. Within some of these land use designations are mixed-use developments.

~~Land use can be affected by regulations that protect sensitive areas and their buffers and limit development on seismic and landslide hazard areas. The Sensitive Areas Map in the Comprehensive Plan depicts the approximate locations of known sensitive areas which include streams, minor lakes, wetlands, drainage basins, and 100-year floodplains. The geological map in the Comprehensive Plan notes the approximate locations of seismic and landslide hazard areas.~~

The land use categories mapped on the Comprehensive Plan Land Use Map are defined in the Glossary, Appendix ___:

~~*Low Density Residential* – single-family residential uses from one to nine dwelling units per acre for detached residential structures and one to seven dwelling units per acre for attached residential~~

~~structures in certain low-density areas where the Plan allows clustered development through a PUD. Detached single-family dwelling units are physically separated by setbacks from other dwelling units. Attached single-family dwelling units, only allowed in specified areas, are physically connected by means of one or more common walls; each unit has its own exterior entrance; dwelling units are not stacked above or below one another; and density and height limitations associated with single-family zoning classifications are met.~~

~~*Medium-Density Residential* – detached residential uses at 10 to 14 dwelling units per acre and attached or stacked residential uses at eight to 14 dwelling units per acre.~~

~~*High-Density Residential* – detached, attached, or stacked residential uses at 15 or more dwelling units per acre.~~

~~*Office* – uses providing services other than production, distribution, or sale or repair of goods or commodities. Depending on the location, these uses may range from single-story, residential-scale buildings to multistory buildings and/or multibuilding complexes.~~

~~*Office/Multifamily* – areas where both office and medium- or high-density residential uses are allowed. Uses may be allowed individually or within the same building.~~

~~*Commercial* – may include retail, office, and/or multifamily uses, depending on the location. Retail uses are those which provide goods and/or services directly to the consumer, including service uses not usually allowed within an office use. Commercial areas can range in size and function from small residential markets serving the immediate neighborhood to regional draws such as in Totem Lake and Downtown.~~

~~*Industrial* – uses predominantly connected with manufacturing, assembly, processing, wholesaling, warehousing, distribution of products, and high technology.~~

~~*Light Manufacturing Park* – places of business activity that includes light manufacturing, high-technology enterprises, warehousing, wholesale activities, and limited retail and office uses. Light manufacturing park uses do not require large signs or customer parking facilities and do not involve activities which create significant off-site noise, light or glare, odors, smoke, water quality degradation, visual blight, or similar impacts.~~

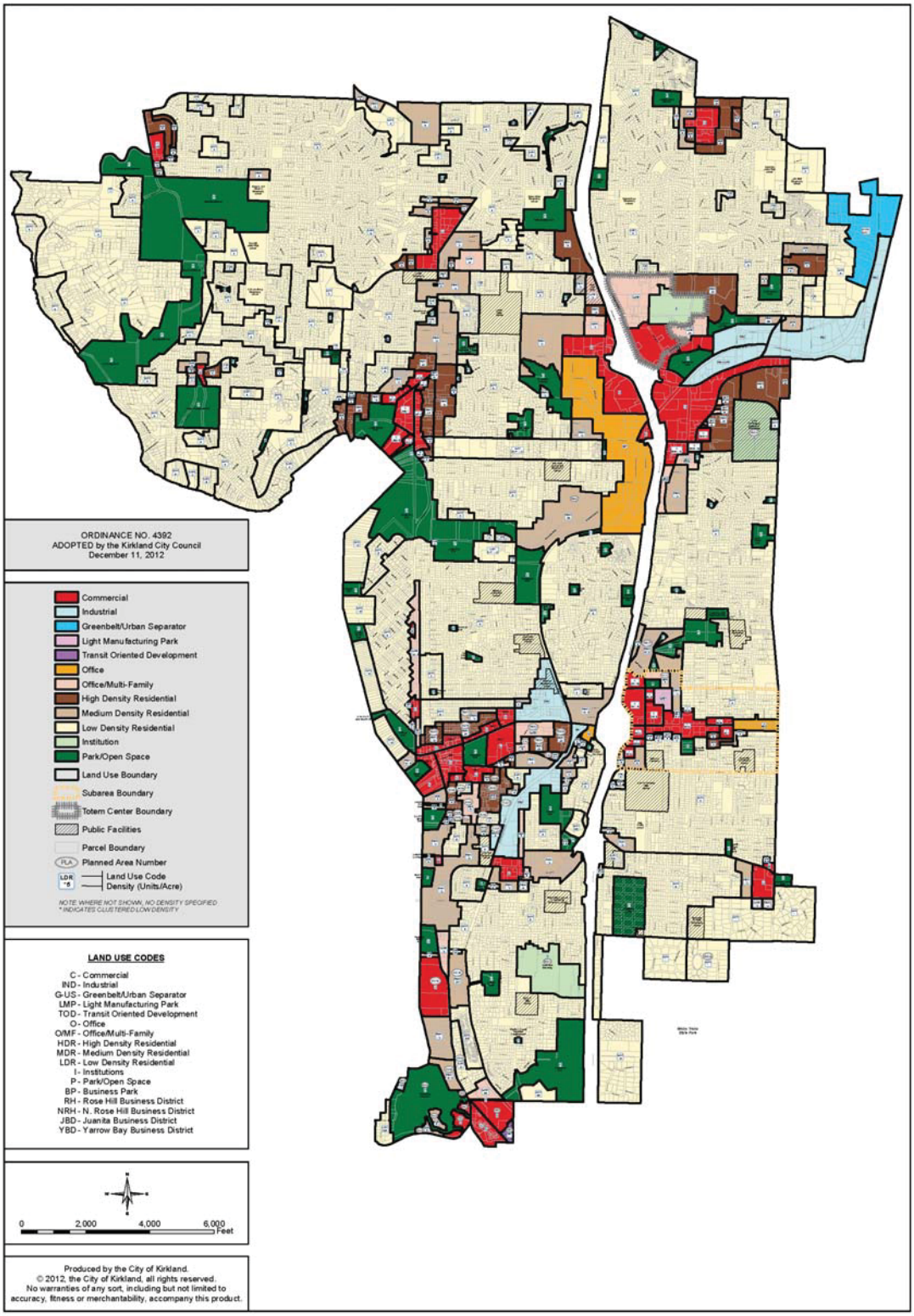
~~*Institutions* – existing uses such as educational facilities and hospitals for which special planning districts have been developed.~~

~~*Public Facilities* – existing public uses such as schools and government facilities.~~

~~*Parks/Open Space* – natural or landscaped areas used to meet active or passive recreational needs, protect environmentally sensitive areas, and/or preserve natural landforms and scenic views.~~

~~*Transit-Oriented Development (TOD)* – area where a higher intensity mix of uses is allowed, together with transit facilities, in order to support the increased use of transit and reduce reliance on roads and single-occupant vehicles.~~

~~*Greenbelt/Urban Separator* – areas planned for permanent low-density residential within the Urban Growth Area that protect adjacent resource land, environmentally sensitive areas, or rural areas, and create open space corridors within and between the urban areas which provide environmental, visual, recreational and wildlife benefits. The King County Countywide Planning Policies have designated the RSA 1 zone as an urban separator.~~



LU-1 Comprehensive Land Use Map

Existing, no changes at this time. Changes may result form CAR's or Neighborhood Plan Review

Table LU-3 below provides a range of residential densities described in the Comprehensive Plan with comparable zoning classifications. In many of Kirkland's commercial and mixed use areas, the Comprehensive Plan does not specify a maximum residential density.

Table LU-3
Residential Densities and Comparable Zones

General Residential Densities	Residential Densities as Specified in Comprehensive Plan in Dwelling Units per Net Acres (d/a)	Comparable Zoning Classification
GREENBELT/URBAN SEPARATOR	Up to 1 d/a	RSA – 1
LOW DENSITY	Up to 1 d/a	RS – 35,000, RSX – 35,000
	Up to 3 d/a	RS – 12,500, RSX – 12,500
	4 – 5 d/a	RS – 8,500, RSX – 8,500, RS – 7,200, RSX – 7,200, RSA – 4
	6 d/a	RS – 7,200, RSX – 7,200, RSA – 6
	7 d/a	RS – 6,300
	8 – 9 d/a	RS – 5,000, RSX – 5,000, RSA – 8
MEDIUM DENSITY	8 – 9 d/a	RM – 5,000, RMA – 5,000
HIGH DENSITY	10 – 14 d/a	RM – 3,600, RMA – 3,600
	15 – 18 d/a	RM – 2,400, RMA – 2,400, BNA
	19 – 24 d/a	RM – 1,800, RMA – 1,800, BNA
	48 d/a	BN, MSC 2

Higher unit per acre counts may occur within each classification if developed under the City's PUD, innovative or affordable housing programs.

D. LAND USE GOALS AND POLICIES

Land Use goals and policies are organized into six categories: Growth Management; Land Use/Transportation Linkages; Residential; Commercial and Mixed Use; Open Space and Resource Protection; and Essential Public Facilities, Government Facilities and Community Facilities.

~~**Goal LU-1:** Manage community growth and redevelopment to ensure:~~

- ~~An orderly pattern of land use;~~

- ~~A balanced and complete community;~~
- ~~Maintenance and improvement of the City's existing character; and~~
- ~~Protection of environmentally sensitive areas.~~

~~**Goal LU-2:** Promote a compact land use pattern in Kirkland to:~~
- ~~Support a multimodal transportation system;~~
- ~~Minimize energy and service costs;~~
- ~~Conserve land, water, and natural resources; and~~
- ~~Efficient use of land to accommodate Kirkland's share of the regionally adopted 20-year population and employment targets.~~

~~**Goal LU-3:** Provide a land use pattern that promotes mobility and access to goods and services and physical activity.~~

~~**Goal LU-4:** Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.~~

~~**Goal LU-5:** Plan for a hierarchy of commercial development areas serving neighborhood, community, and/or regional needs.~~

~~**Goal LU-6:** Provide opportunities for a variety of employment.~~

~~**Goal LU-7:** Establish a coordinated and connected system of open space throughout the City that:~~
- ~~Preserves natural systems;~~
- ~~Protects wildlife habitat and corridors;~~
- ~~Provides land for recreation; and~~
- ~~Preserves natural landforms and scenic areas.~~

~~**Goal LU-8:** The City should maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.~~

Growth Management

Washington's Growth Management Act establishes goals to be considered in the development of local comprehensive plans. These goals include concentrating growth in urban areas to provide efficient services and reduce sprawl, supporting transportation choices, providing housing that is affordable to all, and encouraging economic development. Vision 2040 sets an overarching goal of focusing growth in urban areas to create walkable, compact, transit-oriented communities that maintain local character. These goals are consistent with the vision established by Kirkland citizens. ~~By managing and shaping growth in ways that reflect community values, new growth will complement, rather than detract from, existing development. Community values,~~
Even so, implementing these goals ~~however,~~ requires balance. Growth and development changes the community and brings more traffic. How we manage that growth so that it fits with established community character and creates walkable places that provide residents and workers with transportation choices is the challenge. Kirkland has a long history of growth management that has preserved a community that remains a highly desirable place to live, work, and play. With thoughtful land use planning and an engaged citizenry, Kirkland will retain that quality in 2035 and beyond.~~:~~

~~maintaining existing residential character may not always be supportive of facilitating infill development, or supporting a multimodal transportation system. The viability of some commercial and industrial districts and the ability to achieve compact growth may be impacted by the presence of environmentally sensitive areas. Achieving a balanced and complete community with a full range of shops, services and employment to complement and support the residents while reducing dependence on the transportation system is important to the quality of life. The challenge is to weigh these sometimes conflicting community values and strike a balance. In the long run, and over the breadth of development in Kirkland, then, all values are achieved.~~

Goal LU-1: Manage community growth and redevelopment to ensure:

- *An orderly pattern of land use;*
- *A balanced and complete community;*
- *Maintenance and improvement of the City's existing character; and*
- *Protection of environmentally sensitive areas.*

Policy LU-1.1: ~~Tailor~~Maintain clear and predictable development regulations ~~to fit unique circumstances~~that are consistent with City goals and policies.

Traditionally, development regulations have attempted to avert conflict by segregating development types into districts with relatively uniform development characteristics such as permitted uses or height. In many areas of Kirkland, this approach is a reasonable and effective method for regulating development.

In other parts of Kirkland, it may be possible and desirable to have several different types of development located relatively close to each other. Such a blending of development types could help reduce dependence on the automobile and provide greater opportunities for innovative mixed-use development. In these areas, development regulations may need to be specially developed to address the district's unique characteristics.

~~Special development regulations may also be necessary to take account of other factors influencing and shaping new growth.~~

Policy LU-1.2: Create logical boundaries between land use districts that take into account such considerations as existing and planned land uses, access, property lines, topographic conditions, and natural features.

Boundaries between land use districts should make sense. Where features such as roads or parcel lines cannot be used to identify boundaries, natural features, such as streams or topographical changes, can form distinct edges. Allowed uses should be compatible with adjacent land use districts through physical improvements and/or design elements.

Policy LU-1.3: Encourage attractive site and building design that is compatible in scale and in character with existing or planned development.

Attractive site and building design can create a cohesive and functional development that reflects local character and fits well with surrounding uses. In parts of the City where the community vision has not yet been realized, however, new development should not necessarily look to surrounding uses for

design ideas. Instead, the Comprehensive or Neighborhood Plan should be used to provide guidance on desirable characteristics.

Policy LU-1.4: Create ~~an~~ effective transitions between different land uses ~~and housing types~~.

Some of the most sensitive lands to plan are the transition areas between different types of uses. Uses along the boundary of a commercial area may generate impacts on nearby residential uses. Maintaining privacy may be an issue when mixing residential densities. Residential uses in ~~too~~ close ~~a~~ proximity to industrial development may set up nearly unresolvable conflicts with regard to noise and traffic.

Building and site design can act to minimize such conflicts. Buffers, such as fences, berms, or vegetation~~, located along the boundary of two unlike uses~~ can minimize visual and noise impacts. Buildings might also serve a buffering purpose to the extent that they serve as visual screens ~~or insulation~~or insulate noise. Effective land use transitions can also include building modulation, upper story stepbacks, and other building design elements.

~~Organization of uses on a site may also ease a transition. For example, on a site including both office and retail uses that adjoins a residential neighborhood, it may be more appropriate to locate the offices closest to the neighbors. In general, office uses have lesser impacts in close proximity to homes than do other commercial land uses.~~

Within many of the City's commercial areas, mixing of land uses is encouraged to bring shops, services and offices in close proximity to residential uses. These mixed use areas provide an immediate market for the commercial services, ~~and~~ convenient shopping and employment opportunities to the residences, and ~~while also~~ reduce~~ing~~ the need to drive.

Policy LU-1.5: Regulate land use and development in environmentally sensitive areas to ~~ensure~~ protect environmental quality and avoid unnecessary public and private costs.

Development in natural constraint areas may increase health and safety risks and create other unnecessary costs associated with hazards like landslides, flooding, uneven settlement, erosion, and disrupted subsurface drainage. Public and private costs are also incurred from development in areas with natural amenities or which perform utilitarian or biological functions. The purpose of this policy is to regulate, and in some cases restrict, development activity to ensure a high standard of environmental quality, and to prevent undue costs to property owners, neighbors, and the City.

Goal LU-2: Promote a compact, efficient, and sustainable land use pattern in Kirkland ~~to~~ that:

- Supports a multimodal transportation system that efficiently moves people and goods;
- Minimizes energy use, greenhouse gas emissions, and service costs;
- Conserves land, water, and natural resources; and
- Provides sufficient land area and development intensity ~~Efficient use of land~~ to accommodate Kirkland's share of the regionally adopted ~~20-year~~ population and employment targets.

Policy LU-2.1: Support a range of development densities in Kirkland, recognizing environmental constraints and community character.

The Countywide Planning Policies establish two broad categories of lands: urban and rural. Urban lands are those which are inside the Urban Growth Area, ranging from the suburban densities of much of the Eastside to the very high urban densities found in downtown Seattle. The Countywide Planning Policies identify all of Kirkland as an urban area.

Policy LU-2.2: ~~Use land efficiently, f~~Facilitate infill development ~~or~~ and encourage redevelopment of underutilized land~~, and, where appropriate, preserve options for future development~~.

~~As with any natural resource, land can be used either efficiently or inefficiently. The intent of this policy is to ensure that Kirkland's land is used in the most efficient manner possible.~~

Some land in or adjacent to developed areas has been skipped over as development shifted to outlying areas. In some cases, natural constraints or other factors may have rendered the land unsuitable for development. It is not the intent of this policy to encourage development in environmentally sensitive areas or preclude the use of undeveloped land for open space. However, infill development is encouraged when environmental protection is ensured.

Redevelopment of existing development (for example, converting a parking lot to a new building with structured parking) may also occur as land use plans change. As in all cases, however, the benefits to be achieved under this policy must be weighed against the values expressed in other policies of this Plan – such values as historic preservation and maintenance of existing affordable housing.

~~This policy also extends the notion of "recycling" to land use. As with other natural resources, land can be developed in a way that permits the land to be used again. For example, in cases where a property owner wishes to retain a large lot for personal use, but subdivide the rest of the property, the option for future subdivision of the large lot should be preserved, if possible.~~

Policy LU-2.3: Ensure an adequate supply of housing units and commercial floorspace to meet the required growth targets ~~through efficient use of land~~.

As growth occurs, the need for new housing units and commercial floorspace will increase. Kirkland is required to accommodate growth targets for household units and employment established by the King County Growth Management Planning Council as mandated by the Growth Management Act. The community must balance this need with the desire to retain existing community character and with the City's ability to provide infrastructure and public services to serve the new growth. The City should monitor its existing residential and nonresidential capacity to determine how fast and where new growth is occurring and whether Kirkland can accommodate the required growth targets. Available capacity is a calculation of likely development potential in the foreseeable future based on certain assumptions and factors and assumed to cover a 20-year time horizon. Table LU-4 below shows that the City can accommodate the 2035~~2022~~ growth targets with its available capacity.

Table LU-4
Comparison of Growth Targets and Available Capacity

	2013~~2000~~ Existing[1]	**2035~~2022~~ Growth Targets[2]**	**Available Capacity[3]**

Housing Units	36,866 ~~21,831~~	45,227 ~~27,311~~ (at 8,361 ~~5,480~~ new households)	46,382 ~~28,800~~ (at 9,516 new households)
Employment	Data collection~~32,384~~	~~41,184~~ (at 22,435 ~~8,800~~ new jobs)	~~58,400~~ (at 22,435 new jobs)

Sources:
1. 2013~~2000~~ housing units: ~~Office of Financial Management (OFM)~~
   2013~~2000~~ employment: ~~City estimate based on existing nonresidential floor area and information about the typical number of employees/amount of floor area for different types of nonresidential uses. By comparison, the PSRC estimated 2000 employment was 38,828. Examination of PSRC records found errors suggesting this was a significant overestimate.~~
2. Targets for household and employment growth between 2013~~2000~~ and 2031~~2022~~ were assigned by the King County Countywide Planning Policies and projected to 2035. ~~Targeted growth was added to the 2000 totals to establish the 2022 totals. Targets do not include the annexations of Bridleview (2009) or Finn Hill, North Juanita, and Kingsgate (2011).~~
3. City estimates.

Policy LU-2.4: Support development patterns that promote public health and provide opportunities for safe and convenient physical activity and social connectivity.

The physical design of communities affects our behavior. Communities without convenient parks, safe sidewalks, and local-serving retail require their residents to drive more and walk less. They also lack the gathering places that bring communities together for daily interaction. In contrast, Kirkland's thoughtful urban design, extensive parks system, emphasis on pedestrians, and mixed use villages should continue to invite residents to be active and engage in their community.

Land Use/Transportation Linkages

Land use/transportation linkage policies address the relationship between the land use pattern and a ~~multimodal~~ complete transportation system. Separation of jobs and housing means longer commute trips – generally accommodated on the City's roadways either by private automobile or transit. When shops and services are long distances from residential areas, this also translates into additional vehicle or transit trips. Allowing residential and nonresidential uses to locate in closer proximity provides transportation options making walking or bicycling ~~more feasible~~a viable option.

Site design standards also impact the ability of drivers, transit riders, pedestrians, and bicyclists to get around. Policies in this section discuss the importance of considering connections and ~~alternative~~ transportation ~~modes~~ choices when planning new development. ~~The special needs of industrial development are also addressed.~~

Goal LU-3: Provide a land use pattern that promotes mobility, transportation choices, and convenient access to goods and services.

Policy LU-3.1: Create and maintain neighborhoods that allow residents and employees to walk or bicycle to places that meet their daily needs.~~Provide employment opportunities and shops and services within walking or bicycling distance of home.~~

Kirkland presently has a ~~fairly~~ largely complete network of commercial and employment centers, and many of the City's residential neighborhoods can easily access a shopping area. This policy ~~attempts~~ intends to further strengthen the relationship between urban neighborhoods and commercial development areas.

Policy LU-3.2: Encourage residential development within commercial areas.

Incorporating ~~R~~residential development ~~which is incorporated~~ into commercial areas ~~can~~ provides benefits for businesses and residents alike. Housing within commercial areas provides the opportunity for people to live close to shops, services, and places of employment. Conversely, residents living within commercial areas create a localized market for nearby goods and services, provide increased security, and help to create a "sense of community" for those districts.

Residential development within commercial areas should be compatible with and complementary to business activity. ~~Residential use should not displace existing or potential commercial use.~~

Policy LU-3.3: ~~Consider~~ Encourage housing, offices, shops, and services at or near the park and ride lots.

Park and ride facilities provide a potential location for offices, shops, and services serving two sets of customers: nearby residents and transit riders. In addition, housing at these facilities supports transit ~~use. However, the~~use. The design of these facilities ~~would have to~~should be carefully considered to ensure protection of the surrounding neighborhood. The City should work with Metropolitan King County to develop standards for housing, offices, shops and services at these facilities.

Policy LU-3.4: Locate higher density land uses in areas served by frequent transit service.

As decisions are made about locating future growth in Kirkland, the availability of viable transportation choices should be taken directly into account in relation to the location and intensity of that growth.

Policy LU-3.5~~4~~: Provide ~~easy~~ vehicular access for ~~industrial~~ commercial development from arterials or freeways and avoid~~. Avoid industrial~~ vehicular access ~~through~~from residential streets~~areas~~.

Because of heavier traffic patterns and delivery traffic associated with commercial uses, primary transportation routes should be oriented toward non-residential streets.~~Because of the heavy truck traffic generally associated with these uses, industrial development should not route traffic through residential neighborhoods. Instead, industrial areas should depend on transportation routes which link them directly to arterials, in close proximity to freeway interchange areas.~~

Policy LU-3.6~~5~~: Incorporate features in new development projects ~~which~~ that support transportation choices~~transit and nonmotorized travel as alternatives to the single-occupant vehicle~~.

Site design can play an important role in ~~encouraging use of alternative transportation modes~~promoting transportation choices. Locations of buildings and bus stops on a site, for example, can mean the difference between having transit users walk long distances through the rain or being dropped off at the door. Something as simple as the provision of covered bicycle racks may encourage a would-be cyclist.

Policy LU-3.7: Reduce minimum parking requirements in areas based on the availability of amenities such as frequent transit service and convenient shops and services.

Where people have viable alternatives to car ownership and lower parking needs are demonstrated, new development should not be required to build more parking supply than the actual demand. Unused parking is an inefficient use of land and imposes significant additional costs on residents and businesses.

Policy LU-3.8: Create a complementary relationship between adjoining land uses and the Cross Kirkland Corridor and Eastside Rail Corridor, both in terms of short term nonmotorized access and future opportunities for high capacity transit.

The corridors have evolved significantly from heavy rail use to nonmotorized access and recreation. The corridors will continue to evolve as opportunities for future transportation are realized. This evolution should be carefully considered and leveraged in relation to planned land use along the corridor.

Policy LU-3.9~~6~~: Encourage vehicular and nonmotorized connections between adjacent properties.

Improved pedestrian connections between adjacent properties and to adjacent streets minimizes walking distances and provides safe walking surfaces, which in turn can result in less driving and more opportunities for physical activity. Vehicle connections between adjacent properties reduce congestion on streets, number of turning movements and gasoline consumption. ~~Lack of connections between adjacent properties may mean that a car must return to a busy street and then turn again into an adjoining lot to gain access.~~ Fences or impenetrable landscape buffers may prevent convenient pedestrian connections ~~to the business next door or force long detours out to the sidewalk and then back into the adjoining property~~. The intent of this policy is to encourage connections and to avoid such ~~unintentional~~ barriers to easy access.

Residential ~~Land Uses~~

Most of the land in Kirkland is developed with housing of some type - whether ~~detached~~ single-family or multifamily homes~~, townhouses, or other attached or stacked units~~. ~~Preservation and protection of these residential neighborhoods is an important goal.~~ Kirkland will continue to be primarily a residential community and ~~that~~ preservation and protection of residential neighborhoods is an important goal to ensure future livability.

The notion of preserving community character is one that is explored more fully in the Housing and Community Character Elements and the Neighborhood Plans, where careful review of the features that make a neighborhood unique are identified. In the Land Use Element, the general notion of protection of community character is promoted. However, this Element also acknowledges that the community will be growing and that a balance must be struck between providing more housing units and preserving the neighborhoods as they are today.

Several of the most important housing issues – affordability, special needs housing, and accessory units – are not addressed in this Element. They are discussed, instead, in the Housing Element.

Goal LU-4: Protect and enhance the character and ~~,~~ quality~~, and function~~ of ~~existing~~ residential neighborhoods while accommodating the City's growth targets.

Policy LU-4.1: Maintain and enhance the character of Kirkland's ~~single-family~~ residential ~~character~~areas.

The community's vision and guiding principles established in this Plan foresee residential neighborhoods that remain vibrant, livable, diverse, and affordable.~~, as described in the Vision Statement of this Plan, is that Kirkland's residential areas are diverse with a variety of housing choices including single-family detached, attached, stacked, cottage, carriage styles and accessory dwelling units~~.

Policy LU-4.2: Locate the ~~most~~ highest densit~~y~~e residential areas close to shops and services and transportation hubs.

Denser residential areas ~~such as apartments and condominiums~~ should continue to be sited close to or within commercial areas and transportation hubs to increase transportation choices ~~the viability of the multimodal transportation system~~.

Policy LU-4.3: ~~Continue to a~~Allow for new residential growth ~~throughout the community,~~ consistent with the basic pattern of land use in the City.

~~Although the Land Use Element states that opportunities for new housing units should be dispersed throughout the community, significantly greater densities are not targeted for low-density neighborhoods. Instead, i~~Infill development is expected in ~~these~~ low density residential areas based on availability of developable land, while higher densities are clustered near existing commercial areas.

Policy LU-4.4: Consider neighborhood character and integrity when determining the extent and type of land use changes.

Protection of community character is a theme woven throughout the Land Use Element. Community character is most clearly expressed through the Neighborhood Plans. It is the intent of this policy to direct specific consideration of the unique characteristics of neighborhoods, as described in the Neighborhood Plans, before committing to major area-wide residential land use changes.

Commercial and Mixed Use~~Land Uses~~

Commercial land uses are a critical part of the Kirkland community. They provide shopping and service opportunities for Kirkland residents, and also create employment within the City. The tax revenues generated by business help fund the capital facilities and public services that residents enjoy.

In return, the quality of life in the City's neighborhoods provides a main attraction for both businesses and their patrons. The proximity to Lake Washington, the fine system of parks, the availability of a

regional medical center~~ with good medical care~~, top notch educational facilities, the environmental ethic of the community, and quality infrastructure attract outsiders to Kirkland and make the City a good place to do business – for employers, employees, and customers.

Problems that the community faces – traffic congestion, particularly – create concerns for commercial land uses. Ease of transporting goods and adequate parking are especially important. An underlying premise of the Land Use Element~~, expressed in the Vision Statement,~~ is that, in the future, residents of the City will not drive as much as they do presently to ~~minimize~~ avoid being in traffic congestion~~ and reduce parking needs~~. To that end, the Element attempts to promote commercial land use patterns that support ~~alternative~~ transportation choices.~~modes and locate housing in commercial areas where appropriate.~~

Along with the need to provide new housing units for future residents, the City will need to designate adequate land area for commercial uses, some of which may employ Kirkland residents. If the opportunity for local employment is increased, the high proportion of residents who work outside the community may be reduced. This in turn would ease traffic congestion by shortening commute trips and making other modes of travel to work more feasible.

In addition, many of Kirkland's commercial area are designated for mixed use development. Mixed use development is a fundamental part of the regional and local growth strategy. As evidenced in areas like Downtown Kirkland and Juanita Village, the mixing of residential and commercial uses creates compact, walkable, transit-oriented communities. Residents and employees in these communities have choices about the mode of transportation they use to meet their daily needs, businesses benefit by having a close-in customer base, and public services are more efficiently provided to more people. The Land Use Element emphasizes the quality of the mixed use environment to ensure that mixed use development creates highly desirable places for people to live, work, and play.

Currently, a ~~hierarchy~~ variety of "commercial and mixed use development areas" exists in the City, based primarily on size and relationship to the regional market and transportation system (see Figure LU-2: Commercial and Mixed Use Areas).

Some of Kirkland's commercial areas serve primarily the surrounding neighborhood; ~~R~~residents depend on their neighborhood grocery store, dry cleaners, bank, etc., for everyday needs. ~~o~~Other~~s~~ commercial areas have a subregional or regional draw. Most of the larger commercial areas are centered around major intersections. ~~They depend on principal arterials, the freeway, or the railroad for goods transport and for bringing in workers or customers. Smaller commercial areas, Neighborhood Centers, for example, have a more localized draw. Residents depend on their neighborhood grocery store, dry cleaners, bank, etc., for everyday needs.~~

The Land Use Element provides general direction for development standards in commercial and mixed use areas~~ and describes the future of specific commercial areas in Kirkland~~. The following terms are used in the discussion of commercial and mixed use areas~~land uses~~:

Urban Center (Mixed Use)
An Urban Center is a regionally significant concentration of employment and housing, with direct service by high-capacity transit and a wide range of land uses, such as retail, recreational, public

facilities, parks and open space. An Urban Center has a mix of uses and densities to efficiently support transit as part of the regional high-capacity transit system.

Downtown Kirkland (Mixed Use)~~Activity Area~~

Downtown Kirkland~~An Activity Area~~ is an area of moderate commercial and residential concentration that functions as a focal point for the community and is served by a transit center.

Mixed Use Village~~Business District~~

A Mixed Use Village~~Business District~~ is an area that serves the needs for goods and services of the local community as well as the subregional market~~, as well as the local community~~. These districts vary in uses and intensities and may include office, retail, restaurants, housing, hotels and service businesses. Grocery stores are considered a high-priority anchor for these areas. Residential uses are encouraged where they support and do not displace the commercial viability of these areas.

~~**Neighborhood Center**~~

~~A Neighborhood Center is an area of commercial activity dispensing commodities primarily to the neighborhood. A supermarket may be a major tenant; other stores may include a drug store, variety, hardware, barber, beauty shop, laundry, dry cleaning, and other local retail enterprises. These centers provide facilities to serve the everyday needs of the neighborhood. Residential uses may be located on upper stories of commercial buildings in the center.~~

Neighborhood~~Residential~~ Market

A Neighborhood Market consists of ~~I~~individual stores or mixed-use buildings/centers that are pedestrian-oriented and serve the local 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.

Mixed Use Business Center

Mixed Use Business Centers are employment centers that incorporate a mix of uses including office, retail, restaurant, and hotels. Residential uses are encouraged to strengthen these areas as active 24-hour communities.

Corridor District (Mixed Use)

Corridor Districts are linear districts arranged along an arterial with commercial uses that benefit from automobile and transit volumes. Enhanced pedestrian orientation and integration residential uses are critical to integrating these corridors with adjoining land uses.

Commercial Flex~~Light Industrial/High Technology Area~~

~~A~~ Commercial Flex areas~~Light Industrial/High Technology area~~ serve~~s~~ both the local and regional markets and may include office, light manufacturing, high technology, wholesale trade,~~ storage facilities~~ and limited retail. They do not include residential uses.

Urban Center (Mixed Use)

Downtown Kirkland (Mixed Use)

Mixed Use Village (Mixed Use) or Neighborhood Center (Mixed Use)

Corridor District (Mixed Use)

Commercial Flex or Office/Light Industrial

Mixed Use Business Center

Neighborhood Market (Mixed Use)

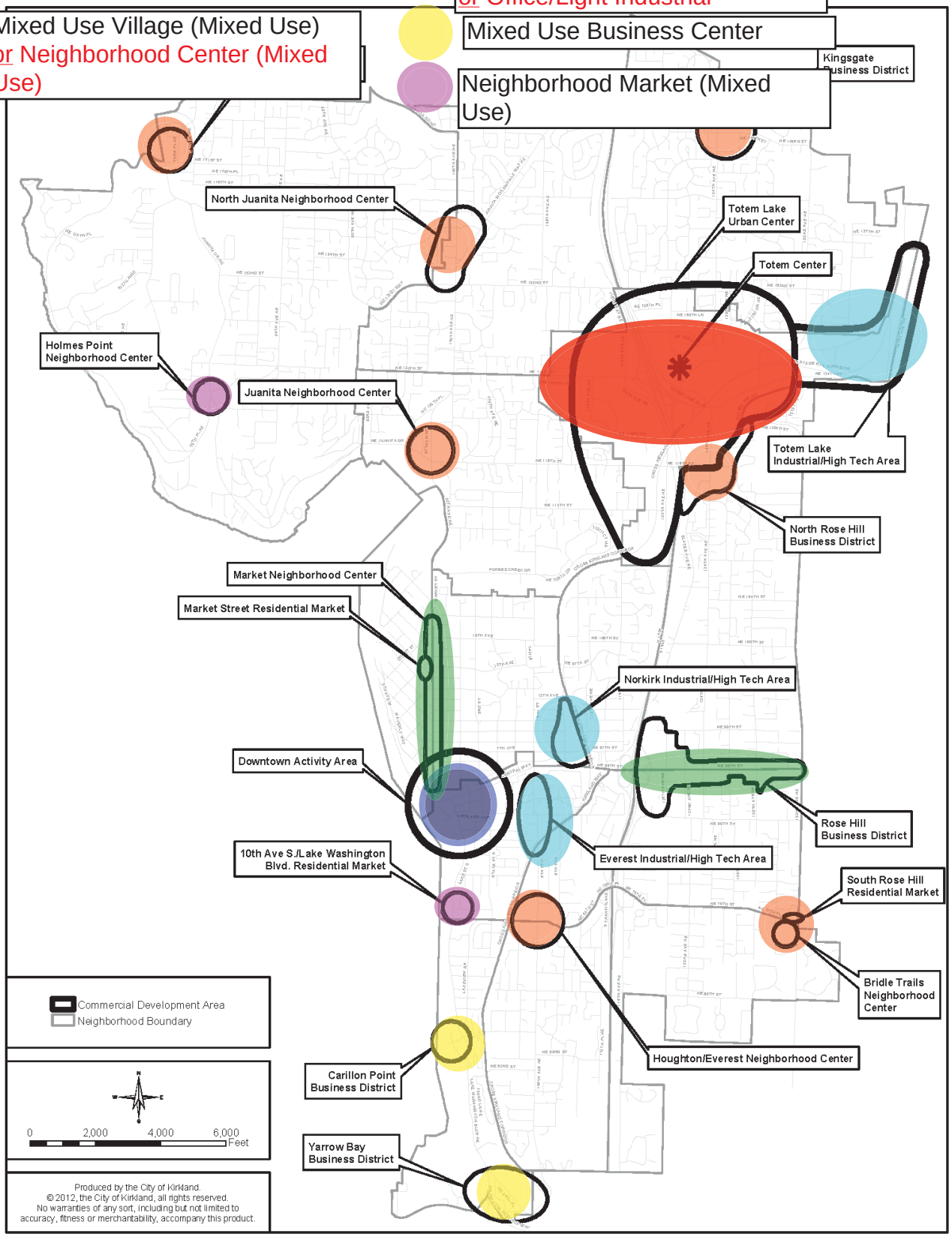


Figure LU-2: Commercial Areas

Commercial & Mixed Use Areas

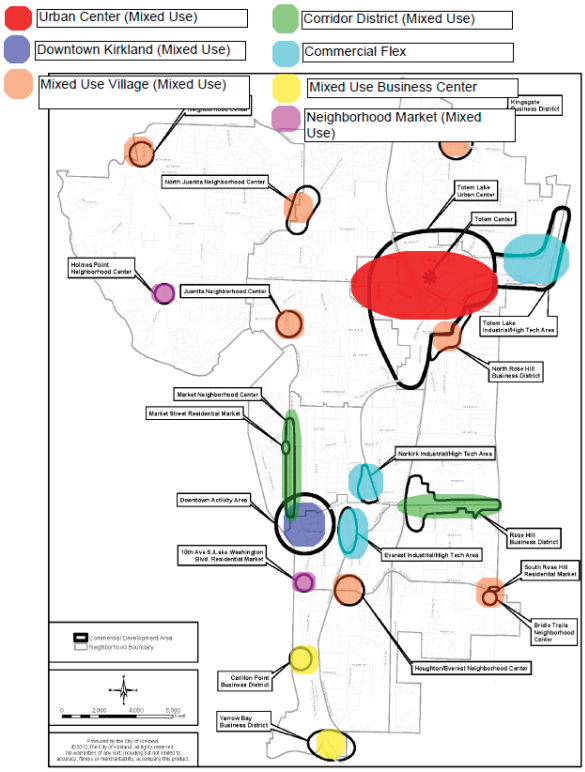


Figure LU-2: Commercial Areas

Commercial & Mixed Use Areas

Goal LU-5: Plan for a hierarchy of commercial and mixed use ~~development~~ areas serving neighborhood, community, and/or regional needs.

Policy LU-5.1: Reflect the following principles in development standards and land use plans for commercial and mixed use areas:

Urban Design

- Create lively and attractive districts with a human scale.
- Create attractive, pedestrian-oriented streets though building placement and design and by minimizing the obtrusive nature of parking lots.
- Support a mix of retail, office, and residential uses in multistory structures.
- Create effective transitions between commercial areas and surrounding residential neighborhoods.
- ~~Protect residential areas from excessive noise, exterior lighting, glare, visual nuisances, and other conditions which detract from the quality of the living environment.~~

Access

- Encourage multimodal transportation options~~, especially during peak traffic periods~~.
- Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity.
- Promote a street pattern that provides through connections, pedestrian accessibility and vehicular access.
- Encourage pedestrian travel to and within ~~the~~ commercial and mixed use areas by providing:

- Safe and attractive walkways;
- Close groupings of stores and offices;
- ~~Structured and underground parking to reduce walking distances and provide overhead weather protection; and~~
- Placement of ~~off-street surface~~ parking in structures, underground, or to the back or ~~to the~~ side of buildings ~~to maximize pedestrian access from the sidewalk(s)~~.
- ~~Promote non-SOV travel by reducing total parking area where transit service is frequent.~~

Each commercial and mixed use area has its own unique attributes, although generalized development guidelines which work to preserve community character and support a ~~multimodal~~ complete transportation system are described in the above policies. Particular emphasis is placed on improving pedestrian accessibility in commercial areas.

These policies recognize that urban design is important, and that well-designed commercial and mixed use areas, in partnership with Kirkland's residential neighborhoods, will project a positive community image.

Good urban ~~commercial~~ design complements and enhances adjacent residential areas.

Policy LU-5.2: Maintain and strengthen existing commercial and mixed use areas by focusing economic development within them ~~and establishing development guidelines~~.

The intent of this policy is that future economic development be concentrated in existing commercial and mixed use areas. This concentration can help to maintain and strengthen these areas and also promote orderly and efficient growth that minimizes impacts and service expansion costs. Concentration also allows businesses to benefit from proximity to each other.

Intensification, rather than expansion of the boundaries of existing commercial areas into surrounding residential neighborhoods, is desirable. Infilling is preferred, particularly when it would create a denser pattern of development that is focused less on the ~~private~~ automobile and more on the opportunity for multiple transportation modes. Redevelopment may also provide new opportunities, especially in commercial areas where the community vision has changed over time.

Policy LU-5.3: Enhance and strengthen Kirkland's commercial and mixed use areas consistent with the neighborhood plan for each area.

Each of Kirkland's commercial and mixed use areas has unique characteristics based on its role in the community and/or region. Totem Lake is designated as an Urban Center and the Totem Lake neighborhood plan will guide its redevelopment. Downtown Kirkland is the community's historic commercial center and the Moss Bay neighborhood plan establishes the policy guidance for its future. Similarly, policies for each area will be found in the applicable neighborhood plan.

Policy LU-5.4: Provide opportunities for a variety of employment.

Kirkland's commercial areas provide a diversity of jobs; from primary jobs that that bring new revenue into the community, to high-tech jobs that attract creative industry leaders, to service jobs that provide necessary goods and services to the community. All of these employment types are important to a

balanced community and plans for each of Kirkland's commercial areas should strengthen appropriate employment opportunities.

Policy LU-5-5: Maintain and enhance Kirkland's diverse Mixed Use Villages to serve as business centers and as walkable focal points for the local community. Reflect the following principles in development standards and land use plans for these areas:

- Preserve and enhance neighborhood-serving retail, especially grocery stores.
- Promote a mix of complementary uses.
- Support redevelopment at an intensity that helps meet Kirkland's required growth targets in walkable neighborhoods with good transit service.
- Create gathering places and opportunities for social interaction.
- Create and maintain unique places that complement and reflect the character of the surrounding neighborhood.

The general principles for Mixed Use Villages are intended to preserve and enhance vibrant, economically healthy, and walkable communities. The neighborhood plan for each village should ensure that the vision responds to the unique qualities of the area.

Policy LU-5.6: Encourage redevelopment and adaptive reuse of Kirkland's Flex Commercial areas in a manner that supports the existing mix of allowed uses while enabling these areas to evolve into innovative areas for commerce and employment.

Kirkland's Flex Commercial areas owe their diversity to a history of industrial development – much of it located along the former heavy rail corridor. As new industrial development shifts elsewhere in the region, Kirkland's Flex Commercial areas will serve two vital roles. First, existing development is in demand for a variety of uses that can be accommodated in the existing building stock. Second, over time, more high-tech companies will locate new development in these areas and benefit from the availability of large parcels with access to the Cross Kirkland Corridor and Eastside Rail Corridor and vibrant neighborhoods.

~~Policy LU-5.3: Maintain and enhance Kirkland's Central Business District (CBD) as a regional Activity Area, reflecting the following principles in development standards and land use plans:~~

- ~~Create a compact area to support a transit center and promote pedestrian activity.~~
- ~~Promote a mix of uses, including retail, office and housing.~~
- ~~Encourage uses that will provide both daytime and evening activities.~~
- ~~Support civic, cultural, and entertainment activities.~~
- ~~Provide sufficient public open space and recreational opportunities.~~
- ~~Enhance, and provide access to, the waterfront.~~

~~As its name implies, the Central Business District (CBD) has historically been the center of commercial activity in Kirkland. As Framework Goal 3 states, Downtown is also a residential, civic, cultural, and entertainment focal point and has the most dominant role in contributing to the City's identity. These prominent roles of the CBD should be maintained and enhanced.~~

~~Policy LU-5.4: Support Totem Lake's development as an Urban Center with a diverse pattern of land uses.~~

- ~~Recognize Totem Center, the area around Totem Lake Mall and Evergreen Healthcare Medical Center, as the "core" district where the highest densities and intensities of land use are focused.~~
- ~~Create a compact area to support the planned transit center and promote pedestrian activity.~~
- ~~Encourage uses which will provide both daytime and evening activities.~~
- ~~Provide sufficient public open space and recreational opportunities.~~
- ~~Enhance the natural condition and function of Totem Lake.~~
- ~~Promote superior urban design throughout the Urban Center through standards that address human and architectural scale and design. Through coordination of improvements in the public realm, affirm and create a "sense of identity" for the Totem Lake Urban Center. Ensure that the built environment enhances and contributes to a highly successful pedestrian environment, particularly in Totem Center, where connections between business, transit and the living environment are key to establishing a vibrant community. The Design Guidelines for Totem Lake Neighborhood and the Pedestrian Oriented Design Guidelines provide specific direction for this area.~~
- ~~Provide an interconnected street system for pedestrian and vehicular access.~~

~~Totem Lake is a major center of employment and trade for the City. In 2003, the neighborhood had the most land devoted to commercial, industrial and office uses in the City, and the second-highest residential densities per residentially developed acre. The Totem Lake Neighborhood is also home to the City's largest employer, Evergreen Healthcare Medical Center. The boundaries of the Totem Lake Urban Center generally correspond to the neighborhood boundaries, with a relatively small addition at the Center's east border, where a multifamily area in the North Rose Hill neighborhood is included.~~

~~The policies above are designed to reinforce Totem Lake's important commercial role, but also to set a new direction for development in the Totem Center core of the Totem Lake Urban Center. The Totem Center boundaries encompass the Totem Lake Mall, the Evergreen Healthcare Medical Center, and the mixed-use areas west and north of the hospital campus. Increases in residential and commercial densities in Totem Center will serve two purposes – providing new housing units for the growth expected in Kirkland over the next 20 years, and developing higher intensity and a more compact land use pattern that encourages pedestrian use and provides additional support for transit. By the year 2022, it is expected that 11 percent of the City's housing growth and 42 percent of the City's employment growth will have occurred within the Totem Lake Neighborhood.~~

~~Totem Center may serve as the focus for the diverse land uses in the overall Urban Center, and to provide the area with a recognizable heart providing a sense of identity to the Totem Lake neighborhood. The larger Totem Lake Urban Center is poised to achieve many of the goals of growth management, including an efficient transportation system with transit and the pedestrian and bicycle access called for in this plan, as well as a compact, mixed-use development pattern. Designated densities in the Totem Lake Urban Center are sufficient to accommodate an increased share of the region's growth, and its needs for housing, jobs, health care and other services, along with cultural and recreational activities. Regional investment in additional transportation infrastructure will support Totem Lake Urban Center in achieving these goals.~~

~~Policy LU-5.5: Enhance and strengthen the commercial viability of the Rose Hill Business District by implementing the NE 85th Street Subarea Plan.~~

~~The Rose Hill Business District is a commercial corridor located along NE 85th Street connecting Redmond with I-405 and Kirkland. The business district's role is one of serving both the local market in~~

~~Kirkland, particularly the North and South Rose Hill Neighborhoods, and a broader subregional area due to direct freeway access. The NE 85th Street Subarea Plan set a new direction for the corridor with the goal of transforming the current strip center development pattern into more mixed-use development by implementing the following principles in development standards and transportation improvements:~~

- ~~Land use policies encourage taller buildings located near the I-405 freeway interchange with lower buildings toward the east portion of the corridor and adjacent to residential areas to the north and south.~~
- ~~New design standards will create an attractive commercial area by encouraging buildings to be oriented to the sidewalk with parking to the side or rear, enhance pedestrian orientation, and create effective buffers and transitions between commercial uses and adjacent residential uses.~~
- ~~New street improvements such as new sidewalks, lighting and street trees will revitalize the district and increase pedestrian circulation and safety.~~
- ~~Transportation improvements planned by Sound Transit and King County along the corridor will improve local and regional transit mobility.~~

~~Policy LU-5.6: Encourage increased residential capacity in the North Rose Hill Business District (NRHBD) to help meet housing needs.~~

- ~~Encourage mixed-use commercial/residential development.~~
- ~~Promote a broad range of uses as an extension of the Totem Lake Urban Center.~~
- ~~Provide a transition to the residential core in the North Rose Hill neighborhood.~~

~~The North Rose Hill Business District is a mix of retail, wholesale, and office businesses. Along NE 116th Street and close to I-405, a broad range of uses is encouraged as an extension of the Totem Lake Urban Center. By providing height and/or density incentives for residential uses, the area near the freeway should redevelop over time with mixed-use commercial/residential. Further from the freeway and east of the NE 116th Street/124th Avenue NE intersection, commercial uses with a neighborhood orientation are appropriate in recognition of this area's proximity to residential development. Development to the south along Slater Ave. NE and 124th Avenue NE should redevelop with stand-alone residential or mixed-use office/residential uses as a transition to the residential core of the North Rose Hill Neighborhood.~~

~~Policy LU-5.7: Emphasize new office development with a complementary mix of supporting uses in the Business District at the Yarrow Bay interchange area.~~

~~The Yarrow Bay interchange area is largely developed with offices and this pattern of land use should continue. However, supporting retail uses, such as office supply stores, restaurants and delis, and print shops, should be encouraged to locate in this area to minimize travel trips by office workers.~~

~~Policy LU-5.8: Promote development within the Bridle Trails, Houghton/Everest, and Juanita Neighborhood Centers that becomes part of the neighborhood in the way it looks and in the functions it serves.~~

~~Neighborhood centers provide services to surrounding residential neighborhoods so that residents may shop close to home. They also may function as the focal point for a community. Because of these important ties to their neighborhood, neighborhood centers should develop in ways that provide goods and services needed by the local residents, enhance physical connections to the surrounding neighborhoods, foster good will and provide an opportunity for people to mingle and converse.~~

~~Policy LU-5.9: Allow small markets in residential areas where identified in the neighborhood plan, subject to the following development and design standards:~~

- ~~Locate small-scale neighborhood retail and personal services where local economic demand and local citizen acceptance are demonstrated.~~
- ~~Provide the minimum amount of off-street parking necessary to serve market customers.~~
- ~~Ensure that building design is compatible with the neighborhood in size, scale, and character.~~

~~The intent of this policy is to permit small individual stores or service businesses in residential areas on a case-by-case basis. These businesses should cater to nearby residents, be oriented to pedestrian traffic, and require very little customer parking. They should be designed and located in a manner that is compatible with adjacent residences and that will not encourage the spread of commercial uses into residential areas. They should be located where local economic demand and neighborhood acceptance can be demonstrated.~~

~~**Goal LU-6:** Provide opportunities for a variety of employment.~~

~~Policy LU-6.1: Provide opportunities for light industrial and high technology uses.~~

~~While Kirkland is not interested in recruiting heavy industry, the City is supportive of existing industrial enterprises and wants to encourage new high-technology businesses to locate here.~~

~~Policies that encourage residential and retail encroachment in industrial areas drive up the cost of land and promote conflicts which may force displacement of industrial operations. The strategy in the Land Use Element is to maintain industrial uses, while acknowledging that, in some parts of the City, industrial lands may be considered for conversion to other land uses.~~

~~Recognizing that each industrial area in the City has its own distinct character, the range of uses may vary between districts and may include some nonindustrial uses. Factors which should be taken into account when determining appropriate land uses include existing uses, surrounding uses, the local transportation system, and the effect on maintenance of primary jobs in the local job market.~~

~~Policy LU-6.2: Encourage and support locations for businesses providing primary jobs in Kirkland.~~

~~Primary jobs bring dollars into the community and result in a higher per capita income for Kirkland residents. As incomes go up, more money can be spent on goods and services. Housing becomes more affordable and the City's ability to finance public services is increased.~~

Open Space~~, Recreation~~ and Resource Protection

Open space ~~is land area free of buildings or other structures which~~ may serve amenity, utilitarian and/or recreational purposes. Open space also may protect and preserve special natural places such as stream corridors, wetlands, ~~drainage basins~~ and wildlife habitat. As growth continues, the value of open space will increase, providing relief from the urban environment and an opportunity to experience nature inside the City.

Public agencies, including the City, King County, and the State~~The City~~ already own~~s~~ important areas of open space within and on the borders of the City.~~ – including Juanita Bay Park, property along Forbes Creek, Yarrow Bay Park, Watershed Park, and the waterfront parks – that could~~These areas serve as the foundation for an open space system. Wetland and stream setbacks and buffers provide corridors of open space. Native Growth Protection Easements~~,~~ held by the City~~,~~ also preserve~~, in perpetuity,~~ environmentally sensitive open spaces and habitat.

Open space goals and policies are included in the Natural Environment, and Parks and Recreation Elements. The intent of the following goal is to prompt further action to identify and develop a coordinated and connected open space system. The accompanying policies address this process, and also speak to certain specific types of open space~~, such as view corridors and the shoreline~~.

Goal LU-6~~7~~: Establish a coordinated and connected system of open space throughout the City that:

- Preserves natural systems,
- Protects wildlife habitat and corridors,
- Provides land for recreation, and
- Preserves natural landforms and scenic areas.

~~Policy LU-7.1: Preserve and enhance the natural and aesthetic qualities of shoreline areas while allowing reasonable development to meet the needs of the City and its residents.~~

~~Kirkland is extremely fortunate to be located along the shores of Lake Washington. The Lake not only provides valuable recreational and scenic opportunities, it is also a significant source of the City's identity.~~

~~Policy LU-7.2: Promote public access to the shoreline where it is not in conflict with preserving environmentally sensitive areas or protecting significant wildlife habitat.~~

~~Maintaining and improving links to Lake Washington are important parts of the City's desired future. The Vision Statement says that access to and along the waterfront continues to be a priority. The Totem Lake and Forbes Lake shorelines also offer valuable resources to the community.~~

Policy LU-6.1~~7.3~~: Distribute parks and open spaces throughout the City, but particularly focus new facilities in areas of the City facing the greatest population growth, in areas where facilities are deficient, and/or in areas where connections of the open space network could be made.

The intent of this policy is to establish priorities for open space acquisition or protection.

Policy LU-6.2~~7.4~~: Work with adjacent jurisdictions; ~~and~~ County, State, federal, and tribal governments; and non-profit groups to identify and protect open space networks to be preserved within and around Kirkland.

Preserving open space corridors inside in the City need not conflict with private property rights or preclude the reasonable use of land. To this end, a variety of strategies should be considered that provide opportunities for negotiating "win-win" approaches to preservation and development.

Policy LU-6.3: Consider the City's streets and the Cross Kirkland Corridor as integral parts of the overall open space network.

A high percentage of the City's land area is in public-rights-of-way. In addition to the vehicular functions they serve, these areas are an important part of Kirkland's pedestrian and green-space network. Management of streets to preserve and enhance these functions improves the cohesiveness of the overall system. In addition, the Cross Kirkland Corridor and Eastside Rail Corridor provide an extraordinary opportunity to link many existing open spaces together in a coordinated manner.

Policy LU-6.4: Preserve Kirkland's urban separator~~s (permanent low-density lands which protect environmentally sensitive areas and create open space corridors within and between urban areas), including Lake Washington, Bridle Trails State Park, and St. Edward's State Park~~.

Urban separators break up urban development and help distinguish between communities. Kirkland is fortunate to have several "ready-made" urban separators. The City should also explore opportunities to create new urban separators as part of the open space network.

Goal LU-7: Protect and enhance Kirkland's natural resources.

Policy 7.1: Continue to designate and protect critical areas based on best available science, with special consideration to preserving and enhancing anadromous fisheries.

Critical areas include wetlands, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

Policy LU-7.2: Decrease greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at intensities sufficient to promote walking, bicycling, and transit.

Kirkland has signed onto the U.S. Mayor's Climate protection agreement, which includes a commitment to reducing the City's global warming emissions and adopting land use policies and regulations that reduce sprawl, preserve open space and the urban forest, and create a compact, walkable community with transportation options.

Essential Public Facilities, Government Facilities and Community Facilities

Essential public facilities as well as government and community facilities serve a variety of populations. Some serve local low-income residents who may not have easy access to private transportation. Others, such as landfills, serve regional waste haulers in large trucks along with local residents. Recognition of the unique characteristics of the clients of these facilities is important to their siting.

Government facilities are uses consisting of services and facilities operated from any level of government. Community facilities are uses that serve the public and are generally of a public service, noncommercial nature and usually operated by nonprofit agencies or organizations. Some government and community facilities are also classified as "essential public facilities" as defined in Chapter 36.70A RCW and as discussed below in more detail.

RCW 36.70A.200 states that, "No local comprehensive plan or development regulation may preclude the siting of essential public facilities" and requires that each county and city have "a process for identifying and siting essential public facilities." Essential public facilities are defined in RCW 36.70A.200 as "those facilities that are typically difficult to site, such as airports, State education facilities and State or regional transportation facilities as defined in RCW 47.06.140, State and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020." The State Office of Financial Management maintains a list of essential State public facilities and may at any time add facilities to the list.

The intent of the following goal is to acknowledge that different essential public facilities as well as government and community facilities have different siting needs, depending on their customers and their unique characteristics. Kirkland residents depend on all of these facilities. For that reason, their location within the City should not be precluded. However, Kirkland is also a well-established community with a strong desire to maintain existing community character. The possible negative impacts of siting these facilities in the City should be mitigated to the maximum extent possible, but mitigation should not be unreasonable to the point of precluding the facilities.

Goal LU-8: ~~The City should m~~Maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.

Policy LU-8.1: Work cooperatively with King County, the State and/or other cities to site essential public facilities.

The King County Countywide Planning Policies set out a process whereby all local jurisdictions and the County will jointly develop standards for the siting of essential public facilities. The City should work cooperatively with the State, King County and other cities in the siting of essential public facilities.

Policy LU-8.2: Consider the following in siting essential public facilities:

- Accessibility to the people served;
- Public involvement;
- Protection of neighborhoods;
- Preservation of natural resources;
- The cost-effectiveness of service delivery;
- Location near transit and mixed-use centers; and
- The goals and policies of the City's Comprehensive Plan.

The intent of this policy is to set forth the criteria which Kirkland should use in assessing locations for new or expanded essential public facilities.

However, the criteria may not be used to deny approval of or impose restrictions on essential public facilities inconsistent with State statutory provisions and the King County Countywide Planning Policies.

Policy LU-8.3: Design essential public facilities as well as government and community facilities to reduce incompatibility with adjacent land uses.

It may be impossible for some essential public facilities as well as government and community facilities to be completely compatible with adjacent land uses. The unique nature of their operation and their special siting needs may result in some conflict with surrounding development. However, such incompatibilities should be minimized and these facilities should take responsibility for being good neighbors.

The City's development regulations contain review processes and criteria for siting essential public facilities as well as government and community facilities.

LAND USE ELEMENT

A. INTRODUCTION

Kirkland's existing pattern of land use has served the City well for many years. Over the next 20 years, the real challenge for the community will be how to preserve existing community character in the face of continued population and employment growth.

Kirkland is part of a regional and interrelated pattern of land uses. Most land in the City is devoted to housing, and the majority of Kirkland residents commute to other communities to work.

The following Table LU-1 shows the percent of land uses based on the City's total land area in 2013:change from table to to pie chart

Table LU-1
2013 – Land Use by Percent of the City's Total Land Area

Land Use	Percent
Single family	46
Right-of-Way	20
Multifamily	8
Parks	8
Vacant	6
Institutional	5
Commercial	3
Office	2
Industrial	2
Utilities	.44
Mixed Use	.20

Source: City of Kirkland "Community Profile" and King County Assessor's

Kirkland is also a balanced community, providing shops, services and employment both for local residents and for those who live in other communities. In fact, in 2000 Kirkland's ratio of jobs to

households was very close to the same as exists in King County, illustrating that Kirkland had its fair share of jobs. Table LU-2 below shows the job to household ratios for 2000 and 2022 at growth targets.

Table LU-2
Jobs to Household Ratio

	2013	**2035 @ Growth Targets**
Kirkland		
King County		

Source: Still gathering data

Kirkland is also a city of neighborhoods – each with its own mix of population, housing, commercial opportunities, and visual features which help form its unique character. The City's residential neighborhoods are generally strong and well established. They are also diverse in housing type, size, style, history, maturity and affordability. More mixed-use residential/commercial centers have developed, including Juanita Village and Downtown Kirkland.

The commercial areas are healthy, offer a broad range of goods and services, and provide a strong tax base to help fund public services and facilities. Kirkland has a diverse economic base with several retail centers, mixed-use retail/office districts, a regional health care center, auto dealerships, business parks, industrial complexes and home-based businesses.

More information on existing land uses can be found in the City's *Community Profile* document available in the Planning Department at Kirkland City Hall.

Between 2013 and 2035, the City will grow by nearly 8,361 new housing units and 22,435 jobs. These projections are referred to as "growth targets". Under the Growth Management Act, planning policies seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council allocates growth targets to jurisdictions and Kirkland is responsible for planning for the increased needs for housing, commercial floorspace, and public services.

Future growth will raise other issues relating to land use: special needs housing, increased traffic congestion, pressure on natural resources and challenges to locate regional facilities. A larger proportion of elderly residents will focus new attention on the special housing and transportation needs of this group. Land use relationships which support transit and provide shops and services closer to home will be important for those with decreased mobility. And, with growth not only in Kirkland, but throughout the Puget Sound region, the community will continue to suffer from the problems of traffic congestion, diminishing natural resources, and the need to find locations for new regional facilities. Regional solutions will be needed to solve these problems.
Issues which must be addressed by the Land Use Element include:

- How to plan for the 2035 household and employment growth targets established by the King County Growth Management Planning Council.

- How to manage the new growth to protect the residential character of the community, while allowing for new and innovative development that responds to changing household needs.
- How to provide for a diversity of employment opportunities and maintain viable commercial areas.
- How to use the pattern of land use to minimize traffic congestion and protect local air quality.
- How to maintain a land use pattern that can be efficiently and effectively served by public services and utilities.
- How to protect Kirkland's environmentally sensitive areas, open space corridors, drainage basins, steep slopes, and shoreline as new housing units and commercial floorspace are developed.
- How to respond to the regional responsibility to help site new regional facilities.

The Land Use Element works together with the other elements of the Comprehensive Plan to answer these questions. While the Land Use Element addresses accommodating growth and sets out general residential siting criteria, the Housing Element more specifically addresses issues of neighborhood character, affordability, and special needs housing.

The Transportation Element identifies the improvements needed to support the land use pattern established by the Land Use Element.

Growth management concerns identified in this element, such as preservation of community character, relationship to the natural environment, and adequate public and human services are amplified in the Community Character, Natural Environment, Parks and Recreation, Capital Facilities, Human Services, Utilities, and Public Services Elements.

Finally, the Land Use Element's discussion of commercial areas is strongly tied to the Economic Development Element. Kirkland's goal to "strengthen the unique role and economic success of Kirkland's commercial areas" (Economic Development Goal ED-3) is echoed in the Land Use Element.

B. THE LAND USE CONCEPT

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. To accomplish this, the Element:

- Seeks a compact and walkable community with shops, services and employment close to home; numerous civic activities and entertainment options; high-quality educational facilities; numerous parks; and a variety of housing choices.
- Identifies the values that must be weighed in managing growth. Goals and policies promote a land use pattern that is orderly, compact, well- designed, and responsive both to the natural and physical environment.
- Proposes a land use pattern that supports a multimodal transportation system and results in more efficient service delivery. Placing urban neighborhoods around commercial areas allows residents to walk or bicycle to corner stores or neighborhood centers, and then connect by transit to other commercial areas. High-capacity transit could connect and serve larger commercial areas, both inside and outside of the community.
- Protects existing residential neighborhoods. Goals and policies support a stable nucleus of single-family housing and more housing options. Higher-density residential areas continue to be located near commercial centers and transportation hubs.

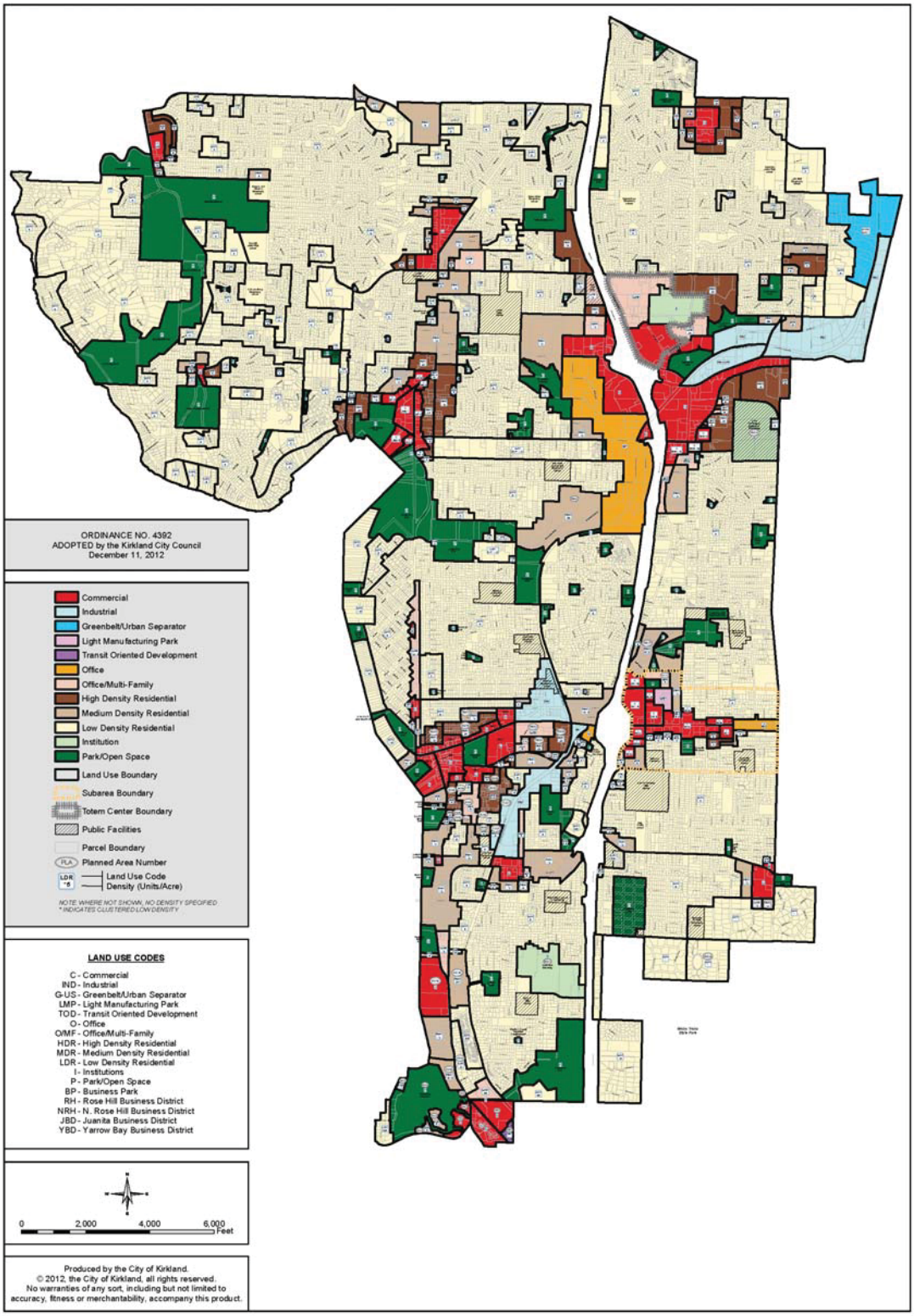
- Supports a range of employment opportunities in the City and sets out standards for vibrant commercial areas. Opportunities for new growth are provided in the Totem Lake Center and Downtown Kirkland. Other existing commercial areas in the City are maintained and strengthened. While not encouraging heavy industry, goals and policies work to preserve opportunities for higher-paying jobs to locate in the City.
- Encourages preservation of an open space network, including environmentally sensitive areas, recreational facilities, and the shoreline; and
- Acknowledges the City's regional role in working with other jurisdictions and the County to site regional facilities.

C. LAND USE MAP AND DEFINITIONS

The Comprehensive Plan Land Use Map (Figure LU-1) indicates where certain types of uses may be appropriate.

The Comprehensive Plan Land Use Map identifies areas for a range of housing densities and a variety of nonresidential uses. The Map contains land use designations reflecting the predominant use allowed in each area. These designations are reflected in a broad variety of zoning districts on the Kirkland Zoning Map. Within some of these land use designations are mixed-use developments.

The land use categories mapped on the Comprehensive Plan Land Use Map are defined in the Glossary, Appendix ___:



LU-1 Comprehensive Land Use Map

Existing, no changes at this time. Changes may result from CAR's or Neighborhood Plan review

Table LU-3 below provides a range of residential densities described in the Comprehensive Plan with comparable zoning classifications. In many of Kirkland's commercial and mixed use areas, the Comprehensive Plan does not specify a maximum residential density.

Table LU-3
Residential Densities and Comparable Zones

General Residential Densities	Residential Densities as Specified in Comprehensive Plan in Dwelling Units per Net Acres (d/a)	Comparable Zoning Classification
GREENBELT/URBAN SEPARATOR	Up to 1 d/a	RSA – 1
LOW DENSITY	Up to 1 d/a	RS – 35,000, RSX – 35,000
	Up to 3 d/a	RS – 12,500, RSX – 12,500
	4 – 5 d/a	RS – 8,500, RSX – 8,500, RS – 7,200, RSX – 7,200, RSA – 4
	6 d/a	RS – 7,200, RSX – 7,200, RSA – 6
	7 d/a	RS – 6,300
	8 – 9 d/a	RS – 5,000, RSX – 5,000, RSA – 8
MEDIUM DENSITY	8 – 9 d/a	RM – 5,000, RMA – 5,000
HIGH DENSITY	10 – 14 d/a	RM – 3,600, RMA – 3,600
	15 – 18 d/a	RM – 2,400, RMA – 2,400, BNA
	19 – 24 d/a	RM – 1,800, RMA – 1,800, BNA
	48 d/a	BN, MSC 2

Higher unit per acre counts may occur within each classification if developed under the City's PUD, innovative or affordable housing programs.

D. LAND USE GOALS AND POLICIES

Land Use goals and policies are organized into six categories: Growth Management; Land Use/Transportation Linkages; Residential; Commercial and Mixed Use; Open Space and Resource Protection; and Essential Public Facilities, Government Facilities and Community Facilities.

Growth Management

Washington's Growth Management Act establishes goals to be considered in the development of local comprehensive plans. These goals include concentrating growth in urban areas to provide efficient services and reduce sprawl, supporting transportation choices, providing housing that is affordable to all, and encouraging economic development. Vision 2040 sets an overarching goal of focusing growth in urban areas to create walkable, compact, transit-oriented communities that maintain local character. These goals are consistent with the vision established by Kirkland citizens.
Even so, implementing these goals requires balance. Growth and development changes the community and brings more traffic. How we manage that growth so that it fits with established community character and creates walkable places that provide residents and workers with transportation choices is the challenge. Kirkland has a long history of growth management that has preserved a community that remains a highly desirable place to live, work, and play. With thoughtful land use planning and an engaged citizenry, Kirkland will retain that quality in 2035 and beyond.

Goal LU-1: Manage community growth and redevelopment to ensure:

- *An orderly pattern of land use;*
- *A balanced and complete community;*
- *Maintenance and improvement of the City's existing character; and*
- *Protection of environmentally sensitive areas.*

Policy LU-1.1: Maintain clear and predictable development regulations that are consistent with City goals and policies.

Traditionally, development regulations have attempted to avert conflict by segregating development types into districts with relatively uniform development characteristics such as permitted uses or height. In many areas of Kirkland, this approach is a reasonable and effective method for regulating development.

In other parts of Kirkland, it may be possible and desirable to have several different types of development located relatively close to each other. Such a blending of development types could help reduce dependence on the automobile and provide greater opportunities for innovative mixed-use development. In these areas, development regulations may need to be specially developed to address the district's unique characteristics.

Policy LU-1.2: Create logical boundaries between land use districts that take into account such considerations as existing and planned land uses, access, property lines, topographic conditions, and natural features.

Boundaries between land use districts should make sense. Where features such as roads or parcel lines cannot be used to identify boundaries, natural features, such as streams or topographical changes, can form distinct edges. Allowed uses should be compatible with adjacent land use districts through physical improvements and/or design elements.

Policy LU-1.3: Encourage attractive site and building design that is compatible in scale and in character with existing or planned development.

Attractive site and building design can create a cohesive and functional development that reflects local character and fits well with surrounding uses. In parts of the City where the community vision has not yet been realized, however, new development should not necessarily look to surrounding uses for design ideas. Instead, the Comprehensive or Neighborhood Plan should be used to provide guidance on desirable characteristics.

Policy LU-1.4: Create effective transitions between different land uses.

Some of the most sensitive lands to plan are the transition areas between different types of uses. Uses along the boundary of a commercial area may generate impacts on nearby residential uses. Maintaining privacy may be an issue when mixing residential densities. Residential uses in close proximity to industrial development may set up nearly unresolvable conflicts with regard to noise and traffic.

Building and site design can act to minimize such conflicts. Buffers, such as fences, berms, or vegetation can minimize visual and noise impacts. Buildings might also serve a buffering purpose to the extent that they serve as visual screens or insulate noise. Effective land use transitions can also include building modulation, upper story stepbacks, and other building design elements.

Within many of the City's commercial areas, mixing of land uses is encouraged to bring shops, services and offices in close proximity to residential uses. These mixed use areas provide an immediate market for the commercial services, convenient shopping and employment opportunities to the residences, and reduce the need to drive.

Policy LU-1.5: Regulate land use and development in environmentally sensitive areas to protect environmental quality and avoid unnecessary public and private costs.

Development in natural constraint areas may increase health and safety risks and create other unnecessary costs associated with hazards like landslides, flooding, uneven settlement, erosion, and disrupted subsurface drainage. Public and private costs are also incurred from development in areas with natural amenities or which perform utilitarian or biological functions. The purpose of this policy is to regulate, and in some cases restrict, development activity to ensure a high standard of environmental quality, and to prevent undue costs to property owners, neighbors, and the City.

- **Goal LU-2:** Promote a compact, efficient, and sustainable land use pattern in Kirkland that:Supports a multimodal transportation system that efficiently moves people and goods;
- Minimizes energy use, greenhouse gas emissions, and service costs;
- Conserves land, water, and natural resources; and
- Provides sufficient land area and development intensity to accommodate Kirkland's share of the regionally adopted population and employment targets.

Policy LU-2.1: Support a range of development densities in Kirkland, recognizing environmental constraints and community character.

The Countywide Planning Policies establish two broad categories of lands: urban and rural. Urban lands are those which are inside the Urban Growth Area, ranging from the suburban densities of much of the Eastside to the very high urban densities found in downtown Seattle. The Countywide Planning Policies identify all of Kirkland as an urban area.

Policy LU-2.2: Facilitate infill development and encourage redevelopment of underutilized land.

Some land in or adjacent to developed areas has been skipped over as development shifted to outlying areas. In some cases, natural constraints or other factors may have rendered the land unsuitable for development. It is not the intent of this policy to encourage development in environmentally sensitive areas or preclude the use of undeveloped land for open space. However, infill development is encouraged when environmental protection is ensured.

Redevelopment of existing development (for example, converting a parking lot to a new building with structured parking) may also occur as land use plans change. As in all cases, however, the benefits to be achieved under this policy must be weighed against the values expressed in other policies of this Plan – such values as historic preservation and maintenance of existing affordable housing.

Policy LU-2.3: Ensure an adequate supply of housing units and commercial floorspace to meet the required growth targets.

As growth occurs, the need for new housing units and commercial floorspace will increase. Kirkland is required to accommodate growth targets for household units and employment established by the King County Growth Management Planning Council as mandated by the Growth Management Act. The community must balance this need with the desire to retain existing community character and with the City's ability to provide infrastructure and public services to serve the new growth. The City should monitor its existing residential and nonresidential capacity to determine how fast and where new growth is occurring and whether Kirkland can accommodate the required growth targets. Available capacity is a calculation of likely development potential in the foreseeable future based on certain assumptions and factors and assumed to cover a 20-year time horizon. Table LU-4 below shows that the City can accommodate the 2035 growth targets with its available capacity.

Table LU-4
Comparison of Growth Targets and Available Capacity

	2013Existing[1]	**2035 Growth Targets[2]**	**Available Capacity[3]**
Housing Units	36,866	45,227 (at 8,361 new households)	46,382 (at 9,516 new households)
Employment	Data collection	_____ (at 22,435 new jobs)	_____ (at 22,435 new jobs)

Sources:
1. 2013 housing units:
   2013 employment:
2. Targets for household and employment growth between 2013 and 2031 were assigned by the King County Countywide Planning Policies and projected to 2035.
3. City estimates.

Policy LU-2.4: Support development patterns that promote public health and provide opportunities for safe and convenient physical activity and social connectivity.

The physical design of communities affects our behavior. Communities without convenient parks, safe sidewalks, and local-serving retail require their residents to drive more and walk less. They also lack the gathering places that bring communities together for daily interaction. In contrast, Kirkland's thoughtful urban design, extensive parks system, emphasis on pedestrians, and mixed use villages should continue to invite residents to be active and engage in their community.

Land Use/Transportation Linkages

Land use/transportation linkage policies address the relationship between the land use pattern and a complete transportation system. Separation of jobs and housing means longer commute trips – generally accommodated on the City's roadways either by private automobile or transit. When shops and services are long distances from residential areas, this also translates into additional vehicle or transit trips. Allowing residential and nonresidential uses to locate in closer proximity provides transportation options making walking or bicycling a viable option.

Site design standards also impact the ability of drivers, transit riders, pedestrians, and bicyclists to get around. Policies in this section discuss the importance of considering connections and transportation choices when planning new development.

Goal LU-3: Provide a land use pattern that promotes mobility, transportation choices, and convenient access to goods and services.

Policy LU-3.1: Create and maintain neighborhoods that allow residents and employees to walk or bicycle to places that meet their daily needs.

Kirkland presently has a largely complete network of commercial and employment centers, and many of the City's residential neighborhoods can easily access a shopping area. This policy intends to further strengthen the relationship between urban neighborhoods and commercial development areas.

Policy LU-3.2: Encourage residential development within commercial areas.

Incorporating residential development into commercial areas provides benefits for businesses and residents alike. Housing within commercial areas provides the opportunity for people to live close to shops, services, and places of employment. Conversely, residents living within commercial areas create a localized market for nearby goods and services, provide increased security, and help to create a "sense of community" for those districts.

Residential development within commercial areas should be compatible with and complementary to business activity.

Policy LU-3.3: Encourage housing, offices, shops, and services at or near the park and ride lots.

Park and ride facilities provide a potential location for offices, shops, and services serving two sets of customers: nearby residents and transit riders. In addition, housing at these facilities supports transit

use. The design of these facilities should be carefully considered to ensure protection of the surrounding neighborhood. The City should work with Metropolitan King County to develop standards for housing, offices, shops and services at these facilities.

Policy LU-3.4: Locate higher density land uses in areas served by frequent transit service.

As decisions are made about locating future growth in Kirkland, the availability of viable transportation choices should be taken directly into account in relation to the location and intensity of that growth.

Policy LU-3.5: Provide vehicular access for commercial development from arterials or freeways and avoid vehicular access from residential streets.

Because of heavier traffic patterns and delivery traffic associated with commercial uses, primary transportation routes should be oriented toward non-residential streets.

Policy LU-3.6: Incorporate features in new development projects that support transportation choices.

Site design can play an important role in promoting transportation choices. Locations of buildings and bus stops on a site, for example, can mean the difference between having transit users walk long distances through the rain or being dropped off at the door. Something as simple as the provision of covered bicycle racks may encourage a would-be cyclist.

Policy LU-3.7: Reduce minimum parking requirements in areas based on the availability of amenities such as frequent transit service and convenient shops and services.

Where people have viable alternatives to car ownership and lower parking needs are demonstrated, new development should not be required to build more parking supply than the actual demand. Unused parking is an inefficient use of land and imposes significant additional costs on residents and businesses.

Policy LU-3.8: Create a complementary relationship between adjoining land uses and the Cross Kirkland Corridor and Eastside Rail Corridor, both in terms of short term nonmotorized access and future opportunities for high capacity transit.

The corridors have evolved significantly from heavy rail use to nonmotorized access and recreation. The corridors will continue to evolve as opportunities for future transportation are realized. This evolution should be carefully considered and leveraged in relation to planned land use along the corridor.

Policy LU-3.9: Encourage vehicular and nonmotorized connections between adjacent properties.

Improved pedestrian connections between adjacent properties and to adjacent streets minimizes walking distances and provides safe walking surfaces, which in turn can result in less driving and more opportunities for physical activity. Vehicle connections between adjacent properties reduce congestion on streets, number of turning movements and gasoline consumption. Fences or impenetrable landscape buffers may prevent convenient pedestrian connections. The intent of this policy is to encourage connections and to avoid such barriers to easy access.

Residential

Most of the land in Kirkland is developed with housing of some type - whether single-family or multifamily homes. Kirkland will continue to be primarily a residential community and preservation and protection of residential neighborhoods is an important goal to ensure future livability.

The notion of preserving community character is one that is explored more fully in the Housing and Community Character Elements and the Neighborhood Plans, where careful review of the features that make a neighborhood unique are identified. In the Land Use Element, the general notion of protection of community character is promoted. However, this Element also acknowledges that the community will be growing and that a balance must be struck between providing more housing units and preserving the neighborhoods as they are today.

Several of the most important housing issues – affordability, special needs housing, and accessory units – are not addressed in this Element. They are discussed, instead, in the Housing Element.

Goal LU-4: Protect and enhance the character and quality of residential neighborhoods while accommodating the City's growth targets.

Policy LU-4.1: Maintain and enhance the character of Kirkland's residential areas.

The community's vision and guiding principles established in this Plan foresee residential neighborhoods that remain vibrant, livable, diverse, and affordable.,.

Policy LU-4.2: Locate the highest density residential areas close to shops and services and transportation hubs.

Denser residential areas should continue to be sited close to or within commercial areas and transportation hubs to increase transportation choices.

Policy LU-4.3: Allow for new residential growth consistent with the basic pattern of land use in the City.

Infill development is expected in low density residential areas based on availability of developable land, while higher densities are clustered near existing commercial areas.

Policy LU-4.4: Consider neighborhood character and integrity when determining the extent and type of land use changes.

Protection of community character is a theme woven throughout the Land Use Element. Community character is most clearly expressed through the Neighborhood Plans. It is the intent of this policy to direct specific consideration of the unique characteristics of neighborhoods, as described in the Neighborhood Plans, before committing to major area-wide residential land use changes.

Commercial and Mixed Use

Commercial land uses are a critical part of the Kirkland community. They provide shopping and service opportunities for Kirkland residents, and also create employment within the City. The tax revenues generated by business help fund the capital facilities and public services that residents enjoy.

In return, the quality of life in the City's neighborhoods provides a main attraction for both businesses and their patrons. The proximity to Lake Washington, the fine system of parks, the availability of a regional medical center, top notch educational facilities, the environmental ethic of the community, and quality infrastructure attract outsiders to Kirkland and make the City a good place to do business – for employers, employees, and customers.

Problems that the community faces – traffic congestion, particularly – create concerns for commercial land uses. Ease of transporting goods and adequate parking are especially important. An underlying premise of the Land Use Element is that, in the future, residents of the City will not drive as much as they do presently to avoid being in traffic congestion. To that end, the Element attempts to promote commercial land use patterns that support transportation choices.

Along with the need to provide new housing units for future residents, the City will need to designate adequate land area for commercial uses, some of which may employ Kirkland residents. If the opportunity for local employment is increased, the high proportion of residents who work outside the community may be reduced. This in turn would ease traffic congestion by shortening commute trips and making other modes of travel to work more feasible.

In addition, many of Kirkland's commercial area are designated for mixed use development. Mixed use development is a fundamental part of the regional and local growth strategy. As evidenced in areas like Downtown Kirkland and Juanita Village, the mixing of residential and commercial uses creates compact, walkable, transit-oriented communities. Residents and employees in these communities have choices about the mode of transportation they use to meet their daily needs, businesses benefit by having a close-in customer base, and public services are more efficiently provided to more people. The Land Use Element emphasizes the quality of the mixed use environment to ensure that mixed use development creates highly desirable places for people to live, work, and play.

Currently, a variety of "commercial and mixed use development areas" exists in the City, based primarily on size and relationship to the regional market and transportation system (see Figure LU-2: Commercial and Mixed Use Areas).

Some of Kirkland's commercial areas serve primarily the surrounding neighborhood; residents depend on their neighborhood grocery store, dry cleaners, bank, etc., for everyday needs. Other commercial areas have a subregional or regional draw. Most of the larger commercial areas are centered around major intersections.

The Land Use Element provides general direction for development standards in commercial and mixed use areas. The following terms are used in the discussion of commercial and mixed use areas:

Urban Center (Mixed Use)
An Urban Center is a regionally significant concentration of employment and housing, with direct service by high-capacity transit and a wide range of land uses, such as retail, recreational, public

facilities, parks and open space. An Urban Center has a mix of uses and densities to efficiently support transit as part of the regional high-capacity transit system.

Downtown Kirkland (Mixed Use)

Downtown Kirkland is an area of moderate commercial and residential concentration that functions as a focal point for the community and is served by a transit center.

Mixed Use Village

A Mixed Use Village is an area that serves the needs for goods and services of the local community as well as the subregional market. These districts vary in uses and intensities and may include office, retail, restaurants, housing, hotels and service businesses. Grocery stores are considered a high-priority anchor for these areas. Residential uses are encouraged where they support and do not displace the commercial viability of these areas.

Neighborhood Market

A Neighborhood Market consists of individual stores or mixed-use buildings/centers that are pedestrian-oriented and serve the local 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.

Mixed Use Business Center

Mixed Use Business Centers are employment centers that incorporate a mix of uses including office, retail, restaurant, and hotels. Residential uses are encouraged to strengthen these areas as active 24-hour communities.

Corridor District (Mixed Use)

Corridor Districts are linear districts arranged along an arterial with commercial uses that benefit from automobile and transit volumes. Enhanced pedestrian orientation and integration residential uses are critical to integrating these corridors with adjoining land uses.

Commercial Flex

Commercial Flex areas serve both the local and regional markets and may include office, light manufacturing, high technology, wholesale trade, and limited retail. They do not include residential uses.

Urban Center (Mixed Use)

Downtown Kirkland (Mixed Use)

Mixed Use Village (Mixed Use) or Neighborhood Center (Mixed Use)

Corridor District (Mixed Use)

Commercial Flex or Office/Light Industrial

Mixed Use Business Center

Neighborhood Market (Mixed Use)

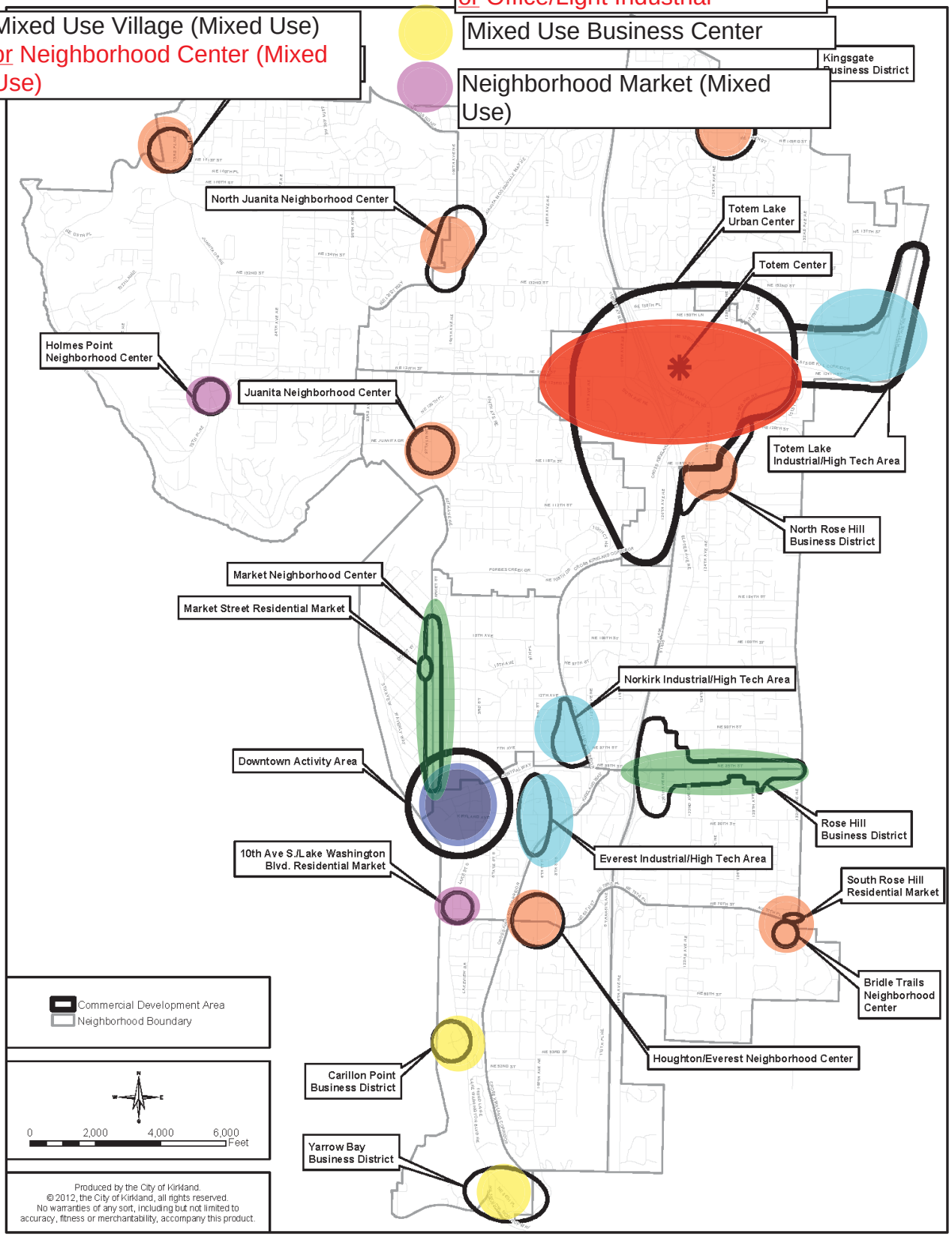


Figure LU-2: Commercial Areas

Commercial & Mixed Use Areas

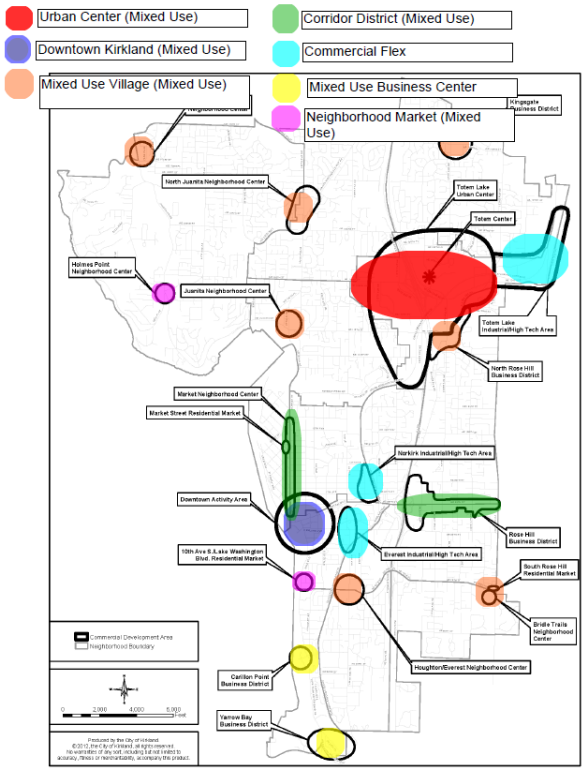


Figure LU-2: Commercial Areas

Commercial & Mixed Use Areas

Goal LU-5: Plan for a hierarchy of commercial and mixed use areas serving neighborhood, community, and/or regional needs.

Policy LU-5.1: Reflect the following principles in development standards and land use plans for commercial and mixed use areas:

Urban Design

- Create lively and attractive districts with a human scale.
- Create attractive, pedestrian-oriented streets though building placement and design and by minimizing the obtrusive nature of parking lots.Support a mix of retail, office, and residential uses in multistory structures.
- Create effective transitions between commercial areas and surrounding residential neighborhoods.

Access

- Encourage multimodal transportation options.
- Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity.
- Promote a street pattern that provides through connections, pedestrian accessibility and vehicular access.
- Encourage pedestrian travel to and within commercial and mixed use areas by providing:
  - Safe and attractive walkways;
  - Close groupings of stores and offices;

-
- Placement of parking in structures, underground, or to the back or side of buildings.

Each commercial and mixed use area has its own unique attributes, although generalized development guidelines which work to preserve community character and support a complete transportation system are described in the above policies. Particular emphasis is placed on improving pedestrian accessibility in commercial areas.

These policies recognize that urban design is important, and that well-designed commercial and mixed use areas, in partnership with Kirkland's residential neighborhoods, will project a positive community image.

Good urban design complements and enhances adjacent residential areas.

Policy LU-5.2: Maintain and strengthen existing commercial and mixed use areas by focusing economic development within them.

The intent of this policy is that future economic development be concentrated in existing commercial and mixed use areas. This concentration can help to maintain and strengthen these areas and also promote orderly and efficient growth that minimizes impacts and service expansion costs. Concentration also allows businesses to benefit from proximity to each other.

Intensification, rather than expansion of the boundaries of existing commercial areas into surrounding residential neighborhoods, is desirable. Infilling is preferred, particularly when it would create a denser pattern of development that is focused less on the automobile and more on the opportunity for multiple transportation modes. Redevelopment may also provide new opportunities, especially in commercial areas where the community vision has changed over time.

Policy LU-5.3: Enhance and strengthen Kirkland's commercial and mixed use areas consistent with the neighborhood plan for each area.

Each of Kirkland's commercial and mixed use areas has unique characteristics based on its role in the community and/or region. Totem Lake is designated as an Urban Center and the Totem Lake neighborhood plan will guide its redevelopment. Downtown Kirkland is the community's historic commercial center and the Moss Bay neighborhood plan establishes the policy guidance for its future. Similarly, policies for each area will be found in the applicable neighborhood plan.

Policy LU-5.4: Provide opportunities for a variety of employment.

Kirkland's commercial areas provide a diversity of jobs; from primary jobs that that bring new revenue into the community, to high-tech jobs that attract creative industry leaders, to service jobs that provide necessary goods and services to the community. All of these employment types are important to a balanced community and plans for each of Kirkland's commercial areas should strengthen appropriate employment opportunities.

Policy LU-5-5: Maintain and enhance Kirkland's diverse Mixed Use Villages to serve as business centers and as walkable focal points for the local community. Reflect the following principles in development standards and land use plans for these areas:

- Preserve and enhance neighborhood-serving retail, especially grocery stores.
- Promote a mix of complementary uses.
- Support redevelopment at an intensity that helps meet Kirkland's required growth targets in walkable neighborhoods with good transit service.
- Create gathering places and opportunities for social interaction.
- Create and maintain unique places that complement and reflect the character of the surrounding neighborhood.

The general principles for Mixed Use Villages are intended to preserve and enhance vibrant, economically healthy, and walkable communities. The neighborhood plan for each village should ensure that the vision responds to the unique qualities of the area.

Policy LU-5.6: Encourage redevelopment and adaptive reuse of Kirkland's Flex Commercial areas in a manner that supports the existing mix of allowed uses while enabling these areas to evolve into innovative areas for commerce and employment.

Kirkland's Flex Commercial areas owe their diversity to a history of industrial development – much of it located along the former heavy rail corridor. As new industrial development shifts elsewhere in the region, Kirkland's Flex Commercial areas will serve two vital roles. First, existing development is in demand for a variety of uses that can be accommodated in the existing building stock. Second, over time, more high-tech companies will locate new development in these areas and benefit from the availability of large parcels with access to the Cross Kirkland Corridor and Eastside Rail Corridor and vibrant neighborhoods.

Open Space and Resource Protection

Open space may serve amenity, utilitarian and/or recreational purposes. Open space also may protect and preserve special natural places such as stream corridors, wetlands, and wildlife habitat. As growth continues, the value of open space will increase, providing relief from the urban environment and an opportunity to experience nature inside the City.

Public agencies, including the City, King County, and the State already own important areas of open space within and on the borders of the City. These areas serve as the foundation for an open space system. Wetland and stream setbacks and buffers provide corridors of open space. Native Growth Protection Easements held by the City also preserve environmentally sensitive open spaces and habitat.

Open space goals and policies are included in the Natural Environment, and Parks and Recreation Elements. The intent of the following goal is to prompt further action to identify and develop a coordinated and connected open space system. The accompanying policies address this process, and also speak to certain specific types of open space.

Goal LU-6: Establish a coordinated and connected system of open space throughout the City that:

- Preserves natural systems,

- Protects wildlife habitat and corridors,
- Provides land for recreation, and
- Preserves natural landforms and scenic areas.

Policy LU-6.1: Distribute parks and open spaces throughout the City, but particularly focus new facilities in areas of the City facing the greatest population growth, in areas where facilities are deficient, and/or in areas where connections of the open space network could be made.

The intent of this policy is to establish priorities for open space acquisition or protection.

Policy LU-6.2: Work with adjacent jurisdictions; County, State, federal, and tribal governments; and non-profit groups to identify and protect open space networks to be preserved within and around Kirkland.

Preserving open space corridors inside in the City need not conflict with private property rights or preclude the reasonable use of land. To this end, a variety of strategies should be considered that provide opportunities for negotiating "win-win" approaches to preservation and development.

Policy LU-6.3: Consider the City's streets and the Cross Kirkland Corridor as integral parts of the overall open space network.
A high percentage of the City's land area is in public-rights-of-way. In addition to the vehicular functions they serve, these areas are an important part of Kirkland's pedestrian and green-space network. Management of streets to preserve and enhance these functions improves the cohesiveness of the overall system. In addition, the Cross Kirkland Corridor and Eastside Rail Corridor provide an extraordinary opportunity to link many existing open spaces together in a coordinated manner.

Policy LU-6.4: Preserve Kirkland's urban separator.

Urban separators break up urban development and help distinguish between communities. Kirkland is fortunate to have several "ready-made" urban separators. The City should also explore opportunities to create new urban separators as part of the open space network.

Goal LU-7: Protect and enhance Kirkland's natural resources.

Policy 7.1: Continue to designate and protect critical areas based on best available science, with special consideration to preserving and enhancing anadromous fisheries.

Critical areas include wetlands, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

Policy LU-7.2: Decrease greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at intensities sufficient to promote walking, bicycling, and transit.

Kirkland has signed onto the U.S. Mayor's Climate protection agreement, which includes a commitment to reducing the City's global warming emissions and adopting land use policies and regulations that reduce sprawl, preserve open space and the urban forest, and create a compact, walkable community

with transportation options.

Essential Public Facilities, Government Facilities and Community Facilities

Essential public facilities as well as government and community facilities serve a variety of populations. Some serve local low-income residents who may not have easy access to private transportation. Others, such as landfills, serve regional waste haulers in large trucks along with local residents. Recognition of the unique characteristics of the clients of these facilities is important to their siting.

Government facilities are uses consisting of services and facilities operated from any level of government. Community facilities are uses that serve the public and are generally of a public service, noncommercial nature and usually operated by nonprofit agencies or organizations. Some government and community facilities are also classified as "essential public facilities" as defined in Chapter 36.70A RCW and as discussed below in more detail.

RCW 36.70A.200 states that, "No local comprehensive plan or development regulation may preclude the siting of essential public facilities" and requires that each county and city have "a process for identifying and siting essential public facilities." Essential public facilities are defined in RCW 36.70A.200 as "those facilities that are typically difficult to site, such as airports, State education facilities and State or regional transportation facilities as defined in RCW 47.06.140, State and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020." The State Office of Financial Management maintains a list of essential State public facilities and may at any time add facilities to the list.

The intent of the following goal is to acknowledge that different essential public facilities as well as government and community facilities have different siting needs, depending on their customers and their unique characteristics. Kirkland residents depend on all of these facilities. For that reason, their location within the City should not be precluded. However, Kirkland is also a well-established community with a strong desire to maintain existing community character. The possible negative impacts of siting these facilities in the City should be mitigated to the maximum extent possible, but mitigation should not be unreasonable to the point of precluding the facilities.

Goal LU-8: Maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.

Policy LU-8.1: Work cooperatively with King County, the State and/or other cities to site essential public facilities.

The King County Countywide Planning Policies set out a process whereby all local jurisdictions and the County will jointly develop standards for the siting of essential public facilities. The City should work cooperatively with the State, King County and other cities in the siting of essential public facilities.

Policy LU-8.2: Consider the following in siting essential public facilities:

- Accessibility to the people served;
- Public involvement;
- Protection of neighborhoods;

- Preservation of natural resources;
- The cost-effectiveness of service delivery;
- Location near transit and mixed-use centers; and
- The goals and policies of the City's Comprehensive Plan.

The intent of this policy is to set forth the criteria which Kirkland should use in assessing locations for new or expanded essential public facilities.

However, the criteria may not be used to deny approval of or impose restrictions on essential public facilities inconsistent with State statutory provisions and the King County Countywide Planning Policies.

Policy LU-8.3: Design essential public facilities as well as government and community facilities to reduce incompatibility with adjacent land uses.

It may be impossible for some essential public facilities as well as government and community facilities to be completely compatible with adjacent land uses. The unique nature of their operation and their special siting needs may result in some conflict with surrounding development. However, such incompatibilities should be minimized and these facilities should take responsibility for being good neighbors.

The City's development regulations contain review processes and criteria for siting essential public facilities as well as government and community facilities.

VII. HOUSING

A. INTRODUCTION

EXISTING CONDITIONS

Kirkland is a largely residential community, as housing remains the city's predominant land use. About ~~64~~54 percent of the city's land area is devoted exclusively to residential uses~~. In~~; and with the ~~early 1990s, about half~~2011 annexations of ~~the housing in Kirkland was~~Finn Hill, North Juanita, and Kingsgate neighborhoods, single-family homes~~. That has dropped to just 45~~ now comprise 56 percent of the city's housing~~ over~~. Since 2005, the ~~past 10 years.[1] We have also~~city has seen an increase in mixed-use developments that combine housing with other uses, such as office and retail. The city has a wide variety of other housing styles including zero lot line, townhomes, ~~multifamily~~multi-family flats, and accessory dwelling units (or ADUs; also known as mother-in-law apartments). Neighborhoods are well established and are one of the city's most desirable assets. Numerous neighborhood associations and homeowners' associations contribute to the livability of the community.

Just as there are a variety of housing types in Kirkland, there ~~are~~is a range of housing densities – from large residential estates of close to one acre in size near Bridle Trails State Park to over 100 units per acre in some Downtown condominiums and apartments, where the number of units is limited only by the building envelope allowed on the site. The city's most dense neighborhoods are Totem Lake and Moss Bay, which includes Downtown, where a high proportion of the housing is ~~multifamily~~multi-family units.

Through A Regional Coalition for Housing (ARCH), the city has and can continue to address a variety of housing needs. ARCH is an inter-local program formed by the cities of the Eastside, from Kenmore, Bothell, and Woodinville south to Newcastle. ARCH staff advises the city on addressing existing and projected housing needs, and administers Kirkland's affordable housing programs. The ARCH trust fund helps create affordable housing for a low- and very low-income households and people who have special needs or are homeless. Also through ARCH, the city participates in region-wide planning efforts, including developing regional strategies to address homelessness.

FUTURE NEEDS

For a thorough study of Kirkland's existing and projected housing needs, including comparisons across the Eastside and King County, please refer to Appendix ___, the *East King County Housing Analysis.* The following contains a few highlights and conclusions based on that report.

Critical housing needs facing Kirkland from ~~2004~~2015 to ~~2022~~2035 include the preservation of neighborhood quality, the addition of housing that meets need of a growing employment base (including

~~[1] Housing data does not include the 2011 annexation of Finn Hill, North Juanita, and Kingsgate.~~

the creation and retention of housing that is affordable~~,~~), and the provision of housing for residents with special needs.

Kirkland's future will also include the need to accommodate additional growth. The challenge will be to find ways to develop additional housing that is compatible with existing neighborhoods and the environment. While much of the new housing will be located in existing areas of higher densities, other housing will occur in predominantly low-density residential neighborhoods as infill. The Housing Element contains goals and policies designed to promote and protect neighborhood quality as growth occurs.

The city's role in ensuring neighborhood quality will be to provide a compatible mix of land uses in and around residential areas, and to ensure that the physical elements inherent in a well-designed neighborhood are maintained and established. The Land Use and Housing Elements work together to achieve these goals.

In addition to preserving the character of neighborhoods while providing for growth, Kirkland faces the weighty challenge of supplying housing affordable to all economic segments of the population. The issue of affordable housing reaches most people in a community, since the quality of life in a city is tied, to a large extent, to the ability of its residents and local employees to find the kind of housing they desire at a price they can afford.[2]

~~Affordable housing is generally discussed in two contexts: that of "affordability" in general, or how well the general population can afford a home, and that of "affordable housing," which is defined as housing affordable to all economic segments of the community. Housing is affordable if a household spends no more than 30 percent of monthly income for total housing cost (including costs such as taxes, insurance, and utilities).~~

~~In 2000, about one third of~~ In 2011, about 30 percent of the city's residents earned less than 80 percent of area (i.e., King County) median income ($56,500 for a family of four) and faced considerable difficulty in affording housing. According to the ~~2003 Kirkland~~*2013 East King County Housing Needs Analysis*, prepared by A Regional Coalition for Housing (ARCH), Kirkland's current housing market is most lacking in providing rental housing units priced appropriately for low- and very low-income households (those earning zero to 50 percent of median income) and ownership housing priced appropriately for ~~median~~middle-income households (earning 80 ~~–~~to 120 percent of median income). Therefore, the Housing Element ~~promotes~~includes policies designed to:

- Increase the supply of rental units affordable to low- and very low-income households; and
- Increase first-time homeowner opportunities for moderate-income households.

[2] Housing is affordable if a household spends no more than 30 percent of monthly income for total housing cost (including costs such as taxes, insurance, and utilities).

~~In comparison to county-wide averages, Kirkland in 2003 is home to relatively few persons with special needs. While this may be true for a number of reasons, one reason is likely to be the lack of appropriate housing. A range of strategies to address this problem is contained in the Housing Element.~~

~~In the spring of~~In 2000, the City Council appointed a Housing Task Force to examine and make strategy recommendations in five issue areas: market provision of affordable housing, innovative housing styles to increase housing supply and affordability, transit-oriented development, preservation of existing affordable housing, and subsidization of affordable housing. The Task Force's recommendations on these issues ~~are incorporated in the goals and policies contained in the Housing Element. The goals and policies are interrelated to, and must be balanced with, those included in the other Comprehensive Plan Elements. The location, density, and design of housing is intended to serve community objectives such as affordable housing, housing affordability, environmental quality, support for transit, and the effective use of existing public facilities and utilities. Overarching all of these objectives is a need to increase awareness of housing issues in our community.~~were incorporated into the Housing Element soon thereafter, and led to accomplishments in every area.

B. THE HOUSING CONCEPT

The central goal of the Housing Element is to preserve neighborhood quality while improving housing opportunities for all residents. To accomplish this, the Element:

- Promotes neighborhood quality through the continuation of the existing residential land use pattern~~,~~ and through the application of standards where infill development occurs to ensure compatibility~~;~~.
- ~~Provides for diversity in~~ Promotes an adequate supply and variety of residential densities and housing types ~~and options to serve all economic segments and those with~~ .
- Addresses the needs for special needs housing ~~needs;~~ and housing affordable at every income level.
- The city should track its progress toward meeting these goals and consider additional tools or strategies if appropriate progress is not being made.~~Supports the creative use of land where greater residential capacity can be achieved, while protecting environmentally sensitive areas.~~

C. HOUSING GOALS

Goal H-1: Maintain and enhance the unique residential character of each city neighborhood.

Goal H-2: Ensure that Kirkland has a sufficient quantity and variety of housing to meet projected growth and needs of the community.

Goal H-3: Promote ~~the creation of~~ affordable ~~housing and provide for a range of~~and special needs housing ~~types and opportunities to meet~~throughout the ~~needs of~~city for all economic segments of the population.

~~Goal H-3: Provide for greater housing capacity and home ownership opportunities.~~

NEIGHBORHOOD QUALITY

As the Vision Statement and Framework Goals describe, Kirkland's citizens consider the preservation and enhancement of neighborhoods to be strong community values.

Kirkland encompasses many distinct neighborhoods that can be differentiated on the basis of density, age of structures, size of detached homes or ~~multifamily~~multi-family structures, and a variety of visible features. The city's neighborhoods, with their own unique residential characters, offer a choice of living environments. This diversity adds to the community's ability to meet a wide variety of residential needs.

The following goals and policies are designed to ensure that new development meets the high standards for livability of Kirkland neighborhoods, and that the preferred community character is preserved.

Goal H-1: Maintain and enhance the unique residential character of each city neighborhood.

Policy H-1.1: ~~Retain the character of existing neighborhoods by incorporating~~Incorporate neighborhood character and design principles into standards for new development.

Because change will take place in all neighborhoods between ~~2004~~2015 and ~~2022~~2035, design standards for new development ~~to be incorporated into existing neighborhoods~~ will be important to the preservation of neighborhood quality. Standards should address how new development, particularly when sited on smaller lots or at greater densities than surrounding development, can occur in a manner compatible with existing neighborhood character.

These standards can encourage structures to integrate sensitively with the surrounding area by addressing issues such as scale and bulk, setbacks which reinforce those of surrounding residences, as well as landscape buffers where appropriate.

HOUSING DIVERSITY

This Element contains policies designed to ~~address the housing needs of all Kirkland residents, who vary greatly in terms of income and personal need~~support opportunities to respond to the market and provide an adequate supply and variety of housing.

Housing Variety

A variety of housing types is essential if Kirkland is to meet the needs of the diverse households that want to live in the community. For example, nearly two-thirds of households in Kirkland in 2014 have just one or two people. Kirkland has a relatively large percentage of younger adults (ages 20 to 44) and a relatively small percentage of families with school-age children. In 2014, senior citizens comprise almost one-quarter of the population, and could double in number within 20 years. And 20 percent of Kirkland's residents were born outside the United States, a population which is also growing rapidly. These are examples of demographics whose housing needs may require a different mix of housing types over timethan the city presently has.

Housing Supply

At an average density of 6.0 dwelling units per residential acre citywide, Kirkland's residential densities are ~~relatively high for a~~higher compared to other suburban communities~~y~~community. Nevertheless, the city contains many neighborhoods developed at lower densities (three to five dwelling units per acre). In 2013, Kirkland had 37,221 housing units, capacity for an additional 9,993 units, and a 2035 Growth Target of 8,570 units.

As noted in the Housing Diversity section of this Element, greater opportunities for home ownership may be created through smaller lots and more varied housing types. In addition, cost savings are generally associated with smaller lots and revised development standards. The savings obtained through reducing the amount of street, sidewalk, water, sewer, and other utilities needed for each home may be reflected in the initial purchase price as well as ongoing maintenance and services costs to both the home owner and the public.

Goal H-2: Ensure that Kirkland has a sufficient quantity and variety of housing to meet projected growth and needs of the community.

Policy H-2.1: Maintain an adequate supply of land zoned appropriately for a variety of housing types and densities.

As Kirkland has become more fully developed in recent years, residential development trends have included a shift away from large subdivisions to "infilling" of vacant and underdeveloped lots within existing neighborhoods.

About two-thirds of the city's remaining residential capacity exists in mixed-use areas, with the expectation of moderate-to-high housing densities mixed with commercial uses. In the Totem Lake and Lakeview areas, future development would be largely separated from single-family areas, while in Rose Hill, some of the new housing will transition between businesses on NE 85th Street and surrounding single-family homes.

The city already allows slight reductions from the required single-family lot sizes as one method to accommodate more housing on existing residential land while helping to avoid suburban sprawl. Further lot size reductions would increase capacity in areas already served by transit and other public utilities and services. This should only be considered where compatibility with surrounding neighborhoods can be ensured through site and building design.

Policy H-2.2: Promote the development of accessory dwelling units on single-family lots.

Accessory units are promoted as a means to achieve a different form of housing that is also relatively affordable in existing neighborhoods by more efficiently using the existing housing stock. Regulatory guidelines should minimize procedural requirements, but should address neighborhood compatibility.

Income from these units can help residents in a variety of situations, as well as help to preserve the city's existing housing through supplementing upkeep costs, thereby extending the livability of a dwelling. Since adoption of regulations in 1995 to allow accessory dwelling units, as of 2014 over 190 units have been created within existing houses, over detached garages and in separate structures.

Policy H-2.3: Create flexible site and development standards, and maintain efficient development and review systems, that balance the goals of reduced housing development costs with other community goals.

Site and development standards affect many direct development costs, such as infrastructure, land, and building costs. Street widths, setbacks, curb and sidewalk requirements, and parking standards are some of the residential standards that may affect costs. Standards that allow alternative approaches to site and building design may provide cost savings as well as respond to emerging needs of the market. Some combination of a prescriptive standard that is permitted outright and an optional performance standard may be desirable to balance the desire to minimize costs and maintain quality.

Since time is a critical factor in financing development projects, a reduction in the time needed to receive city approval can result in savings to housing providers. Adding certainty to the development review process will also facilitate residential development.

Policy H-2.4: Allow a broad range of housing and site planning approaches in single-family areas to increase housing supply and choice, to reduce cost, and to ensure design quality and neighborhood compatibility.

Clustering and innovative housing types may include cottages, compact single-family, zero lot line, clustered and common wall housing. These development styles can allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of a site while preserving natural drainage, vegetation, and other natural features. Similarly, allowing zero lot line or other design innovations in these areas can further help to lower land and development costs.

Innovative housing types also may be appropriate on sites in single-family neighborhoods that do not have environmental constraints. The demographics of our population are changing, with the average number of people living in each housing unit decreasing and the average age increasing. Cottage, compact single-family and common-wall housing can provide more housing on the same land area, in

smaller structures that better match the needs of our population. In addition, housing affordability can be improved through reduced construction costs resulting from smaller or common-wall development.

In all cases, design standards are important to ensure that new development is integrated sensitively with its neighbors. Greater attention to building and site design, such as building bulk, roofline variation, garage and parking location, and landscaped buffers can enhance aesthetic appeal and neighborhood compatibility.

Policy H-2.5: Allow for the maintenance and redevelopment of existing developments that do not conform to current density standards in planned multi-family areas.

A number of multi-family structures in the city were built at densities above those now planned for their sites. These structures provide a valuable source of close-in and often relatively affordable housing to Kirkland residents. In order to retain the housing capacity provided by these units, property owners should be allowed to maintain, remodel, or rebuild these structures, while retaining their existing densities.

AFFORDABLE AND SPECIAL NEEDS HOUSING

Housing Affordability

~~The~~These policies strive to improve housing affordability at all income levels, and emphasize a combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques, in order to ensure that ~~the needs of~~ moderate-, low-, and very low-income ~~and low-income persons are adequately served.~~households have adequate housing opportunities. Housing for these ~~groups~~households is least likely to be provided by the private housing market.

~~Kirkland's population~~Household and affordable housing counts within each of the defined income groups (based on King ~~County~~County's median income for a family of four) in ~~was~~2011 were as follows:

~~Low-Income Households: Households making up to 50~~Table 1. Comparing Kirkland's Incomes and Housing Affordability

Income or Affordability Level for a Family of 4 ($ in 2011)	Percent of Kirkland's Households by Income	Percent of Kirkland's Housing Units by Affordability
Very Low-Income (<30% of median income; or $21,200)	8%	2%
Low-Income (30%–50% of median; $21,200 to $35,300)	8%	4%
Moderate-Income (50%–80% of median; $35,300 to $56,500)	14%	16%
Middle-Income	9%	19%

(80%–100% median; $56,600 to $84,700)		
Above Middle-Income (greater than $84,700)	61%	59%

- About 30 percent of median income ($26,500 annually).
  - Percent of Kirkland's population in 2000: 15 percent.
- Moderate-Income Households: Households with incomes between 50 percent and 80 percent of median income ($26,501 to $42,500 annually).
  - Percent of Kirkland's population in 2000: 16 percent.
- Median-Income Households: Households with incomes between 80 percent and 120 percent of median income ($42,501 to $63,800 annually).
  - Percent of Kirkland's population in 2000: 21 percent.
- Above Median-Income Households: Households with incomes above 120 percent of median income (above $63,800 annually).
  - Percent of Kirkland's population in 2000: 48 percent.

As these figures show, nearly one third of the city's residentshouseholds fall within the very low-, low-, and moderate-income categories. This is about the same proportion as in 19902000, although there has been a shift in the percentages in upper-income categories. In 2000, about seven percent more households earned more than have been growing since 1990. Including the median income and about five percent fewer annexation of some 8,000 households were inin Finn Hill, North Juanita, and Kingsgate, the median income category.

In 2000, 71 percentpercentage of Kirkland's lowestmiddle-income households, those earning $20,000 per year or less, paid more than 35 percent of their income toward housing costs. It is known that as dropped four three points (from 212 percent) and the percentage of above-middle-income households increased five four points (from 457 percent).

The vast majority of housing affordable to low- and moderate-income families in Kirkland, as in most communities, is rental housing, typically multi-family. As shown in Table 2, below, Mmost of the city's rental housing is affordable to moderate-income families, including about 16 percent that is also affordable to low-income families; and yet 76 percent of moderate- or lower-income renters are housing cost burdened; that is, pay more than 30 percent of their incomes toward housing costs. As households overpay to this extent, they may be forced to forgo other necessities, or be unable to save to buy a homehomes because their housing expenses consume such a large portionportions of their incomeincomes.

Typically, the lower the household income, the greater percentage of income is paid to housing costs.Table 2. Comparing Kirkland's Rental Housing Affordability and Cost-Burdened Households

Income or Affordability Level for a Family of 4	Percent of Kirkland's Renters by Income	Percent of Kirkland's Rental Housing Units by Affordability	Kirkland's Renters, by Income, Who Are Cost-Burdened

Very Low-Income	14%	7%	72%
Low-Income	12%	9%	80%
Moderate-Income	14%	43%	68%
Middle-Income or Above	60%	41%	22%

Roughly 60 percent of Kirkland's very low-income households are severely cost burdened; i.e., pay more than 50 percent of their incomes for housing. The higher percentage of income paid toward housing, the more vulnerable a household is to actually losing their housing if someone in the household loses a job, suffers a medical emergency, or incurs some other major expense. As a result, these households may become homeless, displaced, or reside in overcrowded or substandard housing.

~~The vast majority of housing affordable to low- and moderate-income families in Kirkland, as in most communities, is rental housing. This housing is typically multifamily. In 2000, just over 60 percent of the city's rental housing was affordable to moderate-income families, including about 16 percent that was also affordable to low-income families.~~

~~While housing affordability does not appear to be as great a problem among Kirkland's higher-income residents, meeting the needs of the higher economic segments of the population with housing they can afford serves those at the lower levels as well.~~

~~For example, potential first-time home buyers earning incomes over 80 percent of median income but less than 100 percent of median find it difficult to purchase a home in Kirkland without some form of assistance. These groups may be forced to remain in rental housing and to delay home purchases. Increasing rents, in turn, make it even more difficult for them to save down payments, thus further delaying plans for home purchases.~~

~~These individuals or families may then displace the lower-income groups in the rental market, by paying higher rents than would otherwise be charged, if appropriate lower-cost housing were available for them in the ownership market. Consequently, the supply of rental housing is restricted and rents are inflated to a point out of reach for the lowest-income families.~~

~~The housing needs analysis identified moderate-income first-time home buyers as one of the groups least served by Kirkland's housing market. Greater housing choices and opportunities can be provided for this group.~~

Special Needs Housing

~~Policies aimed at meeting the demand for special~~Special needs housing ~~of residents are also included. These approaches generally include providing funding, research, and coordination assistance to social service agencies providing housing to these populations, as well as adding flexibility to the city's land use policies and regulations to provide a greater range of housing options that may meet the demands for special needs housing.~~

provides shelter for people with emergencies or self-help limitations. Short-term special needs housing is needed to provide shelters for victims of domestic violence~~, or transitional housing for~~ or homeless families, for example. Long-term housing with appropriate supportive services, such as single-family homes shared by adults with developmental disabilities, apartments adapted to serve the frail elderly, or efficiency units for the mentally ill, are also needed to prevent ~~the cycle of~~ homelessness.

The city should considerwill employ funding, technical assistance, and additional flexibility to land use regulations as needed to provide a greater range of special needs housing. In particular, state law provides that homes occupied by people with disabilities and group care for children that meets the definition of "familial status" are regulated the same as similar homes occupied by a family or other unrelated individuals. Other policies show Kirkland's commitment to collaborate with other jurisdictions to plan and support a balance of special needs housing and programs throughout the region, particularly to relieve and prevent homelessness.

Goal H-~~2~~3: Promote ~~the creation of~~ affordable and special needs housing ~~and provide for a range of housing types and opportunities to meet~~throughout the ~~needs of~~city for all economic segments of the population.

Policy H-~~2~~3.1: Strive to meet the ~~targets established and defined in~~ city's proportionate share of the county-wide ~~policies for~~ housing needs of very low~~-~~, low-, and moderate-income ~~housing as a percentage of projected net household growth~~households.

The ~~targets~~goals established by the Countywide Planning Policies maintain that ~~housing plans for~~cities, including Kirkland~~ must be designed to provide for:~~

- ~~Seventeen percent of growth in new households affordable to moderate-~~, address the countywide housing need, in proportion to the city's own size, at the following income ~~households; and~~levels:
- ~~Twenty-four percent of growth in new households affordable to low-income households.~~

~~These targets~~Table 3. Comparing Countywide Housing Needs and Kirkland's Housing Affordability

Income or Affordability Level for a Family of 4	Percent of King County's Households by Income	Percent of Kirkland's Housing Units by Affordability
Very Low-Income	12%	2%
Low-Income	12%	4%
Moderate-Income	16%	16%
Middle-Income	18%	19%
Above Middle-Income	42%	59%

As the table demonstrates, these goals have proven ~~to be a challenge~~challenging to meet for low- and very low-income households. While market conditions and existing plans have been fairly successful in providing rental housing for moderate-income households, low-income households have not been well

~~Moved.~~

served by either the rental or home ownership markets. ~~Policies contained in this Element are designed to provide more and a broader range of housing opportunities for these groups.~~ [[~~The city should track its progress toward meeting these goals and consider additional tools or strategies if appropriate progress is not being made.~~]]

~~***Policy H-2.2: Allow the development of accessory dwelling units on single-family lots.***~~ [[~~Regulatory guidelines should minimize procedural requirements, but should address neighborhood compatibility.~~]]

Moved.

~~Accessory units are promoted as a means to achieve affordable housing and increased density in existing neighborhoods by more efficiently using the existing housing stock. Accessory units can help to meet the need for low- and moderate-income housing by opening up surplus space on single-family lots.~~

[[~~Income from these units can help residents in a variety of situations, as well as help to preserve the city's existing housing through supplementing upkeep costs, thereby extending the livability of a dwelling.~~]]

Moved.

~~In 1995, Kirkland adopted regulations to allow accessory dwelling units on all single-family properties. Since that time, over 80 accessory units have been approved. These have included units built within existing houses, units built over detached garages, and separate structures.~~

~~***Policy H-2.3: Promote the provision of affordable housing by private sector residential developments.***~~

Special incentives for the development of low- and moderate-income housing should be used as a means to promote the provision of these units by private or nonprofit developers. Kirkland's existing programs ~~which~~that provide density bonuses for affordable housing could be expanded, and other types of incentives also should be explored. As a member of ARCH, as mentioned in the Introduction, the city has assistance to carry out many of the policies of the Housing Element. ~~Approaches such as expedited permit processing, permit and impact fee waivers, flexible site and development standards, tax exemptions, the allocation of Community Development Block Grant and general funds to write down project costs, inclusionary zoning, and other techniques should be evaluated.~~

~~***Policy H-2.4: Provide***~~Because every city has its own circumstances, limitations, and opportunities, Kirkland can and should support affordable housing ~~***units***~~across the Eastside as well as within the community. As a member of ARCH—as mentioned in the Introduction, the city has assistance to carry out many of the policies of the Housing Element.

Policy H-3.2: Require affordable housing ***when increases to development capacity are considered.***

~~Many rezones and~~ Rezones, height ~~increases result in increased~~and bulk modifications, and similar actions often yield greater development capacity. This can ~~result in additional~~add significant value ~~to~~for property owners and an opportunity to create affordable housing ~~at little or no~~with minimal (if any additional) cost to the owner. ~~The~~ When the city considers amendmentsmodifications to the Comprehensive Plan, Zoning Code, or other regulations, the city should compare the economic value of

the increased capacity ~~should be compared~~ to the economic cost of providing affordable units ~~when evaluating if~~and decide whether to require affordable housing ~~should be required~~in return.

Policy H-~~2.5~~3.3: Ensure that affordable housing opportunities are not concentrated, but ~~rather~~ are ~~dispersed~~available throughout the city and especially in areas with good access to transit, employment, and shopping.

The bulk of housing affordable to low- and moderate-income households is ~~multifamily~~multi-family. Nevertheless, opportunities for affordable housing, and special-needs housing, may occur in single-family neighborhoods through infill, accessory units, or group homes. These housing options should be ~~dispersed~~available throughout the community and integrated into neighborhoods. This distribution will ensure a wider range of housing options for Kirkland residents.

~~***Policy H-2.6: Streamline the city's development review and approval processes, while ensuring that the integrity of the planning process is not compromised.***~~

Moved.

Policy H-3.4[[~~Since time is a critical factor in financing development projects, a reduction in the time needed to receive city approval can result in savings to housing providers. Adding certainty to the development review process will also~~]]~~help to promote residential development.~~

~~***Policy H-2.7: Create flexible site and development standards which balance the goals of reduced housing development costs with other community goals.***~~

[[~~Site and development standards affect many direct development costs, such as infrastructure, land, and building costs. Street widths, setbacks, curb and sidewalk requirements, and parking standards are some of the residential standards that may affect costs. Standards that allow alternative approaches to site and building design may provide cost savings. Some combination of a prescriptive standard that is permitted outright and an optional performance standard may be desirable to balance the desire to minimize costs and maintain quality.~~]]

Moved.

~~***Policy H-2.8***~~***: Preserve, maintain, and improve existing affordable housing through assistance to residents and housing providers.***

Due to the high relative land values throughoutprevailing in the city, and the resulting difficulty that developers face in producing new housing that meets the needs of low- and moderate-income residents, assistance to enable rehabilitation of existing housing may be one of the most effective strategies to maintain and produce affordable housing in Kirkland. Another benefit of rehabilitation is that it is less likely to change the appearance of neighborhoods.

The city's Housing Repair program supports the preservation of both the owner-occupied and rental housing stock through grants and loans for housing repair and rehabilitation. Community Development Block Grant (CDBG) funds and city funds are also allocated to housing providers to acquire and rehabilitate emergency and transitional housing facilities, as well as permanent low- and moderate-income housing development and homeownership programs.

~~Due to the high land values prevailing in the city, and the resulting difficulty~~ [[~~developers face in producing new housing that meets the needs of low- and moderate-income residents, assistance to enable rehabilitation of existing housing may be one of the most effective strategies to maintain and produce affordable housing in Kirkland. Another benefit of rehabilitation is that it is less likely to change the appearance of neighborhoods.~~]] Moved.

Policy H-~~2.9: Continue to support the~~3.5: Support housing acquisition and creation ~~of housing~~ by private or nonprofit organizations, housing authorities, or other social and health service agencies for very low-, low-, and moderate-income ~~tenants~~residents.

Local resources can be a critical part of developing or preserving affordable housing. ~~Efforts to identify potential opportunities and resources, such as inventorying and possibly donating surplus~~Surplus public property, ~~acquiring land, contributing~~ Community Development Block Grant (CDBG) and city general funds invested through the ARCH trust fund, and payments or ~~city funds, and paying or waiving impact and permit~~ waivers of fees and ~~utility and~~ infrastructure costs~~, can~~ all have potential to improve the feasibility of affordable housing projects.

This is especially true of housing for individuals and families who cannot afford housing created through the private market. Local resources are often required as a match for other public ~~(County, State, federal)~~ and private funding sources~~,~~ and ~~therefore work to~~ leverage a significant amount of funding into Kirkland and the region that would otherwise not be available.

The city can also support affordable housing acquisition and development in indirect ways ~~by working with local lenders to coordinate financing for projects, encouraging private and other public donation of resources, inventorying multifamily residential properties and encouraging preservation of those that are affordable, and working with the State Legislature to provide additional tax relief.~~:

- Working with local lenders to coordinate financing for projects.
- Encouraging private and other public donation of resources.
- Inventorying multi-family residential properties and encouraging preservation of those that are affordable.
- Working with the legislature to fund the state's housing trust fund, to provide additional tax relief, and to authorize additional tools for local governments.

Policy H-~~2.10~~3.6: Ensure that ~~zoning does~~regulations do not unduly restrict group homes or other housing options for persons with special needs.

Special-needs housing can be provided in ~~a variety of structures, such as~~ single-family homes, group homes, ~~multifamily~~multi-family dwellings, congregate care facilities, ~~or~~and other ~~institutional~~ settings. ~~Flexibility in land use regulations to allow~~Regulating group homes and home-based care as other housing represents a significant opportunity available to the city to meet the demand for special needs housing. Barriers to creating these housing options, including extensive special review processes, should be avoided.

Policy H-~~2.11: Encourage and support the development~~3.7: Support a range of ~~emergency, transitional, and permanent housing with appropriate on-site~~ housing options and services ~~for~~to move homeless persons ~~with special needs~~and families to long-term financial independence. Support regional efforts to prevent homelessness.

~~Sources~~A variety of ~~emergency and transitional~~ housing ~~include~~ types—shelters, single-room occupancy hotels (SROs), group homes, congregate care facilities~~, and many of the other housing options discussed in the Housing Element~~—are needed to combat homelessness. The city should continue to make funding available to social service agencies serving these special-needs populations, to facilitate their development and operation.

The city should also work cooperatively with nonprofit agencies or the private sector to site special-needs housing while helping neighbors to understand the role of special-needs housing in the community and the requirements of the ~~Federal Fair Housing Law.~~federal and state fair housing laws. The (King County) Committee to End Homelessness and other regional efforts are creating a more integrated system for addressing homelessness. This work guides local efforts in supporting work with specific programs and agencies.

Policy H-~~2.12~~3.8: Cooperate at a regional level to increase the base of both public and private support necessary to address local housing needs.

Communities within King County should work together to address shared housing needs, since housing needs and solutions cross jurisdictional boundaries. They should ~~work cooperatively~~cooperate on a regional housing finance strategy that complements local funding efforts and allows sharing resources to support affordable and special needs housing throughout east King County.

~~Similarly, efforts to reduce housing costs through streamlining and flexibility in regulation should be coordinated with neighboring jurisdictions. Kirkland lies within a regional housing market, and cost reductions in Kirkland alone will not affect affordability significantly elsewhere in the region. Proactive leadership by Kirkland can encourage participation and action by other cities, thus promoting greater affordability throughout the Eastside. Reducing the percentage of income devoted to housing costs will improve the quality of life for low- and moderate-income families, and enable residents to contribute to other regional goals, such as schools and transit.~~

~~Policy H-2.13~~Policy H-3.9: Support housing options, programs, and services that allow seniors to stay in their homes or neighborhood. Encourage Universal Design improvements that increase housing accessibility.

Universal Design refers to a broad spectrum of ideas meant to produce products, buildings, or other built environments that are useable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. Wheelchair ramps, essential for people in wheelchairs but also used by all, are a common example. There are also cabinets with pull-out shelves, kitchen counters at several heights to accommodate different tasks and postures, and many other features.

Policy H-3.10: Support efforts to achieve a geographic balance in siting special-needs housing throughout the city and region, including support of housing in jurisdictions that serve residents from elsewhere on the Eastside.

Generally, special-needs housing should be ~~dispersed~~available throughout the region. Some clustering of special-needs housing may be appropriate when proximity to public transportation, medical facilities, or other basic services is necessary.

Funds ~~set aside~~invested by Kirkland to provide this type of housing should be considered for projects both in Kirkland and elsewhere on the Eastside. Similarly, projects serving special-needs populations ~~from~~and funded by Bellevue, Redmond, and other Eastside communities should be sited in Kirkland when appropriate.

Policy H-3.11~~0~~: ~~Promote~~Protect fair and equal access to housing for all persons and prohibit any activity that results in discrimination in housing.

Fair housing is the ability for all people to choose where they live without discrimination based on race, color, national origin, sex, family status, or disability. These are the "protected classes" under state and federal law. Kirkland also protects people from rental housing discrimination on the basis of using a Section 8 voucher to help pay their rent. Cities may not make zoning or land use decisions or implement policies that exclude or otherwise discriminate against protected persons. Periodically, King County conducts an Analysis of Impediments to Fair Housing (a county-wide report to the federal government), which can be a resource to Kirkland's fair housing practices.

[[~~Some clustering of special-needs housing may be appropriate when proximity to public transportation, medical facilities, or other basic services is necessary.~~]] Moved.

~~*HOUSING CAPACITY*~~

Moved.

~~At an average density of 6.5~~ [[~~dwelling units per residential acre citywide. Kirkland's residential densities are relatively high for a suburban community. Nevertheless, the city contains many neighborhoods developed at lower densities (three to five dwelling units per acre).~~]] ~~In 2003, Kirkland had 22,100 housing units, capacity for a total of 28,000 units, and a 2022 Growth Target of 26,800 units.~~

[[~~As noted in the Housing Diversity section of this Element, greater opportunities for home ownership may be created through smaller lots and more varied housing types. In addition, cost savings are generally associated with smaller lots and revised development standards. The savings obtained through reducing the amount of street, sidewalk, water, sewer, and other utilities needed for each home may be reflected in the initial purchase price as well as ongoing maintenance and services costs to both the home owner and the public.~~]] Moved.

~~Goal H-3: Provide for greater housing capacity and home ownership opportunities.~~

~~Policy H-3.1: Provide additional capacity for single-family development through allowing reductions in lot sizes where surplus land exists on underdeveloped parcels.~~

[[~~As Kirkland has become more fully developed in recent years, residential development trends have included a shift away from large subdivisions to "infilling" of vacant and underdeveloped lots within existing neighborhoods.~~]] Moved.

~~The city already allows slight reductions in the required lot size~~ [[~~as one method to accommodate more housing on existing residential land while helping to avoid suburban sprawl. Further lot size reductions would increase capacity in areas already served by transit and other public utilities and services. This should only be considered where compatibility with surrounding neighborhoods can be ensured through site and building design.~~]] Moved.

~~Policy H-3.2: Allow a broad range of housing and site planning concepts~~ [[~~in single-family areas to increase housing supply and choice, to reduce cost, and to ensure design quality and neighborhood compatibility.~~

~~Clustering and innovative housing types may include cottages, compact single-family, zero lot line, clustered and common wall housing. These development styles can allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of a site, preserving natural drainage, vegetation, and other natural features. Similarly, allowing zero lot line or other design innovations in these areas can further help to lower land and development costs.~~]] Moved.

~~In addition to environmentally sensitive areas, innovative housing types may be appropriate on sites throughout the city's single-family neighborhoods.~~ [[~~The demographics of our population are changing, with the average number of people living in each housing unit decreasing and the average age increasing. Cottage, compact single-family and common-wall housing can provide more housing on the same land area, in smaller structures that better match the needs of our population. In addition, housing affordability can be improved through reduced construction costs resulting from smaller or common-wall development.~~

~~In all cases, design standards are important to ensure that new development is integrated sensitively with its neighbors. Greater attention to building and site design, such as building bulk, roofline variation, garage and parking location, and landscaped buffers can enhance aesthetic appeal and neighborhood compatibility.~~]] Moved.

~~Policy H-3.3: Allow for the maintenance and redevelopment of existing developments that do not conform to current density standards in planned multifamily areas.~~

~~A number of multifamily structures exist within the city that are built at densities above those planned for their sites. These structures provide a valuable source of close-in and often affordable housing to Kirkland residents. In order to retain the housing capacity and affordability provided by these units, property~~

~~owners should be allowed to maintain, remodel, or rebuild these structures, while retaining their existing densities. Restrictions on unit size should be considered as a means to maintain affordability.~~

VII. HOUSING

A. INTRODUCTION

EXISTING CONDITIONS

Kirkland is a largely residential community, as housing remains the city's predominant land use. About 54 percent of the city's land area is devoted exclusively to residential uses; and with the 2011 annexations of Finn Hill, North Juanita, and Kingsgate neighborhoods, single-family homes now comprise 56 percent of the city's housing. Since 2005, the city has seen an increase in mixed-use developments that combine housing with other uses, such as office and retail. The city has a wide variety of other housing styles including zero lot line, townhomes, multi-family flats, and accessory dwelling units (or ADUs; also known as mother-in-law apartments). Neighborhoods are well established and are one of the city's most desirable assets. Numerous neighborhood associations and homeowners' associations contribute to the livability of the community.

Just as there are a variety of housing types in Kirkland, there is a range of housing densities – from large residential estates of close to one acre in size near Bridle Trails State Park to over 100 units per acre in some Downtown condominiums and apartments, where the number of units is limited only by the building envelope allowed on the site. The city's most dense neighborhoods are Totem Lake and Moss Bay, which includes Downtown, where a high proportion of the housing is multi-family units.

Through A Regional Coalition for Housing (ARCH), the city has and can continue to address a variety of housing needs. ARCH is an inter-local program formed by the cities of the Eastside, from Kenmore, Bothell, and Woodinville south to Newcastle. ARCH staff advises the city on addressing existing and projected housing needs, and administers Kirkland's affordable housing programs. The ARCH trust fund helps create affordable housing for a low- and very low-income households and people who have special needs or are homeless. Also through ARCH, the city participates in region-wide planning efforts, including developing regional strategies to address homelessness.

FUTURE NEEDS

For a thorough study of Kirkland's existing and projected housing needs, including comparisons across the Eastside and King County, please refer to ___, the *East King County Housing Analysis.* The following contains a few highlights and conclusions based on that report.

Critical housing needs facing Kirkland from 2015 to 2035 include the preservation of neighborhood quality, the addition of housing that meets need of a growing employment base (including the creation and retention of housing that is affordable), and the provision of housing for residents with special needs.

Kirkland's future will also include the need to accommodate additional growth. The challenge will be to find ways to develop additional housing that is compatible with existing neighborhoods and the environment. While much of the new housing will be located in existing areas of higher densities, other

housing will occur in predominantly low-density residential neighborhoods as infill. The Housing Element contains goals and policies designed to promote and protect neighborhood quality as growth occurs.

The city's role in ensuring neighborhood quality will be to provide a compatible mix of land uses in and around residential areas, and to ensure that the physical elements inherent in a well-designed neighborhood are maintained and established. The Land Use and Housing Elements work together to achieve these goals.

In addition to preserving the character of neighborhoods while providing for growth, Kirkland faces the weighty challenge of supplying housing affordable to all economic segments of the population. The issue of affordable housing reaches most people in a community, since the quality of life in a city is tied, to a large extent, to the ability of its residents and local employees to find the kind of housing they desire at a price they can afford.[1]

In 2011, about 30 percent of the city's residents earned less than 80 percent of area (i.e., King County) median income ($56,500 for a family of four) and faced considerable difficulty in affording housing. According to the *2013 East King County Housing Needs Analysis*, prepared by A Regional Coalition for Housing (ARCH), Kirkland's current housing market is most lacking in providing rental housing units priced appropriately for low- and very low-income households (those earning zero to 50 percent of median income) and ownership housing priced appropriately for middle-income households (earning 80 to 120 percent of median income). Therefore, the Housing Element includes policies designed to:

- Increase the supply of rental units affordable to low- and very low-income households; and
- Increase first-time homeowner opportunities for moderate-income households.

In 2000, the City Council appointed a Housing Task Force to examine and make strategy recommendations in five issue areas: market provision of affordable housing, innovative housing styles to increase housing supply and affordability, transit-oriented development, preservation of existing affordable housing, and subsidization of affordable housing. The Task Force's recommendations on these issues were incorporated into the Housing Element and led to accomplishments in every area.

B. THE HOUSING CONCEPT

The central goal of the Housing Element is to preserve neighborhood quality while improving housing opportunities for all residents. To accomplish this, the Element:

- Promotes neighborhood quality through the continuation of the existing residential land use pattern and through the application of standards where infill development occurs to ensure compatibility.
- Promotes an adequate supply and variety of residential densities and housing types.
- Addresses the needs for special needs housing and housing affordable at every income level.

[1] Housing is affordable if a household spends no more than 30 percent of monthly income for total housing cost (including costs such as taxes, insurance, and utilities).

The city should track its progress toward meeting these goals and consider additional tools or strategies if appropriate progress is not being made.

C. HOUSING GOALS

Goal H-1: Maintain and enhance the unique residential character of each city neighborhood.

Goal H-2: Ensure that Kirkland has a sufficient quantity and variety of housing to meet projected growth and needs of the community.

Goal H-3: Promote affordable and special needs housing throughout the city for all economic segments of the population.

NEIGHBORHOOD QUALITY

As the Vision Statement and Framework Goals describe, Kirkland's citizens consider the preservation and enhancement of neighborhoods to be strong community values.

Kirkland encompasses many distinct neighborhoods that can be differentiated on the basis of density, age of structures, size of detached homes or multi-family structures, and a variety of visible features. The city's neighborhoods, with their own unique residential characters, offer a choice of living environments. This diversity adds to the community's ability to meet a wide variety of residential needs.

The following goals and policies are designed to ensure that new development meets the high standards for livability of Kirkland neighborhoods, and that the preferred community character is preserved.

Goal H-1: Maintain and enhance the unique residential character of each city neighborhood.

Policy H-1.1: Incorporate neighborhood character and design principles into standards for new development.

Because change will take place in all neighborhoods between 2015 and 2035, design standards for new development will be important to the preservation of neighborhood quality. Standards should address how new development, particularly when sited on smaller lots or at greater densities than surrounding development, can occur in a manner compatible with existing neighborhood character.

These standards can encourage structures to integrate sensitively with the surrounding area by addressing issues such as scale and bulk, setbacks which reinforce those of surrounding residences, as well as landscape buffers where appropriate.

HOUSING DIVERSITY

This Element contains policies designed to support opportunities to respond to the market and provide an adequate supply and variety of housing.

Housing Variety

A variety of housing types is essential if Kirkland is to meet the needs of the diverse households that want to live in the community. For example, nearly two-thirds of households in Kirkland in 2014 have just one or two people. Kirkland has a relatively large percentage of younger adults (ages 20 to 44) and a relatively small percentage of families with school-age children. In 2014, senior citizens comprise almost one-quarter of the population, and could double in number within 20 years. And 20 percent of Kirkland's residents were born outside the United States, a population which is also growing rapidly. These are examples of demographics whose housing needs may require a different mix of housing types over time.

Housing Supply

At an average density of 6.0 dwelling units per residential acre citywide, Kirkland's residential densities are higher compared to other suburban communities. Nevertheless, the city contains many neighborhoods developed at lower densities (three to five dwelling units per acre). In 2013, Kirkland had 37,221 housing units, capacity for an additional 9,993 units, and a 2035 Growth Target of 8,570 units.

As noted in the Housing Diversity section of this Element, greater opportunities for home ownership may be created through smaller lots and more varied housing types. In addition, cost savings are generally associated with smaller lots and revised development standards. The savings obtained through reducing the amount of street, sidewalk, water, sewer, and other utilities needed for each home may be reflected in the initial purchase price as well as ongoing maintenance and services costs to both the home owner and the public.

Goal H-2: Ensure that Kirkland has a sufficient quantity and variety of housing to meet projected growth and needs of the community.

Policy H-2.1: Maintain an adequate supply of land zoned appropriately for a variety of housing types and densities.

As Kirkland has become more fully developed in recent years, residential development trends have included a shift away from large subdivisions to "infilling" of vacant and underdeveloped lots within existing neighborhoods.

About two-thirds of the city's remaining residential capacity exists in mixed-use areas, with the expectation of moderate-to-high housing densities mixed with commercial uses. In the Totem Lake and Lakeview areas, future development would be largely separated from single-family areas, while in Rose Hill, some of the new housing will transition between businesses on NE 85th Street and surrounding single-family homes.

The city already allows slight reductions from the required single-family lot sizes as one method to accommodate more housing on existing residential land while helping to avoid suburban sprawl. Further lot size reductions would increase capacity in areas already served by transit and other public utilities and

services. This should only be considered where compatibility with surrounding neighborhoods can be ensured through site and building design.

Policy H-2.2: Promote the development of accessory dwelling units on single-family lots.

Accessory units are promoted as a means to achieve a different form of housing that is also relatively affordable in existing neighborhoods by more efficiently using the existing housing stock. Regulatory guidelines should minimize procedural requirements, but should address neighborhood compatibility.

Income from these units can help residents in a variety of situations, as well as help to preserve the city's existing housing through supplementing upkeep costs, thereby extending the livability of a dwelling. Since adoption of regulations in 1995 to allow accessory dwelling units, as of 2014 over 190 units have been created within existing houses, over detached garages and in separate structures.

Policy H-2.3: Create flexible site and development standards, and maintain efficient development and review systems, that balance the goals of reduced housing development costs with other community goals.

Site and development standards affect many direct development costs, such as infrastructure, land, and building costs. Street widths, setbacks, curb and sidewalk requirements, and parking standards are some of the residential standards that may affect costs. Standards that allow alternative approaches to site and building design may provide cost savings as well as respond to emerging needs of the market. Some combination of a prescriptive standard that is permitted outright and an optional performance standard may be desirable to balance the desire to minimize costs and maintain quality.

Since time is a critical factor in financing development projects, a reduction in the time needed to receive city approval can result in savings to housing providers. Adding certainty to the development review process will also facilitate residential development.

Policy H-2.4: Allow a broad range of housing and site planning approaches in single-family areas to increase housing supply and choice, to reduce cost, and to ensure design quality and neighborhood compatibility.

Clustering and innovative housing types may include cottages, compact single-family, zero lot line, clustered and common wall housing. These development styles can allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of a site while preserving natural drainage, vegetation, and other natural features. Similarly, allowing zero lot line or other design innovations in these areas can further help to lower land and development costs.

Innovative housing types also may be appropriate on sites in single-family neighborhoods that do not have environmental constraints. The demographics of our population are changing, with the average number of people living in each housing unit decreasing and the average age increasing. Cottage, compact single-family and common-wall housing can provide more housing on the same land area, in smaller structures that better match the needs of our population. In addition, housing affordability can be improved through reduced construction costs resulting from smaller or common-wall development.

In all cases, design standards are important to ensure that new development is integrated sensitively with its neighbors. Greater attention to building and site design, such as building bulk, roofline variation, garage and parking location, and landscaped buffers can enhance aesthetic appeal and neighborhood compatibility.

Policy H-2.5: Allow for the maintenance and redevelopment of existing developments that do not conform to current density standards in planned multi-family areas.

A number of multi-family structures in the city were built at densities above those now planned for their sites. These structures provide a valuable source of close-in and often relatively affordable housing to Kirkland residents. In order to retain the housing capacity provided by these units, property owners should be allowed to maintain, remodel, or rebuild these structures, while retaining their existing densities.

AFFORDABLE AND SPECIAL NEEDS HOUSING

Housing Affordability

These policies strive to improve housing affordability at all income levels, and emphasize a combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques, in order to ensure that moderate-, low-, and very low-income households have adequate housing opportunities. Housing for these households is least likely to be provided by the private housing market.

Household and affordable housing counts within each of the defined income groups (based on King County's median income for a family of four) in 2011 were as follows:

Table 1. Comparing Kirkland's Incomes and Housing Affordability

Income or Affordability Level for a Family of 4 ($ in 2011)	Percent of Kirkland's Households by Income	Percent of Kirkland's Housing Units by Affordability
Very Low-Income (<30% of median income; or $21,200)	8%	2%
Low-Income (30%–50% of median; $21,200 to $35,300)	8%	4%
Moderate-Income (50%–80% of median; $35,300 to $56,500)	14%	16%
Middle-Income (80%–100% median; $56,600 to $84,700)	9%	19%
Above Middle-Income (greater than $84,700)	61%	59%

About 30 percent of the city's households fall within the very low-, low-, and moderate-income categories. This is about the same proportion as in 2000, although the percentages in upper-income

categories have been growing since 1990. Including the annexation of some 8,000 households in Finn Hill, North Juanita, and Kingsgate, the percentage of middle-income households dropped three points (from 12 percent) and the percentage of above-middle-income households increased four points (from 57 percent).

The vast majority of housing affordable to low- and moderate-income families in Kirkland, as in most communities, is rental housing, typically multi-family. As shown in Table 2, below, most of the city's rental housing is affordable to moderate-income families, including about 16 percent that is also affordable to low-income families; and yet 76 percent of moderate- or lower-income renters are housing cost burdened; that is, pay more than 30 percent of their incomes toward housing costs. As households overpay to this extent, they may be forced to forgo other necessities, or be unable to save to buy homes because their housing expenses consume such large portions of their incomes.

Table 2. Comparing Kirkland's Rental Housing Affordability and Cost-Burdened Households

Income or Affordability Level for a Family of 4	Percent of Kirkland's Renters by Income	Percent of Kirkland's Rental Housing Units by Affordability	Kirkland's Renters, by Income, Who Are Cost-Burdened
Very Low-Income	14%	7%	72%
Low-Income	12%	9%	80%
Moderate-Income	14%	43%	68%
Middle-Income or Above	60%	41%	22%

Roughly 60 percent of Kirkland's very low-income households are severely cost burdened; i.e., pay more than 50 percent of their incomes for housing. The higher percentage of income paid toward housing, the more vulnerable a household is to actually losing their housing if someone in the household loses a job, suffers a medical emergency, or incurs some other major expense. As a result, these households may become homeless, displaced, or reside in overcrowded or substandard housing.

Special Needs Housing

Special needs housing provides shelter for people with emergencies or self-help limitations. Short-term special needs housing is needed to provide shelters for victims of domestic violence or homeless families, for example. Long-term housing with appropriate supportive services, such as single-family homes shared by adults with developmental disabilities, apartments adapted to serve the frail elderly, or efficiency units for the mentally ill, are also needed to prevent homelessness.

The city should consider funding, technical assistance, and additional flexibility to land use regulations as needed to provide a greater range of special needs housing. In particular, state law provides that homes occupied by people with disabilities and group care for children that meets the definition of "familial status" are regulated the same as homes occupied by a family or other unrelated individuals. Other policies show Kirkland's commitment to collaborate with other jurisdictions to plan and support a balance

of special needs housing and programs throughout the region, particularly to relieve and prevent homelessness.

Goal H-3: Promote affordable and special needs housing throughout the city for all economic segments of the population.

Policy H-3.1: Strive to meet the city's proportionate share of the county-wide housing needs of very low-, low-, and moderate-income households.

The goals established by the Countywide Planning Policies maintain that cities, including Kirkland, address the countywide housing need, in proportion to the city's own size, at the following income levels:

Table 3. Comparing Countywide Housing Needs and Kirkland's Housing Affordability

Income or Affordability Level for a Family of 4	Percent of King County's Households by Income	Percent of Kirkland's Housing Units by Affordability
Very Low-Income	12%	2%
Low-Income	12%	4%
Moderate-Income	16%	16%
Middle-Income	18%	19%
Above Middle-Income	42%	59%

As the table demonstrates, these goals have proven challenging to meet for low- and very low-income households. While market conditions and existing plans have been fairly successful in providing rental housing for moderate-income households, low-income households have not been well served by either the rental or home ownership markets.

Special incentives for the development of low- and moderate-income housing should be used as a means to promote the provision of these units by private or nonprofit developers. Kirkland's existing programs that provide density bonuses for affordable housing could be expanded, and other types of incentives also should be explored. As a member of ARCH, as mentioned in the Introduction, the city has assistance to carry out many of the policies of the Housing Element.

Because every city has its own circumstances, limitations, and opportunities, Kirkland can and should support affordable housing across the Eastside as well as within the community.

Policy H-3.2: Require affordable housing when increases to development capacity are considered.

Rezones, height and bulk modifications, and similar actions often yield greater development capacity. This can add significant value for property owners and an opportunity to create affordable housing with minimal (if any additional) cost to the owner. When the city considers amendments to the Comprehensive Plan, Zoning Code, or other regulations, the city should compare the economic value of

the increased capacity to the economic cost of providing affordable units and decide whether to require affordable housing in return.

Policy H-3.3: Ensure that affordable housing opportunities are not concentrated, but are available throughout the city and especially in areas with good access to transit, employment, and shopping.

The bulk of housing affordable to low- and moderate-income households is multi-family. Nevertheless, opportunities for affordable housing, and special-needs housing, may occur in single-family neighborhoods through infill, accessory units, or group homes. These housing options should be available throughout the community and integrated into neighborhoods. This distribution will ensure a wider range of housing options for Kirkland residents.

Policy H-3.4: Preserve, maintain, and improve existing affordable housing through assistance to residents and housing providers.

Due to the high relative land values throughout the city, and the resulting difficulty that developers face in producing new housing that meets the needs of low- and moderate-income residents, assistance to enable rehabilitation of existing housing may be one of the most effective strategies to maintain and produce affordable housing in Kirkland. Another benefit of rehabilitation is that it is less likely to change the appearance of neighborhoods.

The city's Housing Repair program supports the preservation of both the owner-occupied and rental housing stock through grants and loans for housing repair and rehabilitation. Community Development Block Grant (CDBG) funds and city funds are also allocated to housing providers to acquire and rehabilitate emergency and transitional housing facilities, as well as permanent low- and moderate-income housing development and homeownership programs.

Policy H-3.5: Support housing acquisition and creation by private or nonprofit organizations, housing authorities, or other social and health service agencies for very low-, low-, and moderate-income residents.

Local resources can be a critical part of developing or preserving affordable housing. Surplus public property, Community Development Block Grant (CDBG) and city general funds invested through the ARCH trust fund, and payments or waivers of fees and infrastructure costs all have potential to improve the feasibility of affordable housing projects.

This is especially true of housing for individuals and families who cannot afford housing created through the private market. Local resources are often required as a match for other public and private funding sources and leverage a significant amount of funding into Kirkland and the region that would otherwise not be available.

The city can also support affordable housing acquisition and development in indirect ways:

- Working with local lenders to coordinate financing for projects.
- Encouraging private and other public donation of resources.

- Inventorying multi-family residential properties and encouraging preservation of those that are affordable.
- Working with the legislature to fund the state's housing trust fund, to provide additional tax relief, and to authorize additional tools for local governments.

Policy H-3.6: Ensure that regulations do not unduly restrict group homes or other housing options for persons with special needs.

Special-needs housing can be provided in single-family homes, group homes, multi-family dwellings, congregate care facilities, and other settings. Regulating group homes and home-based care as other housing represents a significant opportunity available to the city to meet the demand for special needs housing. Barriers to creating these housing options, including extensive special review processes, should be avoided.

Policy H-3.7: Support a range of housing options and services to move homeless persons and families to long-term financial independence. Support regional efforts to prevent homelessness.

A variety of housing types—shelters, single-room occupancy hotels (SROs), group homes, congregate care facilities—are needed to combat homelessness. The city should continue to make funding available to social service agencies serving these special-needs populations, to facilitate their development and operation.

The city should also work cooperatively with nonprofit agencies or the private sector to site special-needs housing while helping neighbors to understand the role of special-needs housing in the community and the requirements of the federal and state fair housing laws. The (King County) Committee to End Homelessness and other regional efforts are creating a more integrated system for addressing homelessness. This work guides local efforts in supporting work with specific programs and agencies.

Policy H-3.8: Cooperate at a regional level to increase the base of both public and private support necessary to address local housing needs.

Communities within King County should work together to address shared housing needs, since housing needs and solutions cross jurisdictional boundaries. They should cooperate on a regional housing finance strategy that complements local funding efforts and allows sharing resources to support affordable and special needs housing throughout east King County.

Policy H-3.9: Support housing options, programs, and services that allow seniors to stay in their homes or neighborhood. Encourage Universal Design improvements that increase housing accessibility.

Universal Design refers to a broad spectrum of ideas meant to produce products, buildings, or other built environments that are useable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. Wheelchair ramps, essential for people in wheelchairs but also used by all, are a

common example. There are also cabinets with pull-out shelves, kitchen counters at several heights to accommodate different tasks and postures, and many other features.

Policy H-3.10: Support efforts to achieve a geographic balance in siting special-needs housing throughout the city and region, including support of housing in jurisdictions that serve residents from elsewhere on the Eastside.

Generally, special-needs housing should be available throughout the region. Some clustering of special-needs housing may be appropriate when proximity to public transportation, medical facilities, or other basic services is necessary.

Funds invested by Kirkland to provide this type of housing should be considered for projects both in Kirkland and elsewhere on the Eastside. Similarly, projects serving special-needs populations and funded by Bellevue, Redmond, and other Eastside communities should be sited in Kirkland when appropriate.

Policy H-3.11: Protect fair and equal access to housing for all persons and prohibit any activity that results in discrimination in housing.

Fair housing is the ability for all people to choose where they live without discrimination based on race, color, national origin, sex, family status, or disability. These are the "protected classes" under state and federal law. Kirkland also protects people from rental housing discrimination on the basis of using a Section 8 voucher to help pay their rent. Cities may not make zoning or land use decisions or implement policies that exclude or otherwise discriminate against protected persons. Periodically, King County conducts an Analysis of Impediments to Fair Housing (a county-wide report to the federal government), which can be a resource to Kirkland's fair housing practices.

Council Meeting: 02/03/2015
Agenda: New Business
Item #: 11. c.

CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: January 26, 2015

Subject: 2015 Board and Commission Interview Process

RECOMMENDATION:

That the City Council appoints three members to this year's Council Board and Commission Interview Selection committee.

BACKGROUND DISCUSSION:

The Council adopted Resolution 4911 at their March 6, 2012 meeting, which updated Council's procedures, reduced the maximum number of applicants to be interviewed per vacancy to three, and included the following:

> **Appointment Process:**
> Upon receipt of applications, the Council will review the applications and reduce the number of applicants for interview to three applicants for each vacancy. For example, if there were one vacancy on a board or commission, the Council would reduce the pool of applicants to be considered to three. If there were two vacancies, the Council would reduce the pool of applicants to be considered to six. In cases where the number of applicants for interview require a reduction from the number that have applied, an ad hoc committee of the Council will be appointed **by lot** to review and recommend to the entire Council those to be interviewed for each board or commission and those recommended not to be interviewed.

The 2015 process began with a posting of upcoming vacancies on January 23rd. Council will need to select by lot the three members of the selection committee. The selection committee will need to meet during the week of February 16, 2015 and forward on their recommendations of three candidates per vacancy to the full Council. The full Council will then take action to accept the recommendations, alter the recommendations, or add additional candidates to be interviewed for any of the positions. The Council has selected March 24th as the date to conduct the interviews for terms which end on March 31, 2015.

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MEMORANDUM

To: Kirkland City Council

From: Kurt Triplett, City Manager

Date: January 22, 2015

Subject: 2015 CITY COUNCIL RETREAT PROPOSED AGENDA

RECOMMENDATION:

City Council reviews the proposed agenda for the 2015 City Council Retreat and provides feedback. A second retreat focused on financial issues and the CIP process will be scheduled in May, so those topics are not included in the proposed agenda.

BACKGROUND DISCUSSION:

The 2015 City Council retreat is scheduled for Friday, February 20 from 9:00 am to 4:00 pm at the Beaver Lake Lodge in Sammamish. As you may recall, the City Council suggested that the next retreat be held off site. Beaver Lake Lodge is owned by the City of Sammamish and they have an excellent meeting facility set in the park. The rental cost is nominal and lunch will be brought in as usual.

Staff is proposing the following topics for the retreat agenda:

1. 2015-2016 City Work Plan – A review of the proposed work plan that reflects the priorities established in the budget process and the major work items for the coming two-year period. Staff presented an initial list during the budget and this will identify additional items and further define their scope.

2. Council Policies and Procedures – The City Council recently adopted an updated version of the policies and procedures and deferred two policy discussions to the retreat including Council use of social media and Council Committee meetings. The latter discussion will relate to making committee meetings open to the public and continue the discussion about how topics are added to committee agendas.

3. Potential Ballot Measures – This discussion will focus on two potential ballot measures so that staff can begin to define the scope of the measures and the type of funding that may be requested if the decision is made to pursue either measure:

    a. Fire and Emergency Services – This is a continuation of the discussion about improving fire and emergency response times through implementation of the Fire Strategic Plan and Standards of Coverage Study. The timing and type of the measure and its relation to the North Kirkland Station project will be discussed. The levy or bond measure would likely address capital needs such as the relocation of Station 27 and renovation of existing stations but the issue of a companion staffing measure will also be evaluated.

b. Aquatics and Recreation Center (ARC) – Background will be provided on funding sources for the ARC including the mechanics and implications of establishing a Metropolitan Park District dedicated to the ARC project. Staff will also present draft citizen survey questions that can help determine the public's support for the project and proposed funding mechanisms.

4. Council Brainstorming – This is a continuation of an agenda item included in past retreats that allows the Council an opportunity to initiate discussion about any topic. Traditionally, the City Council has generated a list of potential topics for future consideration and then prioritized them to determine which topics should be either added to the work plan or otherwise brought forward for discussion.

During the February 3 meeting, it will be helpful for Council to identify any other topics or key elements of interest related to these topics that staff should be including in the retreat packet and/or presentation. A suggested agenda is provided below.

CITY COUNCIL RETREAT
Draft Agenda

8:30 Arrival and Breakfast

8:50 Agenda Overview

9:00 2015-2016 City Work Plan

10:00 Council Policies and Procedures

12:00 Lunch

12:30 Potential Ballot Measures

2:30 Council Brainstorming

4:00 Adjourn