
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, April 7, 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. Park and Transportation Impact Fee Introduction and Policy Discussion
4. *CLOSED SESSION*
 - a. To Discuss Labor Negotiations
5. *HONORS AND PROCLAMATIONS*
6. *COMMUNICATIONS*
 - a. *Announcements*
 - b. *Items from the Audience*
 - c. *Petitions*

(1) Referencing Proposed Siting of the ARC at Juanita Beach
7. *SPECIAL PRESENTATIONS*

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.

8. CONSENT CALENDAR

a. Approval of Minutes: March 17, 2015

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

c. General Correspondence

d. Claims

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

(1) NE 120th Street Extension Project, Sanders General Construction, Auburn, WA

g. Approval of Agreements

(1) Ratification of the Public Safety Employees Union (PSEU) #519 Collective Bargaining Agreement, 2014-2016

h. Other Items of Business

(1) NE 68th Street & 108th Avenue NE Intersection Improvements Project Close-out Budget Adjustment

(2) School Impact Fee Report

(3) Report on Procurement Activities

9. PUBLIC HEARINGS

a. Resolution R-5120, Supporting King County Proposition 1, a Property Tax Levy to Fund a New, Upgraded Regional Emergency Radio Network to be Known as the Puget Sound Emergency Radio Network.

(1) Proposition No. 1
 Regular Property Tax Levy for Emergency Public Safety Radio Network Replacement Project
 The King County council passed Ordinance 17993 concerning funding for a new, upgraded regional emergency radio network. This proposition would provide funding to replace the current aging emergency radio network used for dispatching and communicating with police, fire and other first responders. The proposition would fund capital and transition costs as defined in Ordinance 17993 and would authorize King County to levy an additional regular property tax of \$0.07 per \$1,000 of assessed valuation for nine years with collection

beginning in 2016. The 2015 levy amount would be used to compute limitations under Chapter 84.55 RCW for the eight succeeding years. Should this proposition be?

- Approved
- Rejected

10. UNFINISHED BUSINESS

- a. 2015 State Legislative Update #6
- b. Draft Downtown Parking Study Options-Public Participation and Comments
- c. Resolution R-5119, Adopting the 2015-2017 Planning Work Program.

11. NEW BUSINESS

- a. Amending 2015-2016 Biennial Budget:
 - (1) Ordinance O-4480, Amending the Biennial Budget for 2015-2016.
 - (2) Resolution R-5121, Approving an Amended and Restated Employment Agreement between the Kirkland City Council and Kurt Triplett, Its City Manager.
- b. Comprehensive Plan Update Briefing – Environment Element

12. REPORTS

- a. City Council Reports
 - (1) Finance and Administration Committee
 - (2) Legislative Committee
 - (3) Planning, and Economic Development Committee
 - (4) Public Safety Committee
 - (5) Public Works, Parks and Human Services Committee
 - (6) Tourism Development Committee
 - (7) Regional Issues
- b. City Manager Reports
 - (1) Calendar Update

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT

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

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.



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, Deputy City Manager
Kathy Brown, Public Works Director
Robin Jenkinson, City Attorney
Jenny Schroder, Director of Parks & Community Services

Date: March 26, 2015

Subject: IMPACT FEE INTRODUCTION AND POLICY DISCUSSION

RECOMMENDATION:

City Council receives background information on impact fees, an overview of policy issues related to Park and Transportation impact fees, and a tentative schedule for impact fee adoption.

BACKGROUND DISCUSSION:

As part of the Kirkland 2035 efforts, staff is in the process of updating the Park and Transportation impact fees charged to new development. The update of the Comprehensive Plan is an ideal time to review impact fees, since the fees are directly related to the levels of service defined in the Parks and Transportation elements and impact fees need to be expended consistent with the Capital Facilities Plan element.

The purpose of this introduction is to provide background on the legal basis for impact fees, a brief historical recap of the City's impact fee program, highlight policy issues related to this impact fee update, and provide a tentative schedule for impact fee adoption.

Legal Basis

The Municipal Research and Service Center (MRSC) describes impact fees as follows:

"Impact fees are charges assessed by local governments against new development projects that attempt to recover the cost incurred by government in providing the public facilities required to serve the new development. Impact fees are only used to fund facilities that are directly associated with the new development. They may be used to pay the proportionate share of the cost of public facilities that benefit the new development; however, impact fees cannot be used to correct existing deficiencies in public facilities."

Impact fees are governed by Revised Code of Washington (RCW) [82.02.050](#)-.110 and the Washington Administrative Code (WAC) [365-196-850](#). Pertinent provisions include:

- RCW 82.020.050(3) provides that impact fees:
 - "Shall only be imposed for system improvements that are reasonably related to the new development;
 - Shall not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development; and
 - Shall be used for system improvements that will reasonably benefit the new development."
- RCW 82.020.050(4) provides that "impact fees may be collected and spent only for the public facilities defined in RCW 82.02.090 which are addressed by a capital facilities plan element of a comprehensive land use plan...continued authorization to collect and expend impact fees shall be contingent on the county, city, or town adopting or revising a comprehensive plan in compliance with RCW 36.70A.070, and on the capital facilities plan identifying:
 - Deficiencies in public facilities serving existing development and the means by which existing deficiencies will be eliminated within a reasonable period of time;
 - Additional demands placed on existing public facilities by new development; and
 - Additional public facility improvements required to serve new development."
- RCW 82.02.060(8) provides that the local ordinance "May provide for the imposition of an impact fee for system improvement costs previously incurred by a county, city, or town to the extent that new growth and development will be served by the previously constructed improvements provided such fee shall not be imposed to make up for any system improvement deficiencies."
- RCW 82.02.070(2) provides that "Impact fees for system improvements shall be expended only in conformance with the capital facilities plan element of the comprehensive plan."
- WAC 365-196-850(2)(a) defines "System improvements" (in contrast to "project improvements") as public facilities included in the capital facilities plan that are designed to provide service to service areas within the community at large.
- RCW 82.02.070(3)(a) provides that "impact fees shall be expended or encumbered for a permissible use within ten years of receipt, unless there exists an extraordinary and compelling reason for fees to be held longer than ten years," with the governing body providing extraordinary or compelling reasons in writing.

City Program

The City currently imposes Transportation, Park, and School impact fees. The discussion that follows focuses on Park and Transportation impact fees, which are being updated as part of the Kirkland 2035 process. The School Impact Fees were first imposed in 2011 and are passed

through to Lake Washington School District. Revised fees were adopted by the City Council at their [December 9, 2014 meeting](#), with single family residential fees currently set at \$9,623.

Kirkland originally adopted Transportation (Road) impact fees effective in 1999 based on 1998 project costs and Park impact fees were imposed in late 1999. The rate studies completed at that time calculated the maximum supportable charge that the City could implement and, as a matter of policy, the City Council implemented 50 percent of that maximum amount, as shown in the table below for single family residential. Note that Park impact fees are collected from single family and multifamily residential projects only, while Transportation impact fees are also collected from commercial development projects.

Single Family Residential Impact Fees – 1999 Study	
Transportation	
Full Cost	\$1,931
@ Current 50% Recovery	\$ 966*
Parks	
Full Cost	\$1,224
@ Current 50% Recovery	\$ 612*

*City of Kirkland impact fee collected from 1999 through 2007

In 2007, a major impact fee update was conducted that reflected the following City Council policy direction:

- Set the fees at 100 percent of the full cost;
- Provide for administrative indexing of fees with inflation;
- Base Transportation impact fees on concurrency projects rather than all capacity projects;
- Evaluate alternate methods during the next impact fee update.

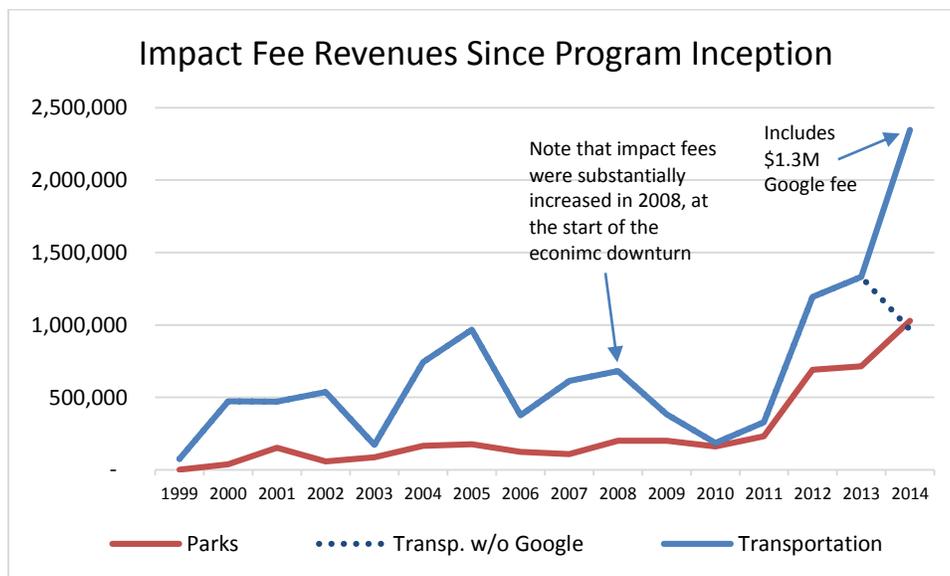
The resulting impact fees shown below were adopted effective January 1, 2008.

Single Family Residential Impact Fees – 2007 Study	
Transportation	\$3,432
Parks	\$3,621

Impact fees were subsequently indexed with inflation, resulting in the current impact fees shown in the table that follows. Note that the six-year moving average of the WSDOT Construction Cost Index (CCI) is used for Transportation and the June-to-June CPI-W is used for Parks, so the fees increased at different rates. No inflationary increases were applied in some years due to the economic downturn and/or that the inflation measures were negative. No change was made after 2013 pending the outcome of the Comprehensive Plan update.

Single Family Residential Impact Fees – Current	
Transportation	\$3,942
Parks	\$3,949

The graph below summarizes the revenues collected since the inception of the impact fee program. Note that the fees increased substantially in 2008, however, that year marked the beginning of the economic downturn, so the higher fees did not result in higher revenue collections. Also note that the 2014 Transportation revenues include a \$1.3 million impact fee paid related to the Google campus expansion.



The current adopted Capital Improvement Program reflects the use of impact fees of \$350,000 per year for Transportation projects, well below the current level of collections. The Parks impact fees are used, if available, to pay the debt service on McAuliffe Park (bonds will be retired in 2021) and a part of the debt on the Teen Center (bond will be retired in 2019). In years where the Parks collections have fallen short, the debt service was backfilled by Real Estate Excise Tax (REET). When those bonds are retired, the related REET is planned to be used to pay debt service on the Build America Bonds that were used to finance the Kirkland Justice Center and Park impact fee revenues will be available for other projects.

As required by statute, the City Council receives a report on each impact fee account showing the source and amount of all moneys collected, earned, or received and system improvements that were financed in whole or in part by impact fees.

Policy Context for the Update

The evaluation of alternate impact fee approaches has been part of the development of the Parks, Recreation & Open Space (PROS) Plan and the Transportation Master Plan.

There are a number of policy issues related to the approach to Park impact fees that will be presented at the April 7 Study Session by Michael Cogle and consultant Randy Young. The City's current approach uses the level of service standards by program area in the existing PROS Plan. This approach results in limiting the use of impact fees to program areas with no deficiencies to the standards, specifically Community Parks (such as McAuliffe Park) and Indoor Non-Athletic Recreation Space (such as the Teen Center), resulting in the use of impact fees for the payment of debt service on the facilities as described above. Attachment A is a technical memorandum discussing the principles behind the alternate approach of using investment per capita as a basis for impact fees. If this approach is selected for implementation, the draft PROS plan will need to be modified to include the required policy language. The key issues include:

- Should Kirkland change its methodology for determining Park impact fees? Kirkland's current methodology for Park impact fees uses level of service standards based on acres of park land and square feet of indoor recreation space. An alternative methodology developed in other cities is to assess new development a fee based on the replacement value of the existing overall park system, divided by population to determine the park value per person (investment per capita).
- Should Kirkland assess Park impact fees to commercial development? Kirkland does not charge Park impact fees to commercial (i.e. non-residential) development. Some cities have determined the impact of commercial development on parks by determining "equivalent population" for different types of development. Park impact fees for commercial development are then assessed on a per square foot basis.

The City Council received a briefing on Transportation impact fee policy issues in November 2014. David Godfrey and consultant Don Samdahl of Fehr & Peers will present additional information regarding the policy basis for Transportation impact fees, as summarized in Attachment B, as part of the April 21 Study Session on the Transportation Master Plan. The key issues include:

- Because of the multimodal nature of the Transportation Master Plan (TMP), a wider variety of transportation improvements will be included in the calculation of impact fees including improvements on the Cross Kirkland Corridor.
- Also because of the multimodal TMP, future impact fees will be based on person trips rather than vehicle trips.
- Although the amount of eligible project costs is increasing, the number of person trips is also increasing, giving a larger basis over which to spread the costs resulting in a per trip impact fee cost that is similar to the existing impact fee.
- Staff will be developing, for Council consideration, a land use designation that would remove the need to pay an impact fee when building tenants change. This is in keeping

with the current suspension of impact fees relating to change in use (Kirkland Municipal Code 27.04.035).

Once staff receives feedback on these policy issues, the impact fee consultants will proceed with preparing the formal rate studies necessary to support revised impact fees, which will result in more refined figures than those presented in the attachments.

Tentative Schedule

Concurrent with the impact fee process, the detailed evaluation of the Capital Improvement Program (CIP) and closely related development of the Capital Facilities Plan (CFP) will be occurring. Impact fees are a key funding source, so we expect to include discussion of the impact fee recommendations as part of both these processes.

Key Council meeting dates are summarized in the table on the following page, resulting in adoption by December 2015. Depending on the outcome of the rate studies, the need for additional public outreach will be determined and can occur during the Fall.

Date/Time	Meeting	Topic
March 31	Finance & Admin Committee	Draft - Impact Fee Introduction and Policy Discussion
April 7	City Council Study Session	Impact Fee Introduction and Park Impact Fee Policy Discussion
April 21	City Council Study Session	TMP, including Transportation Impact Fee Policy Discussion
May 29	Council Retreat	CIP Funding Discussion (including impact fees)
July 21	City Council Meeting	Draft CIP/CFP (including status report on impact fees)
July or August	Finance & Admin Committee	Draft Impact Fee Rate Studies
September 1	City Council Meeting	Draft Impact Fee Rate Studies/CIP Public Hearing
November 17	City Council Meeting	CIP Study Session (including impact fees)
December 15	City Council Meeting	Impact Fee Adoption

Henderson,
Young &
Company

MEMORANDUM

TO: Michael Cogle
Deputy Director, Department of Parks and Community Services
City of Kirkland

FROM: Randy Young
Henderson, Young & Company

DATE: March 25, 2015

RE: Park Impact Fee Methodology

This memo describes two changes that could be made to Kirkland's park impact fee methodology:

1. Level of Service Used in Park Impact Fees
2. Types of Development That Pay Park Impact Fees

Each of these changes will be described using the following topics:

- Kirkland's current methodology
- Limitations of the current methodology
- An alternative methodology developed in other cities
- An explanation of the alternative methodology
- Comparison to other cities

1. Level of Service Used in Park Impact Fees

Kirkland's Current Methodology

Kirkland's existing park impact fee uses levels of service standards based on the number of acres of park per 1,000 population and the number of square feet of recreation space per 1,000 population, as shown in Table 1.

Table 1: Level of Service Standards in Existing Park Impact Fee

Type of Park	Level of Service Standard
Neighborhood Parks	2.1 acres per 1,000 population
Community Parks	2.1 acres per 1,000 population
Nature Parks	5.7 acres per 1,000 population
Indoor Athletic Recreation Space	700 sq. feet per 1,000 population
Indoor Non-Athletic Recreation Space	500 sq. feet per 1,000 population

Limitations of the Current Methodology

The current method has the following limitations:

1. Standards based on acreage do not reflect the improvements at the parks, such as docks, boardwalks, tennis courts, basketball courts, landscaping, lighting, fences, picnic facilities, etc.
2. When the City has less park acreage than required by its standard, the City has an existing deficiency that cannot be paid by impact fees. The 2007 park impact fee excluded neighborhood parks and indoor athletic recreation spaces because the actual level of service provided by those facilities was less than the City's standard, thus causing a "deficiency" that precluded charging park impact fees for those facilities.
3. The standards for different types of parks based on land limits the City's flexibility to expend park impact fees in ways that best meet the needs of growth.

An Alternative Methodology Developed in Other Cities

An alternative methodology is to determine the replacement value of the City's existing park land and all improvements, then divide that total value by the existing population which results in the value per person of the existing park system. The park impact fee is calculated to have new development pay the same amount per person, thus ensuring that new development matches the City's current park assets per person.

Cities in Washington that use this methodology include Edmonds (2013), Renton (2011), Sammamish (2006), and Issaquah (1999, and updated in 2008 and 2014). Some cities and counties in other states also use this methodology.

An Explanation of the Alternative Methodology

Here is an example of how the park value per person method would work in Kirkland. Most of the amounts in the example have been rounded in order to be easier to follow, but they are comparable to more precise amounts for the City.

Table 2 shows the replacement value of Kirkland's parks and recreational assets being divided by the current population. The result is the value per person.

Table 2: Kirkland Park System Value per Person

Replacement Value of Existing Park System	Current Population	Value per Person
\$332,000,000	83,000	\$4,000

Table 3 shows the value per person being multiplied by the growth in population. The result is the investment needed for growth. This amount needs to be supported by an adopted Capital Improvement Plan with projects that increase the capacity of the park system by at least that amount.

Table 3: Park Investment Needed for Growth

Value per Person	Population Growth	Investment Needed for Growth
\$4,000	4,000	\$16,000,000

Table 4 shows the investment needed for growth being reduced by the amount of revenue from other sources, such as the special levy, REET and grants. The example assumes that those revenues will pay for 60% of the needed investment. The result of the reduction is the investment that will be paid by growth through park impact fees.

Table 4: Park Investment to be Paid by Growth

Investment Needed for Growth	Portion Paid by Other Sources of Funding (assume 60%¹)	Investment to be Paid by Growth
\$16,000,000	\$9,600,000	\$6,400,000

¹ The percent that is paid by other sources of revenue is directly affected by the City's choices and policies about other funding sources and how they are used. If the percentage is lower, the impact fees will be higher, and vice versa.

Table 5 shows the investment to be paid by growth being divided by the growth in population. The result is growth's cost per person that will be paid through park impact fees.

Table 5: Growth Cost per Person

Investment to be Paid by Growth	Population Growth	Growth Cost per Person
\$6,400,000	4,000	\$1,600

Table 6 shows the growth cost per person being multiplied by the average number of persons per dwelling unit. The result is the park impact fee for each type of dwelling unit.

Table 6: Park Impact Fee Rates

Type of Development	Growth Cost per Person	Persons per Dwelling Unit	Impact Fee per Dwelling Unit
Single-family	\$1,600	2.5	\$4,000
Multi-family	\$1,600	1.9	\$3,040

Comparison to Other Cities

Table 7 lists park impact fees in Kirkland and 13 cities to which Kirkland is often compared. The list is in order from the highest impact fee per single-family dwelling unit to the lowest.

Table 7: Park Impact Fees in Comparable Cities

City	Single-Family Dwelling Unit Park Impact Fee	Multi-Family Dwelling Unit Park Impact Fee
Issaquah	\$5,659.81	\$4,874.36
Bellingham	4,808.35	3,523.53
Kirkland (current fee)	3,949.00	2,583.00
Auburn	3,500.00	3,500.00
Redmond	3,291.36	2,645.80
Edmonds	2,734.05	2,340.16
Sammamish	2,605.82	2,340.00
Kenmore	2,329.26	1,522.98

City	Single-Family Dwelling Unit Park Impact Fee	Multi-Family Dwelling Unit Park Impact Fee
Vancouver	2,084.00	1,523.20
Bellevue	2,000.00	2,000.00
Renton	1,827.58	1,239.92
Woodinville	1,726.00	1,726.00
Bothell	1,345.00	1,883.00
Kent	5% of land @ 150% of assessed value	5% of land @ 150% of assessed value

2. Types of Development That Pay Park Impact Fees

Kirkland's Current Methodology

Kirkland's existing park impact fee is charged to new residential development, including both single-family and multi-family dwelling units based on the impact per dwelling unit as measured by the average number of persons per dwelling unit (at the time the 2007 study was prepared).

Table 8: Impact per Unit of Development in Existing Park Impact Fee

Type of Development	Impact per Unit
Single-family Residences	2.547 persons per dwelling unit
Multi-family Residences	1.666 persons per dwelling unit

Limitations of the Current Methodology

The current method does not charge park impact fees to commercial (i.e., non-residential) development, thus creating the following limitations:

1. The benefits that new businesses receive from Kirkland's parks are charged to Kirkland's new residences.
2. Charging new residences for the benefits to new businesses causes the residential impact fees to be higher than they would be if new businesses paid their proportionate share.

An Alternative Methodology Developed in Other Cities

An alternative methodology is to determine the impact of commercial development on parks using the “equivalent population” at different types of development. Equivalent population accounts for the number of employees, customers, visitors, and the amount of time they spend in the City. The residential population is also adjusted to “equivalent population” to account for the time that they are at their residence, excluding the time that they are at work, school, or other locations.

The park impact fee is calculated on the amount per “equivalent person”, and each type of new development pays an impact fee for the number of equivalent persons associated with their development.

Cities in Washington that use this methodology include Edmonds (2013), Redmond (year not known), Issaquah (2014), and eleven others. Some cities and counties in other states also use this methodology.

An Explanation of the Alternative Methodology

The following is an example of how the “equivalent population” method would work in Kirkland. Some of the amounts in the example have been rounded in order to be easier to follow, but they are comparable to more precise amounts for the City.

Table 9 (on the next page) shows the equivalent population coefficient² for different land uses being multiplied by Kirkland’s resident population or employment. The result is Kirkland’s 2014 equivalent population. The residential equivalent population is 74% of the total equivalent population, therefore residential development will pay 74% of growth’s cost instead of 100% if commercial development is not charged.

² Equivalent Population Coefficients are calculated from variables that include the number of employees per 1,000 square feet, the number of hours the employee works at the location, the number of visitors per employee, and the number of hours per week that the establishment is open.

Table 9: Kirkland's Equivalent Population (2014)

Type of Land Use	Equivalent Population Coefficient	2014 Population or Employment	2014 Equivalent Population
Permanent Population	0.9375	82,590	77,428
Construction	0.1986	2,454	488
Finance, Insurance, Real Estate	0.5056	2,874	1,453
Manufacturing	0.5814	1,429	831
Retail	2.0038	4,055	8,126
Services	0.5056	22,098	11,174
Wholesale, Transportation and Utilities	0.6004	1,991	1,195
Government	0.7060	4,376	3,090
Education	0.5357	2,561	1,372
Total	n.a.	124,838	105,156

Tables 10 - 14 use the same format and sequence as Tables 2 – 6, but substitute equivalent population for residential population.

Table 10: Kirkland Park System Value per Equivalent Person

Replacement Value of Existing Park System	Current Equivalent Population	Value per Equivalent Person
\$332,000,000	105,000	\$3,162

Table 11: Park Investment Needed for Growth

Value per Equivalent Person	Equivalent Population Growth	Investment Needed for Growth
\$3,162	6,000	\$18,970,000

Table 12: Park Investment to be Paid by Growth

Investment Needed for Growth	Portion Paid by Other Sources of Funding (assume 60%)	Investment to be Paid by Growth
\$18,970,000	\$11,380,000	\$7,590,000

Table 13: Growth Cost per Equivalent Person

Investment to be Paid by Growth	Population Growth	Growth Cost per Equivalent Person
\$7,590,000	6,000	\$1,265

Table 14: Park Impact Fee Rates

Type of Development	Growth Cost per Equivalent Person	Equivalent Population Coefficient	Impact Fee per Dwelling Unit or Square Foot
Single-family	\$1,265	2.3438	\$2,964
Multi-family	\$1,265	1.7813	2,252
Retail	\$1,265	0.0020	2.53
Office	\$1,265	0.0005	0.64
Manufacturing	\$1,265	0.0006	0.74

Comparison to Other Cities

Table 15 lists park impact fees for commercial development in the three cities to which Kirkland is often compared.

Table 15: Park Impact Fees in Comparable Cities

City	Park Impact Fee per Square Foot of Commercial Development
Issaquah	\$0.49 – 4.94
Redmond	0.49 – 1.12
Edmonds	1.34

Conclusion

The City of Kirkland should consider two changes to its park impact fee methodology based on the approaches developed in other cities that are described in this memo:

1. Level of service based on the replacement value of the park system per person.
2. Developing equivalent population factors and using them to charge park impact fees to commercial development in addition to residential development.



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: David Godfrey, P.E., Transportation Engineering Manager
 Kathy Brown, Public Works Director

Date: March 26, 2015

Subject: TRANSPORTATION MASTER PLAN UPDATE: IMPACT FEES

RECOMMENDATION:

It is recommended that City Council receive a briefing and provide direction concerning the updating of Transportation Impact Fees.

BACKGROUND DISCUSSION:

Council received a briefing on transportation impact fees in November 2014. Since that time, staff has refined the 20 year project list and land use forecasts and has made preliminary calculation of impact fee rates.

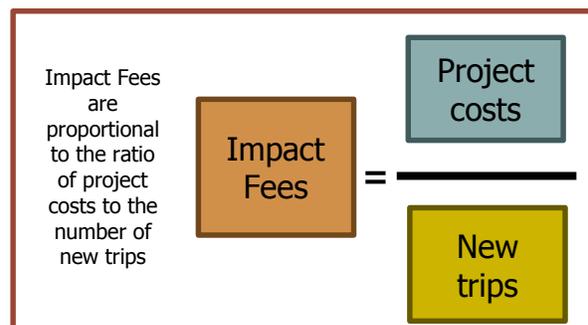
Transportation impact fees are designed to collect a fair share of transportation improvement costs from new development. The Growth Management Act allows impact fees to be charged for system improvements that reasonably relate to the impacts of new development and specifies that fees should be proportionate to the costs of improvements.

Impact fees are part of a development's transportation mitigation requirements. Developments also must undergo a concurrency evaluation, which determines whether there is sufficient transportation infrastructure to support the new development. Assuming that concurrency is achieved, the development moves forward, and pays an impact fee to cover its share of the transportation system costs. Developments are also subject to SEPA review and to required improvements that arise from code requirements; for example installing sidewalk along a property's frontage.

As shown in the illustration to the right, impact fee rates are a function of the ratio of:

1. The costs of capital capacity projects to support growth to
2. The number of new trips that are expected from new development over the same period.

As part of the Transportation Master Plan, city staff and the consultant have proposed a 20 year network of roadway, biking, walking and transit projects. To help implement this multimodal vision, it is being proposed that the breadth of transportation projects considered for impact fees be expanded to include a wider range of project types, including pedestrian and bicycle projects. This approach provides person trip capacity across multiple



transportation modes, rather than only auto trip capacity. This proposal would be a departure from the current impact fee program that was developed 15 to 20 years ago.

This change in approach to impact fees allows for a larger project list, with impact fees used to fund a wider range of projects. This means that there will be more costs to be accounted for by impact fees. At the same time, however, the growth forecasts for the City over the next 20 years are higher than they were when the current impact fee program was developed. This higher growth rate yields a larger base over which to spread the impact fee costs, counteracting the effect on rates of increasing the number of projects. The end result is that impact fee rates would remain relatively unchanged.

Methodology

As shown below, the key steps involved in the Kirkland impact fee process include:

- Establishing travel forecasts and trip patterns (based on land use data and the future transportation network);
- Identifying growth-related transportation projects and costs; and,
- Preparing the fee schedule.



Project List

The City compiled a multimodal project list that goes beyond the traditional roadway and intersection capacity projects. The total project list includes the following modal components:

Element	Cost
Motor Vehicles (traffic capacity; efficiency-ITS)	\$55 million
Transit (speed & reliability; passenger environment)	\$10 million
Walk (sidewalks; CKC)	\$29 million
Bike (bike lanes; greenways)	\$24 million
Total Impact Fee Project List	\$118 million

The total project list cost of \$118 million is over double the amount of the current impact fee program.

These projects all add person capacity to the City's transportation network. Notably, the list includes a portion of the Cross Kirkland Corridor (CKC) costs, since the CKC will provide a vital north-south transportation link within the City. To facilitate calculation of the CKC component and other non-motorized portions of the fee, we are focusing on person movement rather than traffic volumes as the base for the impact fee program.

Based on the Council discussion on February 17, the project list is not settled, but for the purposes of estimating impact fees is adequate to illustrate a close approximation of the final list.

Costs and trips for Impact Fees

Impact fees can only be charged for the portion of project costs reasonably related to the impacts of new growth within Kirkland. Adjustments are made to account for existing trips on the transportation system and the growth impacts that occur from growth outside of Kirkland.

The analysis to date indicates that approximately \$40-50 Million (34-42%) of the total project costs could be attributable to impact fees. The percentage allocated to impact fees accounts for the fair share of costs attributable to new development. The final dollar value will be determined when the project list is finalized.

The new 20-year growth forecasts are about 70 percent higher than the previous forecasts at 14,800 trips.

Impact Fee Rate

The impact fee eligible costs are divided by the travel growth to produce a "cost per trip." Dividing the \$40 to \$50 million by the 15,000 trips gives a PM Peak Hour Cost per Person Trip of \$2,670 to \$3,330.

To compare this rate to the current impact fee rate (which is based on vehicle trips), we converted the person trips to vehicle trips, resulting in an approximate range of \$3,500 to \$4,400 per vehicle trip end. The current rate is \$3,903.26 per vehicle trip end. This rate is at the lower to mid-range of impact fee rates being charged on the Eastside.

In the final step of the impact fee process, the "cost per trip end" will be converted into an impact fee schedule that shows fees as dollars per unit of development for different land use categories. **Table 1** gives a preliminary comparison of impact fee rates for selected land use types. The housing rates would be relatively higher under the new program, since housing generates proportionately higher numbers of person trips compared to other land uses.

Table 1: Preliminary Comparison of Impact Fees for selected land use.

Land Use Type	Unit of Measure	Existing Rates	New Rates (Low End)	New Rates (High End)
Detached Housing	Dwelling	\$3,942	\$4,350	\$4,830
Attached Housing	Dwelling	\$2,311	\$2,961	\$3,290
Restaurant	Square Feet	\$22.72	\$21.30	\$23.70
Shopping Center	Square Feet	\$4.62	\$4.30	\$4.80
General Office	Square Feet	\$7.63	\$6.90	\$7.70
Industrial Park	Square Feet	\$5.33	\$4.40	\$4.90

A final fee schedule will be produced as part of the rate study and ordinance.

Change of Use

Based on Council's comments at the November 18, 2014 Council meeting, revisions to the 'change of use' code provisions are needed to streamline land uses changes within activity centers such as downtown and Totem Lake. Staff will be developing, for Council consideration, a land use designation that would remove the need to pay an impact fee when building tenants change. Uses within this category would function similarly to a shopping center, which by its nature has a mixture of land uses that change over time. Change of use impact fees would still apply when a building is replaced, enlarged, or substantially redeveloped. This is in keeping with the current suspension of impact fees relating to change in use City Code (27.04.035).

RECEIVED

MAR 13 2015

CITY OF KIRKLAND

March 13, 2015

Kirkland City Council
123 5th Ave.
Kirkland, WA

Referencing proposed siting of the ARC at Juanita Beach.

Council Members,

Attached you will find signatures from over 600 people opposing the siting of the ARC at Juanita Beach along with the comments. The majority of these signatures were collected in the first five days of the online posting and they continue to roll in. Additionally this subject has been a topic of supporting conversation on face book, the website savejuanitabeach.org , Next Door, and Kirkland Views.

At this week's meeting of the park board, after lengthy discussion, a motion passed to permanently remove Juanita Beach and North Kirkland Community Center from consideration for the siting of the ARC. It was not a unanimous vote only because some board members felt NKCC should be kept on the list of possible sites.

The Park Board agreed that this decision (or lack of a decision) re Juanita Beach has dragged on too long. It has been clear at previous meetings that they have not supported Juanita Beach as the site. It goes against their vision of preserving, protecting and maintaining open space and park land to improve quality of life for our citizens.

I hope Kirkland City Council will take the recommendation of the Park Board and respond to the voice of residents of Kirkland.

It's time to make a decision and move on to find an appropriate site. Key is the word "permanent" that the park board included in their motion. We don't need to continue with the negative energy that gets transferred to the ARC in the fight to save Juanita Beach.

Sincerely,



Karen Lightfeldt

Attachments: Save Juanita Beach petition.

Help save 9 acres of Juanita Beach Park from a 90,000 sq ft. Aquatic and Recreation Center.



“Save Juanita Beach” represents Kirkland residents committed to preserving this public asset from being lost to development. The City of Kirkland has proposed building a new Aquatic and Recreation Center (ARC) on the 9 acres north of Juanita Drive, which would result in the loss of a significant portion of Juanita Beach Park. We oppose the use of Juanita Beach Park for this purpose. We believe that Juanita Beach is one of a few open spaces on Lake Washington with a natural setting and historic significance that is regularly used by individuals region wide.

The City has already approved a Juanita Beach master plan that includes the north side that answers the needs of the high density multi-family units immediately surrounding the park and the many events and uses that require both sides. We must honor that commitment to open space and park preservation, by finding a more appropriate and accessible location to build the ARC.

We, the undersigned, request that you remove Juanita Beach Park from further consideration as a site for the Aquatic & Recreation Center.

Name	Location	Date
Matthew Hoesterey	Kirkland, WA, United States	2015-03-10
Michael O'Brien	Kirkland, WA, United States	2015-03-10
Andreas Stark	Kirkland, WA, United States	2015-03-10
Michael Kazaras	Kirkland, WA, United States	2015-03-10
Beate Stark	Kirkland, WA, United States	2015-03-10
Jack Wherry	Kirkland, WA, United States	2015-03-10
Jackie Dempsey	Renton, WA, United States	2015-03-10
heidi Schor	Kirkland, WA, United States	2015-03-10
Sharon Irvin	Kirkland, WA, United States	2015-03-10
sophia winkler-schor	Kirkland, WA, United States	2015-03-10
Daniel Winkler	Kirkland, WA, United States	2015-03-10
Matt McCauley	Kirkland, WA, United States	2015-03-10
Karen Tennyson	Kirkland, WA, United States	2015-03-10
Suzanne Auld	Kirkland, WA, United States	2015-03-10
Mike Dutton	Kirkland, WA, United States	2015-03-10
Leslie Darley	Seattle, WA, United States	2015-03-10
Schor Judy	Kirkland, WA, United States	2015-03-10
Tim Irvin	Kirkland, WA, United States	2015-03-10
Leandra Fuentes	Kirkland, WA, United States	2015-03-10
Sarah Wille	Seattle, WA, United States	2015-03-10
Margaret Snell	Kirkland, WA, United States	2015-03-10
Rosanna Boulton	Kirkland, WA, United States	2015-03-10
Lynda Roslund	Kirkland, WA, United States	2015-03-10
Eric Leseberg	Kirkland, WA, United States	2015-03-10
Kelly Scott	Kirkland, WA, United States	2015-03-10
Teya Viola	Kirkland, WA, United States	2015-03-10
Sven Larson	Kirkland, WA, United States	2015-03-10
Tina Holt	Kirkland, WA, United States	2015-03-10
Patrick Fitzgerald	Kirkland, WA, United States	2015-03-10
Bret maccannell	Kent, WA, United States	2015-03-10
Victor Bahna	Kirkland, WA, United States	2015-03-10
Susan Tjarnberg	Kirkland, WA, United States	2015-03-11

Name	Location	Date
Eileen Manton	Kirkland, WA, United States	2015-03-09
Charles Sota	Kirkland, WA, United States	2015-03-09
David Hepp	Seattle, WA, United States	2015-03-09
Karyn York	Kirkland, WA, United States	2015-03-09
Scott Shinstrom	Kirkland, WA, United States	2015-03-09
Kellie Shinstrom	Kirkland, WA, United States	2015-03-09
Pat Swanson	Kirkland, WA, United States	2015-03-09
Jackie Wennberg	Redmond, WA, United States	2015-03-09
Jan Shinstrom	Kirkland, WA, United States	2015-03-09
Mercer DesHarnais	Kirkland, WA, United States	2015-03-09
Paul Wennberg	Redmond, WA, United States	2015-03-09
Elizabeth Moses	Kirkland, WA, United States	2015-03-09
Randy Gregory	Kirkland, WA, United States	2015-03-09
Hayley Gash	Kirkland, WA, United States	2015-03-09
Jeannie Shardelman	Kirkland, WA, United States	2015-03-09
Leah Swanson	Kirkland, WA, United States	2015-03-09
Llew Johnson Llew Johnson	Kirkland, WA, United States	2015-03-09
Lisa Barnes	Kirkland, WA, United States	2015-03-09
Jane Wherry	Kirkland, WA, United States	2015-03-09
Cheryl Mintz	Kirkland, WA, United States	2015-03-09
Jeff Clark	Kirkland, WA, United States	2015-03-09
Joanne Deligan	Seattle, WA, United States	2015-03-09
Kathryn Oskouian	Kirkland, WA, United States	2015-03-09
Austyn Rocco	Colorado Springs, CO, United States	2015-03-09
Shayler Coultres	East Jordan, MI, United States	2015-03-09
Vikram Dhawan	Kirkland, WA, United States	2015-03-10
Angelina Henry	Kirkland, WA, United States	2015-03-10
Todd Deligan	Seattle, WA, United States	2015-03-10
Nate Gegwich	Central Islip, NY, United States	2015-03-10
Billy Angus	Hamilton, MT, United States	2015-03-10
John Edwards	Winchester, VA, United States	2015-03-10
Breanna Lonas	Glen Allen, VA, United States	2015-03-10

Name	Location	Date
Karen Forrest	Kirkland, WA, United States	2015-03-08
Val Anne Welch	Port Townsend, WA, United States	2015-03-08
Megan Maloney	Kirkland, WA, United States	2015-03-08
Howard Warner	Redmond, WA, United States	2015-03-08
Julie Harris	Kirkland, WA, United States	2015-03-08
Gwen Boone	Kirkland, WA, United States	2015-03-08
Jeff Bruce	West Newton, MA, United States	2015-03-08
ryan watson	woodinville, WA, United States	2015-03-08
Amber swanigan	Kirkland, WA, United States	2015-03-08
Angela Marks	Kirkland, WA, United States	2015-03-08
Melissa Lochmiller	Kirkland, WA, United States	2015-03-08
Beth Noland	Kirkland, WA, United States	2015-03-08
Marilyn Penitsch	Kirkland, WA, United States	2015-03-08
Andrew Nuckles	Seward, AK, United States	2015-03-08
Beverly Freeman	Kirkland, WA, United States	2015-03-08
Garrett Oiness	Woodinville, WA, United States	2015-03-08
lori morrison	Everett, WA, United States	2015-03-08
Michael McCauley	Kirkland, WA, United States	2015-03-08
Healy Healy	Kirkland, WA, United States	2015-03-08
Elaine Darling	Kirkland, WA, United States	2015-03-08
carrie dysert	Issaquah, WA, United States	2015-03-08
Christine Lassen	Kirkland, WA, United States	2015-03-08
James Riley Watson	Kirkland, WA, United States	2015-03-09
Diane Vallentyne Watson	Kirkland, WA, United States	2015-03-09
Meena dhawan	Kirkland, WA, United States	2015-03-09
Amy Wayman	Kirkland, WA, United States	2015-03-09
Davina Lee	Georgetown, KY, United States	2015-03-09
Arlene McDowell	Kirkland, WA, United States	2015-03-09
Douglas Johnson	Kirkland, WA, United States	2015-03-09
Melissa Stone	Kirkland, WA, United States	2015-03-09
Eleanor Williams	Kirkland, WA, United States	2015-03-09
Nolan Morgan	Kirkland, WA, United States	2015-03-09

Name	Location	Date
William Longmoor Longmoor	Kirkland, WA, United States	2015-03-07
Alycia Bolling	Kirkland, WA, United States	2015-03-07
Kimberlee shakeri	Kirkland, WA, United States	2015-03-07
Shelley Norman	Kenmore, WA, United States	2015-03-07
Cheryl DePra	Larchmont, NY, United States	2015-03-07
Rob Butcher	Kirkland, WA, United States	2015-03-07
Christina Crescenzi	Kirkland, WA, United States	2015-03-07
Darryl Schulz	Kirkland, WA, United States	2015-03-07
Barbara Clements	Kirkland, WA, United States	2015-03-07
Linda Bennett	Kirkland, WA, United States	2015-03-07
anessa langford	Rampton, ENG, United Kingdom	2015-03-07
catalin lazar	Kirkland, WA, United States	2015-03-07
Jackson Cole	Kirkland, WA, United States	2015-03-07
Jon North	Kirkland, WA, United States	2015-03-07
Rosann Farmer	Kirkland, WA, United States	2015-03-07
Robert Kelley	Kirkland, WA, United States	2015-03-07
Mark Nelson	Kirkland, WA, United States	2015-03-07
Don Smith	Kirkland, WA, United States	2015-03-07
Kathleen Gruskin	Kirkland, WA, United States	2015-03-07
Chris Sutter	Kent, WA, United States	2015-03-07
Cynthia Holm	Kirkland, WA, United States	2015-03-07
kim mccall	Los Angeles, CA, United States	2015-03-07
Dana Oskoui	Kirkland, WA, United States	2015-03-07
Kurt Brunnenkant	Fall City, WA, United States	2015-03-07
Gale Hall	Kirkland, WA, United States	2015-03-07
Michael Gruskin	Kirkland, WA, United States	2015-03-08
Tracy Borders	Kirkland, WA, United States	2015-03-08
Adrienne Walker	Kirkland, WA, United States	2015-03-08
Vanessa Reamer	Kirkland, WA, United States	2015-03-08
Korinne Mason	Kirkland, WA, United States	2015-03-08
jorgensen eric	Bellevue, WA, United States	2015-03-08
Merrily Dicks Dicks	Kirkland, WA, United States	2015-03-08

Name	Location	Date
Sarah Decostanzo	Kirkland, WA, United States	2015-03-07
Lindsay Park	El Paso, TX, United States	2015-03-07
Linda Flajole	Kirkland, WA, United States	2015-03-07
Jennifer Xu	Kirkland, WA, United States	2015-03-07
Lisa Woodruff	Sammamish, WA, United States	2015-03-07
Luke DeLatour	Kirkland, WA, United States	2015-03-07
Ivan Quintero	Kenmore, WA, United States	2015-03-07
Kristin Gulley	Redmond, WA, United States	2015-03-07
Lucianna Weber	Kirkland, WA, United States	2015-03-07
Elizabeth Nachman	Kirkland, WA, United States	2015-03-07
Kimberley Rowley	Kirkland, WA, United States	2015-03-07
Sharon Brown Wurtenberg	Kirkland, WA, United States	2015-03-07
Cami Keyes	Kirkland, WA, United States	2015-03-07
Denise Wilhelm	Bothell, WA, United States	2015-03-07
Jason Walling	Renton, WA, United States	2015-03-07
John Menlove	Kirkland, WA, United States	2015-03-07
Deanne Howie	Monroe, WA, United States	2015-03-07
Michael Langley	Kirkland, WA, United States	2015-03-07
Jennifer Buter La Rue	Sammamish, WA, United States	2015-03-07
Mike jaeger	Kirkland, WA, United States	2015-03-07
Sidney Halverson	Ankeny, IA, United States	2015-03-07
Jennifer Nilssen	Bellevue, WA, United States	2015-03-07
sharon mooney	Kirkland, WA, United States	2015-03-07
Jaimie McCausland	Kirkland, WA, United States	2015-03-07
Dianne Hertzberg	Kirkland, WA, United States	2015-03-07
kenneth lin	Woodinville, WA, United States	2015-03-07
m Elwell	Kirkland, WA, United States	2015-03-07
David White	Kirkland, WA, United States	2015-03-07
Dawn armstrong	Kenmore, WA, United States	2015-03-07
Mark Reed	Kirkland, WA, United States	2015-03-07
Kim Thompson Olsson	Kirkland, WA, United States	2015-03-07
Diane Longmoor	Kirkland, WA, United States	2015-03-07

Name	Location	Date
wendy shelton	Billings, MT, United States	2015-03-07
Mauricio Stoppa	Kirkland, WA, United States	2015-03-07
Spencer King	Kirkland, WA, United States	2015-03-07
Bhupal de	Kirkland, WA, United States	2015-03-07
Kristina Watilo	Kirkland, WA, United States	2015-03-07
Tony Volchok	Kirkland, WA, United States	2015-03-07
Mariana Alvarez-Tostado	Maple Valley, WA, United States	2015-03-07
Theresa Nix	Clyde Hill, WA, United States	2015-03-07
Tina Oiness	Woodinville, WA, United States	2015-03-07
Lena Heiner	Kirkland, WA, United States	2015-03-07
gwen perry	Yakima, WA, United States	2015-03-07
Donald Mackay	Kirkland, WA, United States	2015-03-07
Perry Clawson	Kirkland, WA, United States	2015-03-07
Lee Acton	Kirkland, WA, United States	2015-03-07
Mike Ibsen	Charleston, SC, United States	2015-03-07
chris auld	Kirkland, WA, United States	2015-03-07
poonam advani	Kirkland, WA, United States	2015-03-07
Linda Bailey	Kirkland, WA, United States	2015-03-07
Bonnie Nickle	Raritan, NJ, United States	2015-03-07
Felice Smith	Rockledge, PA, United States	2015-03-07
Leslie Webb	Phoenix, AZ, United States	2015-03-07
Leo Kucewicz	Phoenixville, PA, United States	2015-03-07
sara elkins	northampton, MA, United States	2015-03-07
bob sigmund	savannah, GA, United States	2015-03-07
Betty Scott	Oklahoma City, OK, United States	2015-03-07
Michele Pasker	Bethlehem, PA, United States	2015-03-07
Jane Beattie	Ketchum, ID, United States	2015-03-07
Stephanie whicker	Kirkland, WA, United States	2015-03-07
marissa silva	Salt Lake City, UT, United States	2015-03-07
Brett Olson	Edina, MN, United States	2015-03-07
Jacqueline Dieudonne	Jupiter, FL, United States	2015-03-07
rachael good	Kirkland, WA, United States	2015-03-07

Name	Location	Date
Dion Bottoms	Kirkland, WA, United States	2015-03-06
Danielle Ellis	Kirkland, WA, United States	2015-03-06
Bob Hewitson	Kirkland, WA, United States	2015-03-06
Karen Thompson	Kirkland, WA, United States	2015-03-06
Riley Hewitson	Kirkland, WA, United States	2015-03-06
Amy Hewitson	Kirkland, WA, United States	2015-03-06
April Morrison	Mountlake Terrace, WA, United States	2015-03-06
Janet Ketcham	Kenmore, WA, United States	2015-03-06
mark morrison	Mountlake Terrace, WA, United States	2015-03-06
Christian Ellingsworth	Kirkland, WA, United States	2015-03-06
Natalie Schneider	Kirkland, WA, United States	2015-03-06
Kathy Boyer	Kirkland, WA, United States	2015-03-06
Jennifer Carlisle	Kirkland, WA, United States	2015-03-06
Sarah Jurick	Kirkland, WA, United States	2015-03-06
Jerrie Drinkwine	Seattle, WA, United States	2015-03-06
Harry Bruce	Kirkland, WA, United States	2015-03-06
Duane Yates	Kirkland, WA, United States	2015-03-06
Amelia Curtis	Kirkland, WA, United States	2015-03-06
Albert Hern	Kirkland, WA, United States	2015-03-06
Kristina Freinik	Kirkland, WA, United States	2015-03-06
Jeff Horst	Kirkland, WA, United States	2015-03-06
Kelly Foster	Kirkland, WA, United States	2015-03-06
Per-Ola Selander	Kirkland, WA, United States	2015-03-06
Gary Monnier	Kirkland, WA, United States	2015-03-06
Dave Sage	Redmond, WA, United States	2015-03-06
Laurie Corrin	Kirkland, WA, United States	2015-03-06
carrell quinn	Kirkland, WA, United States	2015-03-06
Bailey Hestir	Renton, WA, United States	2015-03-06
Diane Palfreyman	Kirkland 98034, WA, United States	2015-03-06
Janis Nevler	Kirkland, WA, United States	2015-03-06
April Johnson	Kirkland, WA, United States	2015-03-06
Naveen Ouellette	Kirkland, WA, United States	2015-03-07

Name	Location	Date
kathryn mueller	Kirkland, WA, United States	2015-03-06
Terri Fletcher	Kirkland, WA, United States	2015-03-06
Jeff Nelson	Kirkland, WA, United States	2015-03-06
Richard O.	Kirkland, WA, United States	2015-03-06
John Gilday	Kirkland, WA, United States	2015-03-06
susan evans	Kirkland, WA, United States	2015-03-06
Mary Lovett	Bothell, WA, United States	2015-03-06
Krista Anderson	Kirkland, WA, United States	2015-03-06
Joy Brown	Kirkland, WA, United States	2015-03-06
Bonnie Fletcher	Kirkland, WA, United States	2015-03-06
Denise Furneaux	Kirkland, WA, United States	2015-03-06
Lisa Fakes	KIRKLAND, WA, United States	2015-03-06
Christina Hunt	Kirkland, WA, United States	2015-03-06
Faye Tabrizi	Kirkland, WA, United States	2015-03-06
Chandra Srinivasan	Kirkland, WA, United States	2015-03-06
Marietta Burcheci	Kirkland, WA, United States	2015-03-06
Darcy Shurin	Kirkland, WA, United States	2015-03-06
Jodi Gaertner	Kirkland, WA, United States	2015-03-06
James Burns	Kirkland, WA, United States	2015-03-06
Holly Thomas	Kirkland, WA, United States	2015-03-06
Linda Payton	Woodinville, WA, United States	2015-03-06
Amber Souza	Kirkland, WA, United States	2015-03-06
Sally Pederson	Bonney Lake, WA, United States	2015-03-06
John Baxter	Kirkland, WA, United States	2015-03-06
Marcia Trussell	Kirkland, WA, United States	2015-03-06
catherine smith	Kirkland, WA, United States	2015-03-06
Denise melton	Kirkland, WA, United States	2015-03-06
Kate butcher	Kirkland, WA, United States	2015-03-06
Marty Golob	Kirkland, WA, United States	2015-03-06
Megan Aldrich	Kirkland, WA, United States	2015-03-06
Ben Ouellette	Kirkland, WA, United States	2015-03-06
Sharon Knowles	Kittitas, WA, United States	2015-03-06

Name	Location	Date
lisa letang	Kirkland, WA, United States	2015-03-06
James Cole	Selah, WA, United States	2015-03-06
Kimberly Convertino	Kirkland, WA, United States	2015-03-06
Andi Poulson	Kirkland, WA, United States	2015-03-06
Glen Buhlmann	Kirkland, WA, United States	2015-03-06
Melissa Kurfess	Kenmore, WA, United States	2015-03-06
Kristi caggiano	Kirkland, WA, United States	2015-03-06
Jake Schenkein	Kirkland, WA, United States	2015-03-06
Sadie Rudiger	Kittitas, WA, United States	2015-03-06
Erin Stewart	Federal Way, WA, United States	2015-03-06
Alia Dockery	Kenmore, WA, United States	2015-03-06
Roseanna Lake	Redmond, WA, United States	2015-03-06
Glenn Farringer	Kirkland, WA, United States	2015-03-06
Dave fox	Kirkland, WA, United States	2015-03-06
Rozelyn Briere	Kirkland, WA, United States	2015-03-06
Suzanne Grogan	Kirkland, WA, United States	2015-03-06
C. Nuebel	Kirkland, WA, United States	2015-03-06
mary clarke	Kirkland, WA, United States	2015-03-06
Heather Berg	Bothell, WA, United States	2015-03-06
Deepti Mokkaapati	Woodinville, WA, United States	2015-03-06
Samantha Smith	Kirkland, WA, United States	2015-03-06
Mark Jennings	Kirkland, WA, United States	2015-03-06
Laura Bernard	Kirkland, WA, United States	2015-03-06
Sonja Tompkins	Kirkland, WA, United States	2015-03-06
Paula Miller	Kirkland, WA, United States	2015-03-06
Kirstin Brauch	Bothell, WA, United States	2015-03-06
DeDe Herbert	Redmond, WA, United States	2015-03-06
Chrystle Rosenberg	Redmond, WA, United States	2015-03-06
Karla Richardson	Kirkland, WA, United States	2015-03-06
Brad McDermott	Kirkland, WA, United States	2015-03-06
Patty Tucker	Kirkland, WA, United States	2015-03-06
Holly Palfreyman	Kirkland, WA, United States	2015-03-06

Name	Location	Date
Alison Mayfield	Kirkland, WA, United States	2015-03-06
Givens Givens	Kirkland, WA, United States	2015-03-06
Dana adams	Kirkland, WA, United States	2015-03-06
Bre Rubbo	Kirkland, WA, United States	2015-03-06
SANDRA SERAZIO	Milwaukee, WI, United States	2015-03-06
keli FOLEY	portland, OR, United States	2015-03-06
alyssa grace	La Mesa, CA, United States	2015-03-06
Tulsi Greenlee	Haiku, HI, United States	2015-03-06
Ana Reza	El Paso, TX, United States	2015-03-06
KIMBERLY LEIGHTY	PLAINFIELD, IN, United States	2015-03-06
Paula Bates	Kirkland, WA, United States	2015-03-06
Teale Groesbeck	Kirkland, WA, United States	2015-03-06
Pooya Hajjarian	Los Gatos, CA, United States	2015-03-06
Deborah Dunn	Burbank, CA, United States	2015-03-06
Lea Mohr	Wildomar, CA, United States	2015-03-06
Michelle Sailor	Kirkland, WA, United States	2015-03-06
Julie Baxter	Kirkland, WA, United States	2015-03-06
pillo renee	north bend, WA, United States	2015-03-06
karla walters	el dorado, KS, United States	2015-03-06
Norma Murillo	Valley Center, CA, United States	2015-03-06
Roth James	Pearl River, NY, United States	2015-03-06
Andrea knodel	Brooklyn Center, MN, United States	2015-03-06
Craig Long	Kirkland, WA, United States	2015-03-06
Karen Story	Kirkland, WA, United States	2015-03-06
Linda schuyleman	Kirkland, WA, United States	2015-03-06
John Sullivan	Kirkland, WA, United States	2015-03-06
Rebecca Schultz	Kirkland, WA, United States	2015-03-06
Mike Montgomery	Kirkland, WA, United States	2015-03-06
Aran Buchan	Kirkland, WA, United States	2015-03-06
Stefanie Staudacher	Kirkland, WA, United States	2015-03-06
Brian Benson	Seattle, WA, United States	2015-03-06
Pamela Riddle	Kirkland, WA, United States	2015-03-06

Name	Location	Date
Melinda Stone	Kirkland, WA, United States	2015-03-06
Amanda Rough	Kirkland, WA, United States	2015-03-06
Kevin Reed	Kirkland, WA, United States	2015-03-06
Cariann Carlson	Kirkland, WA, United States	2015-03-06
Miklin Halstead	Wellington, New Zealand	2015-03-06
Dave Bechtel	Kirkland, WA, United States	2015-03-06
Kristen Dorwin	Kirkland, WA, United States	2015-03-06
Deepa Vijayraghavan	Bothell, WA, United States	2015-03-06
Jack Story	Kirkland, WA, United States	2015-03-06
Michael Tipple	Lynnwood, WA, United States	2015-03-06
Mickie Meyer	Redmond, WA, United States	2015-03-06
Shuko Mantooth h	Kirkland, WA, United States	2015-03-06
Roger Bettermann	Kirkland, WA, United States	2015-03-06
Erika jensen	Kenmore, WA, United States	2015-03-06
Joan Whittaker	Kirkland, WA, United States	2015-03-06
Nicole Furst	Bellevue, WA, United States	2015-03-06
Tina Tarver	Kirkland, WA, United States	2015-03-06
Heather Pocock	Kirkland, WA, United States	2015-03-06
Briget Guiberson	Bothell, WA, United States	2015-03-06
Tara Stephenson	Kirkland, WA, United States	2015-03-06
Kira Bridgewater	Kirkland, WA, United States	2015-03-06
Rene Howell	Issaquah, WA, United States	2015-03-06
Angela Johnson	Hazelwood, MO, United States	2015-03-06
Emma Lewy-Morgan	Marysville, WA, United States	2015-03-06
Victoria Princeton	Kirkland, WA, United States	2015-03-06
Eunice Hostetter	Kirkland, WA, United States	2015-03-06
Joel Riehl	Issaquah, WA, United States	2015-03-06
winslow Winslow	Kirkland, WA, United States	2015-03-06
Sara Montgomery	Kirkland, WA, United States	2015-03-06
Amanda Judd	Kirkland, WA, United States	2015-03-06
Kristina gibbons	Bellevue, WA, United States	2015-03-06
Laura Goggins	Kirkland, WA, United States	2015-03-06

Name	Location	Date
Robert Hansen	Kirkland, WA, United States	2015-03-06
Debbie Berger Smith	Kirkland, WA, United States	2015-03-06
Dennis Kaplan	Mayfield Heights, OH, United States	2015-03-06
Drew Whorley	Seattle, WA, United States	2015-03-06
Linda Wenke	Kirkland, WA, United States	2015-03-06
Dave Wenke	Kirkland, WA, United States	2015-03-06
Jennifer Mahan	Kirkland, WA, United States	2015-03-06
Geraldine Williams	Kirkland, WA, United States	2015-03-06
Gene DeClark	Kirkland, WA, United States	2015-03-06
Julie Metteer	Kirkland, WA, United States	2015-03-06
Kari Graydon	kaneohe, HI, United States	2015-03-06
Irene Vlitos Rowe	Kirkland, WA, United States	2015-03-06
Martin Dolan	La Porte, IN, United States	2015-03-06
Robert Davis	Kirkland, WA, United States	2015-03-06
Leslie A Thomson	Kirkland, WA, United States	2015-03-06
Karen Schickling	Bothell, WA, United States	2015-03-06
Gladys Rivers	Spokane, WA, United States	2015-03-06
Sarah Eraker	Kirkland, WA, United States	2015-03-06
Bill LaMarche	Kirkland, WA, United States	2015-03-06
Susan Horst	Kittitas, WA, United States	2015-03-06
Hsin-Yi Lu-Brown	Kirkland, WA, United States	2015-03-06
Cal Kiefel	Selah, WA, United States	2015-03-06
Kathy Gardner	Kirkland, WA, United States	2015-03-06
Kathy Clausen	Kirkland, WA, United States	2015-03-06
Erin Easterlin	Kirkland, WA, United States	2015-03-06
Tyler Proffitt	Kirkland, WA, United States	2015-03-06
mehrdad baldwin`	Kirkland, WA, United States	2015-03-06
Shelley Clark	Kenmore, WA, United States	2015-03-06
Glenn Landguth	Kirkland, WA, United States	2015-03-06
Tricia Stone	Kirkland, WA, United States	2015-03-06
Sheri Morissey	Kirkland, WA, United States	2015-03-06
Cristina Rancourt	Kirkland, WA, United States	2015-03-06

Name	Location	Date
Suzanne Morrison	Surprise, AZ, United States	2015-03-05
Ann-Marie Speirs	Kirkland, WA, United States	2015-03-05
Shirley Cameron	Kirkland, WA, United States	2015-03-05
Jen Palermo	Kirkland, WA, United States	2015-03-05
Jody Ericson Dorow	Seattle, WA, United States	2015-03-05
A B	Kirkland, WA, United States	2015-03-05
Elizabeth Ross	Kirkland, WA, United States	2015-03-05
Lou Berner	Kirkland, WA, United States	2015-03-05
Tamara Bennett	Kirkland, WA, United States	2015-03-05
Robert Colgan	Kirkland, WA, United States	2015-03-05
Sidney Hewitson	Kirkland, WA, United States	2015-03-05
Megan Lenseigne	Kirkland, WA, United States	2015-03-05
Bobbie Alicen	Kirkland, WA, United States	2015-03-05
Sarah Alexander	Kirkland, WA, United States	2015-03-05
Erin Moreland	Kirkland, WA, United States	2015-03-05
Christina Brugman	Kirkland, WA, United States	2015-03-05
Kathy Finney	Kirkland, WA, United States	2015-03-05
Jason Reid	Kirkland, WA, United States	2015-03-05
Loita Hawkinson	Kirkland, WA, United States	2015-03-05
Bea Nahon	Kirkland, WA, United States	2015-03-05
Linda Jatou	Redmond, WA, United States	2015-03-05
Clarence Stone	Kirkland, WA, United States	2015-03-05
Brandi Ohlsen	Kirkland, WA, United States	2015-03-05
suzanne dowling	Kirkland, WA, United States	2015-03-05
Lynette Friberg Weber	Kirkland, WA, United States	2015-03-06
Allen Oskoui	Kirkland, WA, United States	2015-03-06
Paul Barry	Kirkland, WA, United States	2015-03-06
Heather Montpas	Kirkland, WA, United States	2015-03-06
Tom Coonelly	Kirkland, WA, United States	2015-03-06
Dyana Stevens	Kirkland, WA, United States	2015-03-06
Jeff Lyon	Kirkland, WA, United States	2015-03-06
Jenny Mette	Kenmore, WA, United States	2015-03-06

Name	Location	Date
susan moore	Stanwood, WA, United States	2015-03-05
Nicole Roman	Kirkland, WA, United States	2015-03-05
Tom & Lyn Gant	Kirkland, WA, United States	2015-03-05
Jeanette Leach	Kirkland, WA, United States	2015-03-05
Jeff Mirisola	Kirkland, WA, United States	2015-03-05
Michele delfs	Kirkland, WA, United States	2015-03-05
Lynnae Osontoski	Sammamish, WA, United States	2015-03-05
josh king	Kittitas, WA, United States	2015-03-05
JoAnn Thompson	Kirkland, WA, United States	2015-03-05
kyle perkins	Kirkland, WA, United States	2015-03-05
Kathy Goodson	Kirkland, WA, United States	2015-03-05
Jaimie Snyder	Kirkland, WA, United States	2015-03-05
vanessa murray	Kirkland, WA, United States	2015-03-05
Joe Eggers	Kirkland, WA, United States	2015-03-05
April Graham	Issaquah, WA, United States	2015-03-05
john aguilar	Kirkland, WA, United States	2015-03-05
Stacy Pelzel	Kirkland, WA, United States	2015-03-05
C.C. Brown	Kirkland, WA, United States	2015-03-05
Misty DeClark	Kirkland, WA, United States	2015-03-05
Julie Petrocelli	Kirkland, WA, United States	2015-03-05
ben niesen	Kirkland, WA, United States	2015-03-05
Cherie waack	kirklandj, WA, United States	2015-03-05
Donna Kutz	Kirkland, WA, United States	2015-03-05
Nathan Nordfelt	Kirkland, WA, United States	2015-03-05
Juanita Aguilar	Kenmore, WA, United States	2015-03-05
Concerned Citizen	New City, NY, United States	2015-03-05
Barbara Maki	Kirkland, WA, United States	2015-03-05
Deanne Roos	Kirkland, WA, United States	2015-03-05
Janelle Norman	Kirkland, WA, United States	2015-03-05
Dolores Stewart	Kirkland, WA, United States	2015-03-05
Shannon Hammagren	Kirkland, WA, United States	2015-03-05
melanie cardona	Kirkland, WA, United States	2015-03-05

Name	Location	Date
Chuck Hawkins	Kirkland, WA, United States	2015-03-05
Julie Hoyt	Kirkland, WA, United States	2015-03-05
Jon-Paul Boisvert	Kirkland, WA, United States	2015-03-05
Debra Norby	Kirkland, WA, United States	2015-03-05
Summer Sterling	Kirkland, WA, United States	2015-03-05
kevin ochsner	Kirkland, WA, United States	2015-03-05
Kelly Wasdin	Kirkland, WA, United States	2015-03-05
Rich King	Kirkland, WA, United States	2015-03-05
Tim Gilbery	Kirkland, WA, United States	2015-03-05
Johnny Aguilar	Kirkland, WA, United States	2015-03-05
Laura Robinson	Kirkland, WA, United States	2015-03-05
Robert Holt	Kirkland, WA, United States	2015-03-05
Allan Prince	Kirkland, WA, United States	2015-03-05
Rob hoyt	Kirkland, WA, United States	2015-03-05
Crystal Adams	Kirkland, WA, United States	2015-03-05
Trinidad Roman	Kirkland, WA, United States	2015-03-05
Brandi gray	Kirkland, WA, United States	2015-03-05
Sara Prince	Kirkland, WA, United States	2015-03-05
Shaun Moshay	Kirkland, WA, United States	2015-03-05
James Minnich	Kirkland, WA, United States	2015-03-05
shu dong	kirkland, WA, United States	2015-03-05
Debra Peterson	Kirkland, WA, United States	2015-03-05
craig jones	Auburn, WA, United States	2015-03-05
Julie Main	Kirkland, WA, United States	2015-03-05
Kandi McAleese	Kirkland, WA, United States	2015-03-05
ELIZABETH CHARVET	Kirkland, WA, United States	2015-03-05
Yingchao Liu	Kirkland, WA, United States	2015-03-05
Erica Weaver	Kirkland, WA, United States	2015-03-05
Gabe purpur	Kenmore, WA, United States	2015-03-05
Tara sopwith	Kirkland, WA, United States	2015-03-05
Rebecca Wagner	Bothell, WA, United States	2015-03-05
Joyce Goldamer	Kirkland, WA, United States	2015-03-05

Signatures

Name	Location	Date
Karen Lightfeldt	, United States	2015-03-04
Jon Ericson	Kirkland, WA, United States	2015-03-04
Jennifer McWethy	Kirkland, WA, United States	2015-03-04
Kris Arnason	Kirkland, WA, United States	2015-03-04
Sherill Aumiller	Kirkland, WA, United States	2015-03-04
Dan Kirk	Kirkland, WA, United States	2015-03-04
Kelly Mockli	Kirkland, WA, United States	2015-03-04
Linda Funk	Kirkland, WA, United States	2015-03-04
jill Stephens	Kirkland, WA, United States	2015-03-04
Vada Van Wagnen	Edmonds, WA, United States	2015-03-04
Barb McBride	Kirkland, WA, United States	2015-03-04
saurra Benson	Kirkland, WA, United States	2015-03-04
ron fulton	Bellingham, WA, United States	2015-03-05
Caylie Pasat	Kirkland, WA, United States	2015-03-05
Charlotte Jordan	Mesa, AZ, United States	2015-03-05
Judy Beck	Scottsdale, AZ, United States	2015-03-05
Mark Travers	Kirkland, WA, United States	2015-03-05
Sharon Sanderson	Bothell, WA, United States	2015-03-05
Brian Connolly	Kirkland, WA, United States	2015-03-05
Stefan Sievert	Kirkland, WA, United States	2015-03-05
kim caldeira	Tracy, CA, United States	2015-03-05
Aileen Okrent	Kirkland, WA, United States	2015-03-05
danielle ockerman	Kirkland, WA, United States	2015-03-05
Winn Richardson	Kirkland, WA, United States	2015-03-05
Kelly McPherson	Kirkland, WA, United States	2015-03-05
Danielle Jalbert	Redmond, WA, United States	2015-03-05
Ann Deleon	Kirkland, WA, United States	2015-03-05
Janice McCall	Kirkland, WA, United States	2015-03-05
jeri railton	Kirkland, WA, United States	2015-03-05
Lois Love	Kirkland, WA, United States	2015-03-05

Name	Location	Date
Jane Helbig	Kirkland, WA, United States	2015-03-11
Emily Dexter	Kirkland, WA, United States	2015-03-11
Amy Seier	Kirkland, WA, United States	2015-03-11
Vance Law	Kirkland, WA, United States	2015-03-11
Ramin Mehran	Kirkland, WA, United States	2015-03-11
Bastian Stark	Kirkland, WA, United States	2015-03-11
Vanessa Bahna	Kenmore, WA, United States	2015-03-11
Vincent and Susan Oliva	East Rockaway, NY, United States	2015-03-11
Kimberly Cooper	Bothell, WA, United States	2015-03-11
jonathan and laura carter	Kirkland, WA, United States	2015-03-11
Ann laukea	Kirkland, WA, United States	2015-03-11
Mahsa Maghami	Kirkland, WA, United States	2015-03-11
Darcie Frisch (Shultz)	Wenatchee, WA, United States	2015-03-11
Pam Marcyes	Snohomish, WA, United States	2015-03-11
John R. Young and James P. Higgins	East Norriton, PA, United States	2015-03-11
Danny Dao	Boston, MA, United States	2015-03-11
Margaux Hayes	Hartford, CT, United States	2015-03-11
Jerry Martin	Hyattsville, MD, United States	2015-03-11
ashley rouleau	Brattleboro, VT, United States	2015-03-11
Pam Sanders	Lakefield, MN, United States	2015-03-11
sibel sert	el dorado hills, CA, United States	2015-03-11
mary zuniga	Westfield, IN, United States	2015-03-11
desaray guarino	Boca Raton, FL, United States	2015-03-11
Natalya Jackson	Santa Cruz, CA, United States	2015-03-11
dolores paddock	cheshire, CT, United States	2015-03-11
Dana Payton	Jersey Village, TX, United States	2015-03-11
Gary Sanders	Lakefield, MN, United States	2015-03-11
Samuel Durkin	Fairfield, CA, United States	2015-03-11
gary black	Orinda, CA, United States	2015-03-11
Paulo Sosa	Kirkland, WA, United States	2015-03-11
Mary Ord	Kirkland, WA, United States	2015-03-12

Name	Location	Date
Chantal Buslot	Hasselt, TX, United States	2015-03-12
Andrea Sreiber	Subotica, Serbia	2015-03-12
Ieny booms	Someren, Netherlands	2015-03-12
Jasmina Cuk	Solna, Sweden	2015-03-12
Stephanie Pulfer	Münchenwiler, Switzerland	2015-03-12
Robert wiehemeijer	drawsko, Poland	2015-03-12
Susana Muñoz	Spain	2015-03-12
Brigitte Hoin	Aachen, Germany	2015-03-12
cinzia colombi	Italy	2015-03-12
rocky randy	gelderland, NE, United States	2015-03-12
gerhard hess	vienna, Austria	2015-03-12
AnnMarie Hodgson	Barrie, Ontario, Canada	2015-03-12
Monique Angela Buijs	Hoorn, NH, Netherlands	2015-03-12
Bobbi Parsley	Atwood, IL, United States	2015-03-12
Kadi Hood	Kirkland, WA, United States	2015-03-12
Lise Vandal	Alma, Canada	2015-03-12
Sheri Sherstad	Kirkland, WA, United States	2015-03-12
Julia Taylor	Kirkland, WA, United States	2015-03-12
Rinneke Dierken	Kirkland, WA, United States	2015-03-12
Yolanda Schultes	Dielsdorf, Switzerland	2015-03-12
Sandra Klein	Germany	2015-03-12
Ivana Minic-Lukac	Whistler, Canada	2015-03-12
adele urbanek	Modling, Austria	2015-03-12
Angelika Zintel	Germany	2015-03-12
Delannoy Emmanuel	Paris, France	2015-03-12
Caroline Struck	Osnabrück, Germany	2015-03-12
Elisabeth Bechmann	St. Pölten, Austria	2015-03-12
Leigh Saunders	Hastings, New Zealand	2015-03-12
Kurt Fischer	Germany	2015-03-12
Irina Merabishvili	Tbilisi, Georgia	2015-03-12
Judit Spaeth	Karlsbad, Germany	2015-03-12
Anneke Andries	R'veer, MI, Netherlands	2015-03-12

Name	Location	Date
Petra Jakubzik	Grevenbroich, Germany	2015-03-12
desy wolf	Francavilla Marittima, Italy	2015-03-12
manja dührkopf	Germany	2015-03-12
Gisela Isaia	Gräfelfing, Germany	2015-03-12
Irene Birk	Gäufelden, Germany	2015-03-12
Phillip Anderton	Poole, ENG, United Kingdom	2015-03-12
Marco Baracca	Milano, Italy	2015-03-12
Regina Schleißer	Berlin, Germany	2015-03-12
Mary Crescenzi	Kirkland, WA, United States	2015-03-12
Regina Wielsch	Gemuenden, Germany	2015-03-12
Marion Friedl	Singen, Germany	2015-03-12
Erica Thomas Chen	Kirkland, WA, United States	2015-03-12
Kristina Sedic	Zagreb, Croatia	2015-03-12
manuela wolter	st-cruiz, Costa Rica	2015-03-12
Anja Möller	evrenski, Germany	2015-03-12
Natalie Van Leekwijck	Beaverton, OR, United States	2015-03-12
Sylvia Gries	Eppenbrunn, Germany	2015-03-12
I Van Trijp	Deventer, Netherlands	2015-03-12
Nadia Herpoel	belgium, Belgium	2015-03-12
Jeff Idso	Danville, CA, United States	2015-03-12
Allan K. Fry	Kirkland, WA, United States	2015-03-13
Brittan stockert	Kirkland, WA, United States	2015-03-13
Amy Griffin	Kirkland, WA, United States	2015-03-13
Zairê de Fatima Weisheimer	Gravataí, Brazil	2015-03-13
Monica Marinelli	Lugano- Pregassona, Switzerland	2015-03-13
Mokkie Hamrer	Upplands Väsby, Sweden	2015-03-13
Barbara Idso	Danville, CA, United States	2015-03-13
Amy Youngbauer	La Crosse, WI, United States	2015-03-13
susanna minacheili	thessaloniki, Greece	2015-03-13
Susanne Barry	Celle, Germany	2015-03-13
Juani Muñoz	España - Isla Menorca, NY, Spain	2015-03-13
Marisol Melgarejo	hoorn, Netherlands	2015-03-13

Comments

Name	Location	Date	Comment
Sherill Aumiller	Kirkland, WA	2015-03-04	I feel strongly that Kirkland should use a site other than Juanita Beach Park for the proposed Aquatic Center.
Dan Kirk	Bellevue, WA	2015-03-04	The Park was recently renovated and it's a beautiful location to relax and enjoy the water. Million\$ to renovate for what again? Please save Juanita Beach Park.
Linda Funk	Kirkland, WA	2015-03-04	Juanita Beach needs to be preserved
Vada Van Wagnen	Edmonds, WA	2015-03-04	I spent everyday during the summer there. It has so many memories. What is Juanita/Kirkland without Juanita beach.
Barb McBride	Kirkland, WA	2015-03-04	Save our open space and preserve this historical site for future generations to enjoy.
m fulton	bellingham, WA	2015-03-05	i am signing, because i grew up in juanita and the good times we had at Juanita Beach area for picnics, baseball picnics, and to fish and swim. that has been a part of Juanita area for years. leave the beach alone
Caylie Pasat	Kirkland, WA	2015-03-05	I use this area regularly with my family. I'd hate to see this open space disappear
Charlotte Jordan	Mesa, AZ	2015-03-05	This will bring too much traffic to the already congested road. Taking down trees, and the tennis courts
Mark Travers	Kirkland, WA	2015-03-05	Studies show decrease health and wellness when parks are reduced
Brian Connolly	Kirkland, WA	2015-03-05	The Beach Park lot often is jammed, and the traffic is awful. The ARC will worsen both of those. I also would moun the loss of our trees and open space for another giant concrete nightmare.
Stefan Sievert	Kirkland, WA	2015-03-05	I agree that this park should be preserved as is. It provides an invaluable outdoor community space to bring kids, enjoy the beach, play volleyball, visit the farmers market, etc. etc.
Aileen Okrent	Kirkland, WA	2015-03-05	Using this space is contrary to the goals of having outdoor spaces in Kirkland. This beautiful open space, should remain so for future generations. Putting a HUGE pool facility there will take away from the wetlands, the habitat of outdoor animals and birds, trees and the park. There are other places where a pool facility could fit into the area. The increased traffic would clog the veins of the surrounding neighborhoods and adversely affect the quality of the people who live and play in the area. Please show what you value, and take Juanita Beach Park off of your site list. I am counting on the Parks department to do the right thing for all. Find an area that is a win-win for everyone involved--I am confident that there is one out there..
Dani Ockerman	Kirkland, WA	2015-03-05	As much as i would love an aquatic center, Juanita beach is a terrible place to put an aquatic center.
winn richardson	kirkland, WA	2015-03-05	The area is too congested already. I haven't seen any proposal to deal with market/116th/Juanita drive traffic.
Danielle Jalbert	Redmond, WA	2015-03-05	The beach is beautiful now and has enjoyed a renaissance in the last few years. Isn't there ever a limit to development?
Ann Deleon	Kirkland, WA	2015-03-05	i love the greenspace, and I fear the traffic congestion on Juanita Drive, and within the Juanita Village shopping area.

Name	Location	Date	Comment
Janice McCall	Kirkland, WA	2015-03-05	These Little League Baseball fields have been a part of Juanita for as long as I can remember, we need the aquatic center but this is not the place for it!
kevin ochsner	Kirkland, WA	2015-03-05	I'd like to save our community's precious open space. Once it's built on, we'll never have it back again. I want my children to be able to enjoy this park. Thank you. Kevin Ochsner
Laura Robinson	Columbia, MD	2015-03-05	The ARC is a great idea, just not across from the waterfront. There are already traffic and parking issues, especially in the summer, and building the ARC in this location would just exacerbate these problems.
Allan Prince	Kirkland, WA	2015-03-05	<p>I have signed this petition for the following reasons:</p> <p>I value the open space that Juanita park provides.</p> <p>I believe that the founders of the park space in the early 1900's also believed in open space for people to use.</p> <p>Traffic around the park is terrible and will only be exacerbated by addition of an aquatic center.</p> <p>Parking is terrible around the park. Juanita village has the worst parking arrangements in the area with employee parking spilling over into the park parking lot on a daily basis.</p> <p>An aquatic center is a terrible idea for this location and is not supported by the local infrastructure.</p>
Rob hoyt	Kittitas, WA	2015-03-05	We need an aquatic center, but NOT in Juanita Park
Sara Prince	Kirkland, WA	2015-03-05	<p>I have signed this petition for the following reasons:</p> <p>I value the open space that Juanita park provides.</p> <p>Traffic around the park is terrible and will only be exacerbated by addition of an aquatic center.</p> <p>Parking is terrible around the park. Juanita village has the worst parking arrangements in the area with employee parking spilling over into the park parking lot.</p> <p>I can't visit the businesses in Juanita Village because there's no parking available.</p> <p>An aquatic center is a terrible idea for this location and is not supported by the roads and parking spaces.</p>
Shaun Moshay	Kirkland, WA	2015-03-05	This is unnecessary development of space that supports the health and wellbeing of Kirkland residents.

Name	Location	Date	Comment
Allan Prince	Kirkland, WA	2015-03-05	<p>I worry about the fact that this location was proposed for the aquatic center.</p> <p>In the Kirkland Reporter last week, an article discussed a recent council meeting on parking. The council is clearly aware that Kirkland has parking problems but recently approved more new construction at Juanita Village (which has a terrible parking problem). I often have to park in the Juanita parking lot just to visit the Starbucks at Juanita Village (or I don't bother going there at all).</p> <p>If the council were taking this issue seriously, and had done even the most basic of research on the aquatic center location, surely they would not seriously consider Juanita park as a viable location.</p> <p>Are they ignorant of parking issue or just ignoring it? What's going on?</p>
craig jones	Auburn, WA	2015-03-05	<p>I grew up in Juanita and the creek still is my family homes backyard. We use this open space all the time. First us kids. .. then my kids. ... and now my grandkids. ..open space near a lake is rare around the county please don't waste this park by putting another building there. Gotta be a place that won't destroy a historic park?</p>
Julie Main	Kirkland, WA	2015-03-05	<p>I don't want to lose the ball fields and greenspace at Juanita beach, and traffic is already a problem on Juanita drive. We need to find another location. Saying this space is cheaper because it is already city owned is deceptive: to make an apples to apples comparison, we need to know the cost including development of two new ball fields and a dog/soccer/greenspace park which would be lost is the ARC is built at Juanita Beach.</p>
ELIZABETH CHARVET	Kirkland, WA	2015-03-05	<p>I've enjoyed watching my kids play soccer and baseball in this area, and hope others have the same privilege. There are so few large spaces near the water that we can enjoy. In addition, the traffic congestion in this area is already terrible, especially in the summer days.</p>
Gabriel Purpur	Kenmore, WA	2015-03-05	<p>this park is beautiful the way it is I grew up playing in that field and a building complex would be an eyesore. Why rehab the stream and park on one side just to destroy nature on the other.</p>
Rebecca Wagner	Bothell, WA	2015-03-05	<p>If we continue to build over parks eventually we will have none.</p>
Joyce Goldamer	Kirkland, WA	2015-03-05	<p>Please save our green space in Juanita!</p>
Tom & Lyn Gant	Kirkland, WA	2015-03-05	<p>ARC will aggravate an already congested traffic problem in and around Juanita Park.</p>
Jeff Mirisola	Kirkland, WA	2015-03-05	<p>Juanita beach is not the place to put the aquatic center. Traffic gets jammed up enough as it is and losing that park area would be a shame.</p>
Kathy Goodson	Kirkland, WA	2015-03-05	<p>I object to losing a large part of Juanita Beach Park. Also, the resulting traffic would be a nightmare.</p>
Jaimie Snyder	Kirkland, WA	2015-03-05	<p>I am not opposed to the recreation center, but I do not think this is the best location for it.</p>

Name	Location	Date	Comment
vanessa murray	Kirkland, WA	2015-03-05	I'm signing as I'm opposed to the location at Juanita beach. I support the build of the ACC as we take our kids to the Lynwood indoor pool and water slides often and have used this facility for birthday parties. I'd much rather support my local community. However, as seen by the popularity of Lynwood pool, traffic will be an issue and already we have a HUGE issue with parking and traffic coming down Juanita drive that this will greatly impact the neighborhood and local stores. In addition, we use the current land to walk our dog and our boys use for their baseball games and family picnics. While you think you may be creating more activities and saving city by using public land, the location negatively impacts our local neighborhood, land, birds, natural habitat and will create traffic issues and increase accidents. There is a great deal of foot traffic that occurs on that land. Please consider another location such as Totem lake mall for the ACC.
April Graham	Issaquah, WA	2015-03-05	The open space we currently have at Juanita Beach is a jewel! Yes, we also have the beach area, but the grassy area with the trees/tennis courts, and ball fields are wonderful. I see families there every day playing frisbee, playing ball, playing with their dogs, etc. This rare open space is part of what makes Kirkland so special. Additionally, this is not the place for a big multi-use area with cars coming to and from. Have you seen how busy Juanita drive is at quitting time traffic? Please preserve this area to keep Kirkland a highly desirable place to live and so the residents can continue to enjoy this space.
john aguilar	Kirkland, WA	2015-03-05	This area must remain an open park. Kirkland is a little league community with much needed ball fields and yet this group of individuals is again trying to sell out to developers. This area is already congested. Leave as it is, it's a Family park.
Misty DeClark	Kirkland, WA	2015-03-05	My family and I love that greenspace! We walk and play there all the time!
Julie Petrocelli	Kirkland, WA	2015-03-05	Developing this park is a horrible idea. Use the blighted areas of Kirkland for the ARC center!
Donna Kutz	Kirkland, WA	2015-03-05	I want the best and most holistic long term solution for our community. Juanita Beach location would not accomplish that. Too much congestion already and money is better spent to infuse life and change into a better location such as Totem Lake. Common sense!
Dolores Stewart	Kirkland, WA	2015-03-05	The development would bring far too much traffic to Juanita Dr in addition to losing our park!
Shannon Hammagren	Kirkland, WA	2015-03-05	Open green space is important for quality of living. This area provides free open access to an area regardless of income. Once Greenspan is lost it can never be reclaimed. This land use could be found in multiple other locations that would not have an impact on open green space.
Suzanne Morrison	Surprise, AZ	2015-03-05	I used to live in Kirkland. I went to Juanita beach as a child and an adult. My mom used to camp there as a child. It's beautiful and should be saved. Too much of Kirkland has been changed to big condos and businesses. Keep Kirkland the small little city people love it to be.
Shirley Cameron	Kirkland, WA	2015-03-05	I move to this area to be walking distance of the park "as is" with plenty of green space. There are other areas that need revitalization, such as Totem Lake, and that are more centrally located to support all Kirkland and neighboring cities. I would continue to support this project if located outside of Juanita Beach, otherwise I am opposed to it as I think it is ill considered.

Name	Location	Date	Comment
Lou Bemer	Kirkland, WA	2015-03-05	The proposed project is great, but it just won't fit into the space at Juanita Beach. Instead, it should be designed for Totem Lake - which would get the City involved in the permitting and design requirements for building near wetlands and speed up that process - or the project should be part of the re-building of Juanita High School, where abundant space is available, also where the existing pool will be removed.
Robert Colgan	Kirkland, WA	2015-03-05	its just time to stop the growth madness !
Megan Lenseigne	Kirkland, WA	2015-03-05	Juanita Beach cannot afford any more traffic congestion. It's already too congested as is, with limited parking and long traffic jams during peak hours. The park is currently a beautiful area to enjoy and it would be a shame for the community to lose this. The park master plan that was passed and funded years ago needs to be honored. An aquatic and rec center is a wonderful idea, but Juanita Park is not the place for it. Neglected concrete jungles like Totem Lake Mall or the old Albertson's location would be perfect.
Bobbie Alicen	Woodinville, WA	2015-03-05	This natural resource is beautiful and of great value to the people of Kirkland - especially since it is beside another great beauty, the lake. Please build the ARC at another site. Once this lovely park is destroyed, replaced by buildings and asphalt, it is gone forever.
Christina Brugman	Kirkland, WA	2015-03-05	I believe we need to preserve open spaces more than we need an aquatic center there. Not to mention the horrific impact in the already awful traffic in that area.
Kathy Finney	Kirkland, WA	2015-03-05	Using the space at Juanita Beach is a bad idea. There's plenty of other places that can house this new facility
Jason Reid	Kirkland, WA	2015-03-05	I believe the area should stay a park. It would be a shame to lose that green space.
Bea Nahon	Kirkland, WA	2015-03-05	I'd love to see the tax \$ saved by using public property, but open space is precious. The master plan should be honored. This neighborhood needs more open space and parks, not fewer. Let's find a location that will have support that will help us get a "yes" vote at the polls. Let's stop spending time and resources on this site and use that time and energy where we can be successful.
Clarence Stone	Kirkland,, WA	2015-03-05	I'm against pool @Juanita Beach
Brandi Ohlsen	Kirkland, WA	2015-03-05	I love how this is our only green space that we can take kids to the park and just enjoy.
suzanne dowling	Kirkland, WA	2015-03-05	I support the ARC program but not at Juanita Bay Park, therefore I am signing this petition because I feel there are better sites available. It needs to be closer to state freeways, mass transit, future LRT transit, and accessible to more of the City and surrounding communities.
Allen Oskoui	Kirkland, WA	2015-03-06	We need to maintain what green space we have left. The city has plenty of alternatives for a location to house the ARC. Thanks, Allen Oskoui
Jenny Mette	Kenmore, WA	2015-03-08	That space isn't right for the ARC and the traffic will be horrible. How about the old Albertsons on 100th??
Robert Hansen	Kirkland, WA	2015-03-06	He have had enough traffic and construction here, This is more to line the pockets of the developers
Debbie Berger Smith	Kirkland, WA	2015-03-06	The project would add to the already very congested traffic in the community. The intersections are extremely dangerous to pedestrians and vehicles .

Name	Location	Date	Comment
Gene DeClark	Kirkland, WA	2015-03-06	The north side of Juanita Beach Park has been our family's go to park since we first moved to Finn Hill 12 years ago. We have an autistic child, and this park is not overstimulating for him. I have no idea where we could take him if this half of the park is taken away.
Julie Metteer	Kirkland, WA	2015-03-06	I feel there are other areas in Kirkland that would be better suited, and also concerned about traffic density and pedestrian safety at this location.
Leslie A Thomson	Kirkland, WA	2015-03-06	The project does not comply with the City Council of Kirkland's green space. Additionally, traffic is already bad at the corner of 116th/. Juanita and Market. This is poor idea. Once the open or green spaces are removed, they will never return.
Karen Schickling	Bothell, WA	2015-03-06	This is NOT a good idea! That space should be left as park and open space for people to enjoy! Do we have to pave over every vacant area just so property owners can make more money? How selfish!
Gladys Rivers	Spokane, WA	2015-03-06	I lived at Juanita Beach when my father was caretaker there in the 1960s. I feel the land should be preserved as a park open to everyone and not used as a recreation center
Sarah Eraker	Kirkland, WA	2015-03-06	The area is already enjoyed by many visitors and residents to the Beach area, parking is already at a premium, traffic very heavy most times of the day and also families and children on foot. Please consider another site, I would hate to loose the ball field and the ambience of the neighborhood as it is now. Thank you, Sarah
Susan Horst	Kititas, WA	2015-03-06	The traffic congestion in Juanita is already at an unacceptable level with no mass transit improvements planned for this area (according to Seattle Metro and Sound Transit). More traffic means more carbon pollution near protected habitats and more oil running off streets into Lake Washinton. The ARC and it's associated traffic increase should be placed as far away from the Lake as possible within the city of Kirkland.
Cal Kiefel	Selah, WA	2015-03-06	I have lived in Kirkland and have seen the changes thst has been made.I still consider Kirkland is still my home. We need to stop any more changes!!! I love going to the beach which has been a relaxing time
tyler proffitt	Kirkland, WA	2015-03-06	Love Juanita beach and surrounding parks
Shelley Clark	Kenmore, WA	2015-03-06	I've lived in Juanita my entire life (52 years). I grew up going to Juanita beach. We have very few parks let alone beaches we can go to anymore and this idea will kill the natural beauty of the area forever.
Glenn Landguth	Kirkland, WA	2015-03-06	Park land is important to everyone.
Tricia Stone	Kirkland, WA	2015-03-06	I love the beach and I want it to stay as it is. I don't mind have a rec center elsewhere, but I find this area to be very peaceful and having a rec center will take that away.
Amanda Rough	Kirkland, WA	2015-03-06	I live next door to this beautiful park & I want to preserve the wetlands. Can't a rec center be placed somewhere else in the community?
Dave Bechtel	Kirkland, WA	2015-03-06	Kirkland City Council has gone a bridge too far on this one. Back to square one, bring in more regional players and then find the best possible place and buy it instead of filling open green space.
Kristen Dorwin	Kirkland, WA	2015-03-06	Open space and parklands are important to our community, and should not be viewed as available property for building.

Name	Location	Date	Comment
Deepa Vijayraghavan	Bothell, WA	2015-03-06	Our parks are important, we have enough recreational facilities please preserve as much as we can of nature and the outdoors.
Michael Tipple	Lynnwood, WA	2015-03-06	My family and I have been using Juanita beach since the mid-60's. Once developers are allowed to take up the last of these rare public open spaces, they're gone for good. We need to be reminded, we're not so much what the Kirkland area has built up to, but the nature and environment that has drawn us there.
Mickie Meyer	Redmond, WA	2015-03-06	Juanita Beach Park is a jewel on Lake Washington! Open space and park preservation must be observed by finding a different location for the ARC.
Erika Jensen	Kenmore, WA	2015-03-06	Juanita beach is a beautiful park. We need to keep places like this so our children can run and play free in the outdoors.
Joan Whittaker	Kirkland, WA	2015-03-06	We need to protect precious open space in Kirkland and Juanita Drive can't handle it.
Kira Bridgewater	Kirkland, WA	2015-03-06	The park is much more useful as it is!
Angela Johnson	Hazelwood, MO	2015-03-06	Not every open space needs to be cemented over and developed in Kirkland, Keep some places open and green for everyone to enjoy...outside. Lake Washington has so few actual parks left it's sad. Such a beautiful place, but getting so developed. How about fixing the Juanita High School or using a part of Totem Lake for a new aquatic center. The Juanita Beach location for this is just a stupid, wasteful and unnecessarily cruel location to put it.
Victoria Princeton	Kirkland, WA	2015-03-06	I think there is a better site - that will not add to the already congested path of Juanita area - which only has ONE LANE IN EACH DIRECTION - Hence this is not logical for the high volume of traffic that a community pool would bring. A much more logical place is the Totem Lake - or - Cross Kirkland Corridor. Do not use Valuable - Open Space - Park land especially one that is connected to a water front. Do not erode what makes Kirkland special.
Eunice Hostetter	Kirkland, WA	2015-03-06	Parking is inadequate already for Juanita Beach during warm summer days, Friday Market, and any event being held at JBP. We need this open recreational space to be preserved!
Victoria Princeton	Kirkland, WA	2015-03-06	I think there is a better site - that will not add to the already congested path of Juanita area - which only has ONE LANE IN EACH DIRECTION - Hence this is not logical for the high volume of traffic that a community pool would bring. A much more logical place is the Totem Lake - or - Cross Kirkland Corridor. Do not use Valuable - Open Space - Park land especially one that is connected to a water front. Do not erode what makes Kirkland special.
Joel Riehl	Issaquah, WA	2015-03-06	1. Historic Forbes property 2. I taught my firstborn how to ride without training wheels in that field 3. Totem Lake needs it more - to help with redevelopment, and because of better transportation access.
winslow Winslow	Kirkland, WA	2015-03-06	I am signing because, Juanita Park should be preserved as is. The park is a community treasure that offers so much beauty, recreation and community for all. The aqua center is a good idea but should not replace what I believe to be the best of Kirkland, the parks and open space. Sincerely, Field Winslow a concerned resident of Kirkland
Alison Mayfield	Kirkland, WA	2015-03-06	We need to save our wild life STOP cutting Trees

Name	Location	Date	Comment
Dana adams	Kirkland, WA	2015-03-06	There are many other places to put the ARC and preserve our beautiful Juanita Beach Park! I'm a fan of the regional aquatic center, just not there!
Paula Bates	Kirkland, WA	2015-03-06	I do not want this beautiful and historic area changed and am opposed to more traffic at that location.
Julie Baxter	Kirkland, WA	2015-03-06	I love this park and never want to see it developed. Its a treasure.
pillo renee	north bend, WA	2015-03-06	Because I work for a small business in that area that offers everything this new facility would without destroying additional land!
Karen Story	Kirkland, WA	2015-03-06	Lake Washington waterfront is much, much too valuable to be developed! Also, the summer children's concerts could not be held here if the ARC were built, as they need all of the space for parking.
John Sullivan	Kirkland, WA	2015-03-06	I believe the current use as park is the highest and best use of the land and, therefore, oppose the destruction of this rare waterfront parkland to place an ARC that can be built elsewhere if it's really necessary.
lisa letang	Kirkland, WA	2015-03-06	The park is a wonderful family gathering place with a great beach and open space there is no need for ARC here
Glen Buhlmann	Kirkland, WA	2015-03-06	The ARC must be accessible to all, especially kids. Juanita Beach park is not accessible to kids walking and biking. The ARC must be on the CKC and near transit to maximize its accessibility to people of all ages using all transportation modes.
Jake Schenkein	Kenmore, WA	2015-03-06	I frequent this park with my kids and replacing preserved nature with a building will not help the community or make our area look better.
Sadie Rudiger	Kirkland, WA	2015-03-06	I have grown up in Kirkland and lived here all 28yrs of my life. Waterfront parks hold some of my favorite memories. Please save one of the most important beach parks we have.
Alia Dockery	Kirkland, WA	2015-03-06	I grew up on Finn Hill in Kirkland where my parents still reside. I think it would be a shame to lose such a wonderful open space that is free to the public. Replacing it with an ARC would limit the use to paying members only and is a very greedy proposal by the city.
Roseanna Lake	Redmond, WA	2015-03-06	I'm signing this as I use this park and find it relaxing and clean. It's natural environment is mentally fulfilling when you're surrounded by buildings and construction on a daily basis
Rozelyn Briere	Kirkland, WA	2015-03-06	I love Juanita Beach. The parking situation is already out of control on summer days. I can't imagine what it would be with a rec center. Can't they build that rec center where Albertson's was formerly located. That seems like it would be the perfect location.
Heather Berg	Bothell, WA	2015-03-06	I hate seeing land lost for more buildings! This is an outdoor family place and we need to keep as many of those as possible!!!
Mark Jennings	Kirkland, WA	2015-03-06	The traffic in the summer from just the park alone is already extremely heavy. Put that aquatic center somewhere else.
Laura Bernard	Kirkland, WA	2015-03-06	Significant public funds have been used over the last 5 years to revamp Juanita Beach Park. Was that all for not!
Kirstin Brauch	Bothell, WA	2015-03-06	I'm signing because open space is good for the community and healthy for the lake. I'm signing because my kids use this space. I'm signing because we do not need more development.
DeDe Herbert	Redmond, WA	2015-03-06	I LOVE this park!
Chrystle Rosenberg	Kirkland, WA	2015-03-06	Why not Just Over haul the Juanita Pool or Take over the Albertson's parking lot. Buy out the new Good Will that apparently is moving in! Seems like a logical location to me.

Name	Location	Date	Comment
Bradford McDermott	Kirkland, WA	2015-03-06	I agree
Holly Palfreyman	Kirkland, WA	2015-03-06	Please put this mammoth facility somewhere else. Do not eliminate precious open space right across from the water in lieu of overcrowding and traffic nightmares. Our parks are what make Kirkland a great place to live. Please, make improvements but keep it a park.
Patty Tucker	Kirkland, WA	2015-03-06	I would like to see it remain a community open space and I think it will be disastrous for the traffic situation.
Terri Fletcher	Kirkland, WA	2015-03-06	I live close by and use this park almost every day, and have for the past 20 years. No more development in this area!!!!!!!
Jeff Nelson	Kirkland, WA	2015-03-06	TRAFFIC ALREADY SUCKS!! No way Jose. Totem Lake Mall works best.
Richard O.	Kirkland, WA	2015-03-06	The park should be preserved as a scenic area to be used in conjunction with the beach. It's a lot more family friendly.
John Gilday	Kirkland, WA	2015-03-06	We need to point out (often) how staff and council simply ignore the wishes of the people
Susan Evans	Kirkland, WA	2015-03-06	This area is already too busy (especially in the summer). There are plenty of other areas in Kirkland available.
Krista Anderson	Wilsonville, OR	2015-03-06	The open multi-use space of Juanita Beach Park are a major reason I moved to Kirkland last summer. I enjoy walking through the comparatively quiet fields listening to the stream and the birds. I see impromptu games of tag, catch, and volleyball which the more crowded southern portion of the park can't accommodate. Tennis players use the courts until the lights go out. Families and friends have picnics supplied by the Friday farmers' markets. Kirkland has a wonderful character uniting the best of urban living with access to Lake Washington and open green space. Preserve that character and locate the ARC somewhere else.
Bonnie Fletcher	Kirkland, WA	2015-03-06	Juanita Beach Park is not the place for this purpose. Traffic and other concerns make this a terrible choice.
Lisa Fakes	KIRKLAND, WA	2015-03-06	Once park space is gone it's gone forever. There are plenty of other places this can be built that won't affect precious park space.
Christina Hunt	Kirkland, WA	2015-03-06	I love Juanita beach. Growing up a short walk from the area I have spent countless hours at the beach and the park across the water, and continue to use both areas regularly. I am in favor of Kirkland building the ARC, but just not there.
Darcy Shurin	Kirkland, WA	2015-03-06	I constantly use this park as is. I would move out of the area if it were to be developed. Kirkland has lots of other spaces to use for an ARC (like Big Finn Hill or taking over St Edwards Aquatic Center which also has plenty of parking). Parking is already a nightmare here with Juanita Village. Let's not have to regret being incorporated into City of Kirkland!
Holly Thomas	Olympia, WA	2015-03-06	I love the park! I walk there every day. It is my favorite thing about where I live. I am a bird watcher and I love to see the wildlife there. I don't know what I would do without being able to walk at the park every day
Amber Souza	kirkland, WA	2015-03-06	the city is too crowded and hard to park already!! this is not needed!!!
Marcia Trussell	Kirkland, WA	2015-03-06	I want to save this natural resource park for generations to come! Poor choice for the location of the aquatic center when many other areas that are already developed could be used as the building site.
Kate butcher	Kirkland, WA	2015-03-06	1.the city has ignored due process and existing master plans for this area, and 2. this particular space is just not appropriate, being in the middle of a dense living area and limited parking, plus it's opposite an existing gym with a pool

Name	Location	Date	Comment
Per-Ola Selander	Kirkland, WA	2015-03-06	<p>As much as I love the idea of a Rec Center (not "aquatics center", but a "rec center" for all types of activities, swimming, basket, volleyball, floor hockey, indoor soccer, meeting rooms, cafe (even a bar?), sauna, etc) and how nice it would look at Juanita Beach, the park and its open space is a PRICELESS asset (once lost, it is gone forever).</p> <p>The traffic issues are already today horrible. I'm glad most of the time I only have to walk through them, but the 98th/116th intersection is already overloaded with stressed drivers, making it a death trap for bikers and pedestrians - when it really should be super safe (red light means STOP). Anyone can see how far up on 116th the traffic backs up every afternoon - and making any crossing over 116th a "death march" when drivers are blinded by the setting sun and oncoming headlights. No need to make it any worse! There is city owned property up in Totem Lake, an area that is dire need of redevelopment (this could be the needed "injection" to kick-start "something" up there) and that property is also in close proximity of the CKC making it very easy for folks throughout town to reach a Rec Center (w/o resorting to driving). I grew up in a small town (about 22K) in Sweden and we were lucky to be able to have a "rec center" (likely three-four times the size of the one suggested here) built in the mid-to late 60ies. It was placed in a city park, but we had ample parklands (think something 4 times Bridle Trails) so even when a new indoor hockey arena was built up next to it, it really had no impact on the vast green areas. That's not the situation at JBP. A Rec Center would eat up a lot of the "open" space, parking is already horrible (even on a sunny day in February), and it is not an area that is easily accessible for many Kirkland residents (I'm lucky I could easily walk to it), but think someone living in Sough Houghton or North Kingsgate. Anything closer to CKC and 405 is a better option (maybe not as pretty).</p>
Laurie Corrin	Kirkland, WA	2015-03-06	Juanita Beach Park is not the right place for this.
Diane Palfreyman	Kirkland 98034, WA	2015-03-06	I'm signing because I'm concerned about traffic safety. There are lots of pedestrians and bicyclists and too many cars now. Police reports will indicate the high number of serious accidents and deaths within a mile of this site. Find an area with 2 lane roads each way, not one lane each way & that's on a proper bus line. This area has already been overbuilt for the park like sanctuary that exists in this area.
April Johnson	Kirkland, WA	2015-03-06	Open space is not to be thrown away lightly! Additionally, where will the sports fields go? Those are also a rare commodity in Kirkland.
wendy seles	billings, MT	2015-03-07	My husband band grew up in Juanita & it should be preserved.
Spencer King	Kirkland, WA	2015-03-07	The people who use the park now enjoy for if for their own reasons. I go to the park every day for peace and meditation. The total congestion it would cause (in an already crowded zone) will keep many people from the park. ARC would also overburden the lake park. Don't would destroy this precious resource forever.
tony volchok	kirkland, WA	2015-03-07	They have done so much to make Juanita Beach Park the wonderful natural place that is today. Traffic along that area is at a dangerous pace as it is and fully used during all seasons. We need our parks the way they are .
Mariana Alvarez-Tostado	Kirkland, WA	2015-03-07	<p>While the idea of the pool and recreation center is worth pursuing; this is NOT the right location.</p> <p>Already this area is congested, it is already difficult to park to get to the park (even in non-market days or when the weather is not stellar).</p> <p>Very important as well is preserving this open space.</p>
gwen perry	Yakima, WA	2015-03-07	I love this park and would be sad to lose it.

Name	Location	Date	Comment
Mike Ibsen	Charleston, SC	2015-03-07	I grew up at this park. It would be an absolute shame for the residents of Kirkland to lose it.
Linda Bailey	Kirkland, WA	2015-03-07	I don't want the natural beauty of my neighborhood ruined by this project. There are more appropriate locations in Kirkland.
Rachael Good	Kirkland, WA	2015-03-07	In signing because this is the most asinine idea I have ever seen.
Lindsay Park	El Paso, TX	2015-03-07	I grew up playing at Juanita Beach!! Leave it the beautiful place that it is and find somewhere else to build your aquatic center!
Linda Flajole	Kirkland, WA	2015-03-07	We need this open space park. Don't need more traffic! Fix Janita HS pool it would be cheaper. So you raise our taxes to build something new and we still need to pay to use it. What a joke! Use your time on finding place to put the tent city people who are going from church to church. Give Kirkland residents free access to all boat ramps around here. Do a better job fixing the streets too.
Jennifer Xu	Kirkland, WA	2015-03-07	To protect Juanita beach park
Lucianna Weber	Kirkland, WA	2015-03-07	To whom it may concern: I have 2 main issues regarding the proposed aquatic and recreation center on Juanita Drive. My first concern is that this area is a wonderful green space that should not be taken away from the community members. It is highly utilized by people walking their dogs, families picnicking, playing catch, etcetera. It is one of the few green areas left in Kirkland that has not been taken over by developers. My second concern regards traffic. I live at the top of Finn Hill and on my morning commute it often takes me around 20 minutes to drive just ~1 mile to get down Juanita Drive. There are only 2 routes to get down from the hill and over the years population density has increased, yet roadways and outlets to get off the hill have not. The traffic is already horrendous as is, and the thought of how many more cars would be added to that if an aquatic center were to be built seems unbearable. If this center is built, please be prepared for terrible, terrible congestion and traffic. I would like to reinforce that I am all for an aquatic/recreation center elsewhere. I think the center is a lovely idea, however, it is the location that I do not support. I suggest that the new center be in a more accessible area with multiple roadways leading to it, and that it does not take away from one of the few green, historical, open spaces in Kirkland. Thank you for your consideration in this issue!
Sharon Brown Wurtenberg	Kirkland, WA	2015-03-07	i am angry about this proposal and want to ENOUGH! Stop.Developing.Juanita.Bay.Park!
Cami Keyes	Redmond, WA	2015-03-07	I think the city should use available developed land that is not already overused and lacks parking. Such a center could provide economic infusion to places like the old albertsons shopping center, totem lake and many other areas. Juanita Beach park is a gem and I for one am tired of the city constantly targeting it for projects like dog parks and aquatic centers. Why not Heritage Park or other large parks in city. Better yet, why not partner with LWSD to develop it at a school?
John Markov	Kirkland, WA	2015-03-07	It would create too much traffic and that area is beautiful!

Name	Location	Date	Comment
Ben Ouellette	Kirkland, WA	2015-03-06	Love the idea of the ARC, but it needs to go somewhere else. We're talking about an indoor activity center taking up one of the most scenic spots in the city. The center will not suffer because of it's surrounding location, but the loss of this open space will be a bad blow to the community.
April Morrison	Mountlake Terrace, WA	2015-03-06	We frequent Juanita Beach regularly during the summer. As it is even with the added parking lot (reconfigured a few years back) it's still extremely difficult to find parking, the north side is a natural basic park for families, sports groups, etc.. to gather with out all the latest and greatest. It's a simple "back to basics" kinda park that I believe many folks appreciate for simplicity and natural open space. To rid that of so many (not just Juanita and kirkland residents) would be shameful. There has to be a better location for that ARC.
Kathy Boyer	Kirkland, WA	2015-03-06	i like wide open spaces to walk in and enjoy.
Jennifer Carlisle	Kirkland, WA	2015-03-06	I agree with keeping the little bit of open space its is so beautiful there. Also with how bad traffice and parking already are in that area I only think that this would make it worse. I love the idea though and hope that they find a more reasonable location.
Duane Yates	Kirkland, WA	2015-03-06	We just spent a ton of resources rebuilding this park? Besides Juanita beach it what makes the Juanita neighborhood.
Albert Hem	Kirkland, WA	2015-03-06	The park is perfect the way it is now. Do not pave it and and build on it. Leave it natural.
Kristina Freinik	Kirkland, WA	2015-03-06	It would be an outrage to destroy this very popular park!
Jeff Horst	Kirkland, WA	2015-03-06	Public swimming pools are a huge waste of public money.
Kelly Foster	Bothell, WA	2015-03-06	Open space is hard to reclaim and there is limited open space in Juanita. There are many developed (no longer open spaces) and underutilized sites elsewhere in Kirkland for an aquatic center.

Name	Location	Date	Comment
Teya Viola	Redmond, WA	2015-03-10	I work in Juanita- my kids go to school in the area, and play at this beach. While I am VERY excited about a new aquatics center, this location is completely inappropriate. Why not use some of the vacant space over in totem lake- talk about a space that is in desperate need of revitalization- that would be a win-win for everyone
Victor Bahna	Kirkland, WA	2015-03-11	I am signing this because I think that this is a beautiful park that should be preserved. I know that people like to run around with their dogs in this park. Putting an aquatic center here would cause too much traffic in an area that is already congested. In 20 years from now, the City of Kirkland will totally regret this decision. Also, the historic Forbes house is on this property. The Forbes were the first settlers of Juanita, and their third house has stood the test of time. Somewhere like the run-down Totem Lake Malls would be a better place to put the aquatic center. I don't like the idea of putting an aquatic center on this park at all.
Emily Dexter	Seattle, WA	2015-03-11	My kids play at that park and so did I as a kid.
Vance Law	Kirkland, WA	2015-03-11	We need the open space in the area and also to save the tennis courts. Put it at Totem Lake or Heritage Park to be closer to Downtown Kirkland.
Ramin Mehran	Kirkland, WA	2015-03-11	I'm signing this because the roads in the neighborhood cannot handle the additional traffic caused by unnecessary ARC.
Vanessa Bahna	Kenmore, WA	2015-03-11	I like the grassy plain, it's nice for kids to have fun on (lused to play there as a kid) and it's nice for dogs too. No one wants to look at a big ugly concrete building right where a nice park used to be. We need trees to breathe.
Vincent and Susan Oliva	East Rockaway, NY	2015-03-11	We visit often You have better options
jonathan and laura carter	Kirkland, WA	2015-03-11	We need more open space and parks in the Juanita area of Kirkland. This park is full on the weekends even in the winter. There are no other large open space parks in this area. Putting up and big building and paving large parking lots would destroy this park and people around here would have no place to go to fly a kite, have a family outing, play ball, run with their dogs, etc. We need more open space in this area -- not less! Besides, destroying one of the only historic homes left in this area would be a travesty. The city should focus on putting this pool in a commercial area that is already developed and not destroy more of our limited open space!
Mahsa Maghami	Kirkland, WA	2015-03-11	Agree with all other comments regarding preserving this historical and open green space, the traffic and commute in that area is already a hassle during the rush hours or sunny days! How on earth they can accommodate an Aquatic center there traffic wise???!!!

Name	Location	Date	Comment
Mike Ibsen	Charleston, SC	2015-03-07	I grew up at this park. It would be an absolute shame for the residents of Kirkland to lose it.
Linda Bailey	Kirkland, WA	2015-03-07	I don't want the natural beauty of my neighborhood ruined by this project. There are more appropriate locations in Kirkland.
Rachael Good	Kirkland, WA	2015-03-07	In signing because this is the most asinine idea I have ever seen.
Lindsay Park	El Paso, TX	2015-03-07	I grew up playing at Juanita Beach!! Leave it the beautiful place that it is and find somewhere else to build your aquatic center!
Linda Flajole	Kirkland, WA	2015-03-07	We need this open space park. Don't need more traffic! Fix Janita HS pool it would be cheaper. So you raise our taxes to build something new and we still need to pay to use it. What a joke! Use your time on finding place to put the tent city people who are going from church to church. Give Kirkland residents free access to all boat ramps around here. Do a better job fixing the streets too.
Jennifer Xu	Kirkland, WA	2015-03-07	To protect Juanita beach park
Lucianna Weber	Kirkland, WA	2015-03-07	To whom it may concern: I have 2 main issues regarding the proposed aquatic and recreation center on Juanita Drive. My first concern is that this area is a wonderful green space that should not be taken away from the community members. It is highly utilized by people walking their dogs, families picnicking, playing catch, etcetera. It is one of the few green areas left in Kirkland that has not been taken over by developers. My second concern regards traffic. I live at the top of Finn Hill and on my morning commute it often takes me around 20 minutes to drive just ~1 mile to get down Juanita Drive. There are only 2 routes to get down from the hill and over the years population density has increased, yet roadways and outlets to get off the hill have not. The traffic is already horrendous as is, and the thought of how many more cars would be added to that if an aquatic center were to be built seems unbearable. If this center is built, please be prepared for terrible, terrible congestion and traffic. I would like to reinforce that I am all for an aquatic/recreation center elsewhere. I think the center is a lovely idea, however, it is the location that I do not support. I suggest that the new center be in a more accessible area with multiple roadways leading to it, and that it does not take away from one of the few green, historical, open spaces in Kirkland. Thank you for your consideration in this issue!
Sharon Brown Wurtenberg	Kirkland, WA	2015-03-07	i am angry about this proposal and want to ENOUGH! Stop.Developing.Juanita.Bay.Park!
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John Menlove	Kirkland, WA	2015-03-07	It would create too much traffic and that park is beautiful!
Jennifer Buter La Rue	Sammamish, WA	2015-03-07	I recently moved from the Juanita area and would hate to see that land developed on.

Name	Location	Date	Comment
Dianne Hertzberg	Kirkland, WA	2015-03-07	Please look ahead and realize that as our children grow, they need more and more access to open space - not less. I also want you to think about the impact on traffic that this would have. As someone who uses Juanita Drive every morning and evening, I urge you think carefully about the impact of traffic, pollution etc. I love Juanita Park, use it often, bring my friends and dog to walk there. Both sides of the park are important. Please reconsider.
kenneth lin	Woodinville, WA	2015-03-07	Juanita Beach Park is a poor choice of location for such a facility.
m Elwell	Kirkland, WA	2015-03-07	I am the admin on the Facebook group You know you are from Kirkland if... Over 7000 members. My wifes grandmother, and grandfathers families moved to Juanita about 100 years ago. She is also related to the Forbes family. We have both enjoyed JBP our entire lives.
Dawn armstrong	Kenmore, WA	2015-03-07	to save the beautiful park
Mark Reed	Kirkland, WA	2015-03-07	The traffic through there is bad enough, it will become worse as development brings in more people and tolls force people from the freeways and on to surface streets. The open space of Juanita Park needs to be maintained more importantly than an aquatics facility that is used by just a few.
Shelley Norman	Kenmore, WA	2015-03-07	I have spent my life growing up at Juanita beach in all it's incarnations. It is PERFECT now! All the money and time taken to restore it to it's nature environment. It is completely inconceivable that they would turn this community upside down with new construction on this site. It is PERFECT... Please leave it alone for our community to love and enjoy as is.
Cheryl DePra	Larchmont, NY	2015-03-07	I'm signing because Kirkland has been my home for nearly 2 decades--Juanita Beach is particularly close to my heart...to take away such a treasure is unconscionable.
Rob Butcher	Kirkland, WA	2015-03-07	Open space in Kirkland is a rare and diminishing commodity. We are already the most densely populated city in Puget Sound. Why Kirkland City Hall would think that this historical and admittedly underdeveloped park would be an appropriate location for ARC is beyond me.
Christina Crescenzi	Kirkland, WA	2015-03-07	Because that area is too congested already. Please find another location.
Barbara Clements	Kirkland, WA	2015-03-07	Barbara Clements
Linda Bennett	Kirkland, WA	2015-03-07	I'm signing because Kirkland mass construction is already contributing to the high density multi-family units that will spill over to Juanita Beach usage.
vanessa langford	Cambridge, ENG	2015-03-07	I have relatives who live in Kirkland & we like it just the way it is thank you
Jon North	Kirkland, WA	2015-03-07	There are other places to put an unnecessary aquatics center. There is only one place for the recently renovated beach park. Leave it alone.
Rosann Farmer	Kirkland, WA	2015-03-07	I'm signing because I strongly oppose this project for this location!!
Robert Kelley	Kirkland, WA	2015-03-07	Traffic congestion is already a problem in the area. Also, the ARC will eliminate an area that is already being used for other purposes.
Mark Nelson	Kirkland, WA	2015-03-07	If this regional facility is in Kirkland, the Totem Lake area (NE 124 St. & 124 Ave. NE) is a much more practical location. The City should first spend its resources engaging with Bothell, King County, Woodinville, Redmond and Bellevue and gain consensus on the demand for this regional facility. If there is a consensus for the need, then the search for a location can begin. I support the concept of what this facility offers. I do not support that the taxpayers of Kirkland should be the sole funding source given that users will come from Kirkland and from areas outside of Kirkland. I certainly don't support that the facility should be located at Juanita Beach Park and I am reminded of what Will Rogers said, "Land ... they don't make it anymore!" Placing the ARC at Juanita Beach may be easy for the City, but it is not the best and only solution.

Name	Location	Date	Comment
Don Smith	Kirkland, WA	2015-03-07	i live off Juanita beach near the park. I don't want an arc... The park is beautiful and ppl enjoy it just the way it is. Don't build an arc here please.
Kathleen Gruskin	Kirkland, WA	2015-03-07	Juanita Beach Park is a well used park for many kinds of activities enjoyed by the residents of Kirkland and others. To place an aquatic center here would negatively effect so many people and benefit so few. The park is already crowded during many times during the year with kids activities, farmers' markets, dog obedience training, kids soccer, baseball and tennis activities. There must be another location for the aquatic center without removing this valuable recreation area from the residents of Kirkland.
Cynthia Holm	Kirkland, WA	2015-03-07	This is a horrible idea! There are Blue Heron, Eagles, native habitat and a beautiful, natural park area that has already recently been impacted by high growth and development. Put this aquatic center elsewhere, where it won't ruin nature in a small community.
dana oskoui	Kirkland, WA	2015-03-07	I love the idea of an aquatics center. However this location has many issues, traffic, wetlands and one of the few large green spaces left in Kirkland. Totem Lake makes more sense and would serve a broader community.
Michael Gruskin	Kirkland, WA	2015-03-08	The old court site near the Justice Center, the new Houghton property, or the high school are better choices.
Eric Jorgensen	Bellevue, WA	2015-03-08	I grew up in Juanita and so did my son, and this is one of the better beaches on Lake Washington and is a historical landmark area for the City of Kirkland
Howard Warner	Redmond, WA	2015-03-08	I spend every weekend in the Juanita Park area and I don't want to see this beautiful area destroyed with more development and congestion.
Julie Harris	Lynnwood, WA	2015-03-08	I'm signing because I would hate to lose my beautiful park to infrastructure. I love my drive home everyday because of my park and seeing all who enjoy it. Dogs, bicyclists, and adventure enthusiasts alike.
Gwen Boone	Redmond, WA	2015-03-08	This would cause way too much traffic. Traffic problems are already really bad every day. The ARC is not necessary.
Amber swanigan	Kirkland, WA	2015-03-08	I've lived here almost all my life and although growth is great, this park is one of the only open spaces where families can just enjoy it. We frequent this park especially after the amazing improvements they judge made to they park.
Angela Marks	Fall City, WA	2015-03-08	Juanita beach location is a horrible idea. I'm pretty sure the north Kirkland residents would prefer to have a pool over a Goodwill and why couldn't something be negotiated to include the pool in the redevelopment of Totem Lake?
Melissa Lochmiller	Kirkland, WA	2015-03-08	I believe Totem Lake would be an infinitely better site. Let's preserve what little open space we have.
Beth Noland	Kirkland, WA	2015-03-08	Too much traffic to an already congested area due to 520 bridge tolls. totem lake is a much better option.
Marilyn Penitsch	Kirkland, WA	2015-03-08	We need our open space.
lori morrison	Everett, WA	2015-03-08	I grew up in Juanita and have been disappointed at the growth it is a great small lakeside community and already overcrowded the new project would ruin the feel of community and traffic is already horrible
Michael McCauley	Kirkland, WA	2015-03-08	I have visited this beach and watch others get there nature walks with family activities All year for most part of my 47 year life. The ARC would be a wonderful addition and upgrade to totem lake.
Elaine Darling	Kirkland, WA	2015-03-08	Terrible idea

Name	Location	Date	Comment
carrie dysert	Issaquah, WA	2015-03-08	I love the park and open areas as they are. I think it would create a traffic nightmare for people in the area and also make an amazing park less enjoyable.
James Riley Watson	Kirkland, WA	2015-03-09	i oppose building the aquatic center on this site due to traffic congestion and other problems that arise with construction and a functioning, oversized building bringing in even more traffic. I want to keep the park space with a natural setting and historic significance. After the horrendous mismanagement of the Juanita Beach master plan which never was completed, that originally approved plan should be completed. We have no faith in the city planners based on the joke that was to be Juanita Beach. Please find a more appropriate and accessible site.
Diane Vallentyne Watson	Kirkland, WA	2015-03-09	i oppose building on this site. City planners formerly approved a commitment to a master beach plan that was not completed. That plan was to save open space. Additional traffic issues would arise if this structure were built. Please keep the open space and preserve the park. Remove Juanita Beach Park from further consideration and Find a more appropriate and accessible location to build the ARC.
Amy Wayman	Kirkland, WA	2015-03-09	We live in the Juanita Beach Area, and believe the open space in the park should be preserved. It is space used by many for Volleyball games, flag football, Soccer practices, Tennis (at all times of the year), relaxing and picnicking, especially when the beach side of the park is overflowing, walking dogs, and often overflow parking in the summer. If built on, it cannot be replaced, and is a valuable and treasured part of the community.
Melissa Stone	Bellevue, WA	2015-03-09	I want Kirkland to build the ARC, but not at the cost of losing open park space near Lake Washington.
Eileen Manton	Kirkland, WA	2015-03-09	I am in support the Kirkland ARC as an important community resource, but am firmly against locating it at Juanita Beach. It does not make sense to replace what's left of Kirkland's diminishing semi-natural areas with a big, busy, 90,000 square foot aquatic and community center. The surround area, to include the roads, and the wildlife, cannot handle that, and it would be a misuse of the space to locate the facility at Juanita Beach. I would support a tax increase to locate it at Totem Lake, where the surrounding community would benefit from the injection of life.
Charles Sota	Kirkland, WA	2015-03-09	Kirkland ARC is a good idea for the community only if it is NOT located at Juanita Beach. Sacrificing what remains of Juanita's semi-wild open space to construct a big, busy aquatic center is not a good use of the space and would negatively impact the quality of life for all Juanita residents, human and animal. The Kirkland ARC should be located in Totem Lake, where new, positive development would help reenergize that part of our city.
David Hepp	Seattle, WA	2015-03-09	This open space, linked to the shoreline area, is too valuable as such to use it for a building and more parking.
Scott Shinstrom	Kirkland, WA	2015-03-09	We do not need to waste money like this. It's time to be fiscally responsible to the tax payers of Kirkland.
Patrick Swanson	Redmond, WA	2015-03-09	I live 2 blocks from the park... and the increased traffic and loss of open green space is too high of a price to pay for the ARC to be located on the north side of the park.
Jackie Wennberg	Redmond, WA	2015-03-09	As a resident of the area that uses the park area frequently, I do not want the natural setting destroyed or replaced with a building.
Mercer DesHarnais	Kirkland, WA	2015-03-09	The park should be saved as an open park in the area.
Elizabeth Moses	Kirkland, WA	2015-03-09	This beautiful park and open green space must be saved from a huge building.

Name	Location	Date	Comment
Randy Gregory	Kirkland, WA	2015-03-09	This park has been updated recently at considerable expense. I agree with statements presented on this web sight. Another possible sight might be where the Kirkland Community Center is located off NE 124th. I would also question the necessity regarding the proposed size of the aquatic center and rec. center (How about a compromise on the size?). I'm also wondering if there has been any discussion about partnering with the school district as someone else has suggested.
Jeannie Shardelman	woodinville, WA	2015-03-09	The traffic that this facility would add to Juanita is ridiculous and taking away a park, of which we have so few, is just crazy.
Leah Swanson	Kirkland, WA	2015-03-09	I want to save Juanita Beach!!!! And not have a huge, gigantic facility take away from the beautiful park!!! Please put the facility somewhere else!!! Thank you!
Llew Johnson Llew Johnson	Kirkland, WA	2015-03-09	The traffic-fatality count on Juanita Bch Drive is horrible; the very idea of adding ARC to this congested traffic corridor is repugnant!
Jeff Clark	Kirkland, WA	2015-03-09	While I support the idea of an aquatics center in general, it should be placed where access to the necessary supporting infrastructure elements already exist or can easily be accommodated. This is especially true in regards to traffic and public transportation which are not well resolved in the immediate area. Traffic in the AM and PM peak periods currently results in long ques and significant congestion along the major access points to the area including 116th Street, Juanita Drive, 97th Ave NE and 98th Ave NE. With the lake and associated wetlands effectively serving as a barrier to developing additional southerly routes, or expanding service capacities within existing routes, the development of such a large regional attraction will only make the remaining roads more congested and impassable. Further, to cannibalize one of Kirkland's last remaining large open area parks for such a use is not a trade I support or think in the best interest of our community. In addition to the parks contribution to the livability of Kirkland, the council should as well recognize the value of this open space in respect to its ability to enhance storm water controls to stop pollutants entering the wetlands, Juanita Creek, and Lake Washington that the community has struggled so hard to re-establish over the last 20 years.
Joanne Deligan	Seattle, WA	2015-03-09	I am signing because my heart was shattered when I learned of the ARC project. In the 1870's my grandparents, Dorr and Eliza Forbes, owned, loved and developed that property. In 1956 my parents, Leslie and Alicia Forbes, owners of Juanita Beach Resort, purposely chose to sell the Forbes properties to the County Parks instead of developers so that there would always be open spaces for all to enjoy. This wonderful gift of foresight from past generations for future generations should not be destroyed. With sincere hope of continued open skies and fresh air, Joanne Forbes Deligan
Kathryn Oskouian	Kirkland, WA	2015-03-09	I do not want to lose the park and open space to another building!
kevin ochsner	Kirkland, WA	2015-03-09	City Leaders: Please save this beautiful open space. Once it's built on, it will never be a park again. Parks like this are what Kirkland apart. Let the residents of Kirkland decide what scale of ARC they'd like, and then let them decide where to place it. Please let them vote. Totem Lake area is by the freeway and more centrally located. Juanita, by 116th can't take any more cars during peak times, and parking issues for residents and business owners in Juanita village are well known.
Angelina Henry	Kirkland, WA	2015-03-10	Juanita Beach resident plus 100% against destruction of an environmental place.

Name	Location	Date	Comment
Todd Deligan	Seattle, WA	2015-03-10	My Grandparents, Alicia and Leslie Forbes - the original owners of the house still standing and the beach and property, wanted this wonderful and unique open space to be preserved for the use and enjoyment of all. Building the proposed ARC runs completely afoul of the intended preserved open space contemplated by Grandma and Grandpa. It simply shocks the conscience that discussion of an ARC on this land was even considered by the Kirkland City Council and the Kirkland Park Board - shame on both these entities.
Matthew Hoesterey	Kirkland, WA	2015-03-10	I live across the street. Not only do I love the park. Traffic is already horrible with recent developments. New condos, the 520 toll causing more people to drive around the lake (taking NE Juanita) has increased my commute to work by 20 min. We don't need yet more traffic in this area.
Michael O'Brien	Kirkland, WA	2015-03-10	We need to maintain open land. The Juanita beach park is used by many and the impact of the ARC would impact in a negative way.
Andreas Stark	Kirkland, WA	2015-03-10	Juanita Beach park is choking with traffic already. Why the City believes that a complete traffic infarct around Juanita Beach park desirable is beyond logic. Totem Lake is much better connected to 405 and the shopping mall is completely underutilized for the last years; much better location would be Totem Lake.
Michael Kazaras	Kirkland, WA	2015-03-10	Strongly opposed for many reasons, primarily proximity to the lake, traffic is at capacity already and many more.
Beate Stark	Kirkland, WA	2015-03-10	I'm signing this petition to remove Juanita Beach Park from further consideration for the Aquatic & Recreation Center, because it will on one hand destroy the beautiful and natural setting of Juanita Beach Park and therefore limit the available open space for the neighborhood; this open space is currently a loved area, used for outdoor activities, sports, youth camps and events. On the other hand the already congested Juanita Drive and surrounding streets will have to cope with additional traffic from surrounding neighborhoods and it is inevitable that the traffic will collapse completely if the ARC is being built at the planned location. More traffic will ruin the atmosphere and flair of Juanita Village and make it another city planning disaster. Please find a location that is easily to access and that has space to plan for additional traffic and growth.
Jack Wherry	Kirkland, WA	2015-03-10	As much as I would like to see an Aquatic Center in Kirkland, this is the wrong place.
Jackie Liss	Bothell, WA	2015-03-10	Juanita beach is a calm quiet place which is hard to find. We don't need any more traffic in that intersection either.
Sharon Irvin	Kirkland, WA	2015-03-10	To preserve the open space and prevent increased traffic.
Daniel Winkler	Kirkland, WA	2015-03-10	I love the idea of ARC. However, a location closer to 405 in Totem Lake would be a much better choice.
Matt McCauley	Kirkland, WA	2015-03-10	JBP is an irreplaceable historic open space and the City of Kirkland's park director and out-of-tough city council need to be STOPPED!
Judy Schor	Kirkland, WA	2015-03-10	I don't want to see more development in Kirkland, esp. one of the parks.
Margaret Snell	Kirkland, WA	2015-03-10	I strongly oppose this location for the ARC. First, environmental impact would be detrimental. Secondly, this location is inconveniently located for the newly annexed area of Kingsgate and other easterly areas of Kirkland.
Rosanna Boulton	Kirkland, WA	2015-03-10	I believe that the environmental and traffic assessments were inaccurate and incomplete. I further believe that the diminishing availability of free, open space for our citizens is short-sighted and will impact the quality of life of many.

Name	Location	Date	Comment
Darcie Frisch	Wenatchee, WA	2015-03-11	<p>I feel that there are enough Soccer fields why not expand the area in the Valley where they already have them. Where there is more space without having to take away from families outdoor open water park areas left in our area for families to be able to provide fun inexpensive entertainment.</p> <p>Though I live in Wenatchee now I visit my friends & family in the Jaunita, Kirkland, Redmond area. I can hardly find my way around for all the building & changes being made.</p> <p>Also I spend many a day at that park learning how to swim rain or shine there are the Red Cross swim lessons they used to teach there in the summer time. Now someone would say that you can't do that there because the weather is bad or the park is too old. Maintain it, fix it, make it pretty again.</p> <p>When I am over in the area which no less than once a month when I visit, I like to bring my grand daughter & her friends there to play & also to walk my dogs. Please DO NOT take this park away. I often wonder when is all the free fun going to stop being taken away from us citizens who love & have been in the area for decades. All we would like to do is see this park stay. Not to mention all the congestion alternative would make. Put the Soccer parks out in the Valley where they have always been. Let us stop the insanity now.</p>
Pam Marcyes	Snohomish, WA	2015-03-11	<p>I lived in Juanita for years and my kids grown up going to Juanita Beach and I still go there. We need to leave it as is so many people use that area for family time, find some other area to use</p>
Pam Sanders	Lakefield, MN	2015-03-12	<p>We believe that Juanita Beach is one of a few open spaces on Lake Washington with a natural setting and historic significance that is regularly used by individuals region wide. I totally agree with that! There's got to be another way- another place. Thank you!</p>
Paulo Sosa	Kirkland, WA	2015-03-12	<p>Will the city of Kirkland maintain 2 aquatic centers? It makes more sense to build the ARC at the Peter Kirk Pool.</p>
Mary Ord	Kirkland, WA	2015-03-12	<p>I feel the 9 acres of Juanita Beach Park are extraordinarily valuable open green space for our neighborhood. Also, the traffic on Juanita Drive and at the intersection with 98th and 116th is already extremely congested at commute times, and the area does not need a new magnet for traffic. I feel strongly that the ARC, which is a good idea, should be placed near 405 in the Totem Lake area, where it can also help bring traffic to a long-blighted area.</p>
Sheri Sherstad	Kirkland, WA	2015-03-12	<p>The kids need somewhere to play and the congestion on Juanita Drive is already terrible!</p>
Julia Taylor	Kirkland, WA	2015-03-12	<p>I'm not convinced ARC is the best use of current funds, or the highest priority item for the City to be focusing on (how about traffic!) -- and Juanita Beach is definitely not a good place for something like this</p>

Name	Location	Date	Comment
Rinneke Dierken	Kirkland, WA	2015-03-12	<p>Open spaced should be saved and a large flat open space like the North side of Juanita Beach Park are too few. ARC will be a great addition to our community but should not be built on valuable land like that at Juanita Beach Park</p> <p>I was at the Park Board meeting last night and I really like the location, setting and size of the Christ Church property. Kirkland would not only save Juanita Beach Park from becoming another concrete zone we would gain a forested hillside park. For those of us that have attended sporting competitions know how nice a quiet forest would help calm nerves during stressful competitions.</p> <p>Doing a partial land swap with the church is a great idea and a great way to save some acquisition money. As I understand it, the North Kirkland Community Center would be underutilized after ARC is built so it would be a perfect location for Christ Church to relocate to. However, if that is done, please keep the Train Park a City of Kirkland Park.</p> <p>Please DO NOT develop open space. PLEASE keep Juanita Beach park the way it is.</p>
Allan K. Fry	Kirkland, WA	2015-03-13	<p>The space in question for ARC would wipe out many families activities at the beach-there wouldn't even be sufficient parking</p>
Brittan Stockert	Concord, CA	2015-03-13	<p>This is unsettling!</p>
Sandra Kelly	Kirkland, WA	2015-03-13	<p>I live nearby and do not want the rev center built and what is now a beautiful park. It's quiet and many enjoy this space. If you build this rev center here, you have just destroyed a tranquil and beautiful place to live. I will fight to keep this from happening. You didn't listen to the people. Shame on you!nn</p>



KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES
March 17, 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. Aquatics, Recreation and Community Center Project Update

Joining Councilmembers for this discussion were City Manager Kurt Triplett, Parks and Community Services Director Jennifer Schroder, Park Board Chair Adam White, Principal of the Sports Management Group Lauren Livingston, and EMC Research Analyst Dominick Martin.

4. EXECUTIVE SESSION

a. Reviewing the Performance of a Public Employee

Mayor Walen announced that Council would enter into executive session to discuss the performance of a public employee, and would return to their special meeting at 7:30 p.m., which they did.

5. HONORS AND PROCLAMATIONS

a. 2015 Earth Hour Proclamation

Director of Human Resources and Performance Management James Lopez introduced Vivian Weber, Jeanne Large, Kent Kollmorgen and Margaret Schwender from Sustainable Kirkland, who accepted the proclamation from Mayor Walen and Councilmember Asher.

6. COMMUNICATIONS

a. Announcements

b. Items from the Audience

Atis Freimanis
Karen Levenson

David Bain
Franz Cristache
Paul Thurogood
Johanna Palmer
Jaime Rector
Nadia Popovici
Roxanne Jones
Jeanne Large
Martin Morgan
Dave Hale

c. Petitions

7. SPECIAL PRESENTATIONS

a. Kirkland 2035 Update #17

Deputy City Manager Marilynne Beard provided a status report on plan updates, and noted upcoming activities and scheduled milestones.

8. CONSENT CALENDAR

a. Approval of Minutes: March 3, 2015

b. Audit of Accounts:
Payroll \$2,872,768.45
Bills \$2,316,509.52
run #1400 checks #560231 - 560349
run #1401 check #560350
run #1402 checks #560351 - 560552

c. General Correspondence

d. Claims

Claims received from Chris Baccari, Gary Brooks and Thomas Self were acknowledged via approval of the Consent Calendar.

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

(1) Resolution R-5115, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO EXECUTE AN INTERLOCAL AGREEMENT BETWEEN THE SEATTLE DEPARTMENT OF PARKS AND RECREATION, THE UNIVERSITY OF WASHINGTON, THE PORT OF SEATTLE, TACOMA METROPARKS, THE CITIES OF BELLEVUE, EDMONDS, KENT, MOUNTLAKE TERRACE, RENTON, TUKWILA, WOODINVILLE AND KIRKLAND TO MANAGE WATERFOWL."

h. Other Items of Business

(1) Resolution R-5116, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE 2014 CITY OF KIRKLAND WATER SYSTEM PLAN."

(2) 99th Place NE Emergency Pipe Replacement Project

Surface Water Construction Reserve funds were authorized for the completion of emergency surface water pipe replacement work on 99th Place NE, near 114th Street and the creation of a new CIP Project (CSD 0086) for tracking and capitalization of the repairs was approved via approval of the Consent Calendar.

(3) Report on Procurement Activities

Motion to Approve the Consent Calendar.

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.

9. PUBLIC HEARINGS

None.

10. UNFINISHED BUSINESS

a. 2015 State Legislative Update #5

Intergovernmental Relations Manager Lorrie McKay provided an update on the status of the Council's current legislative priorities.

b. Resolution R-5117, Setting Priority Goals for 2015-2016 and Adopting the 2015-2016 City Work Program.

City Manager Kurt Triplett presented information on the 2015-2016 priority goals and City work program and responded to questions from the Council.

Motion to Approve Resolution R-5117, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND SETTING PRIORITY GOALS FOR 2015-2016 AND ADOPTING THE 2015-2016 CITY WORK PROGRAM." as amended.

Moved by Councilmember Dave Asher, seconded by Councilmember Toby Nixon

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.

Motion to Amend Resolution R-5117, Section 1, Item 4 (Line 63) to include "Juanita and Kingsgate" so that it reads as, "Invest Fire District #41 funds and City revenues to improve fire and emergency medical services to Finn Hill, Juanita and Kingsgate".

Moved by Councilmember Toby Nixon, 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.

Motion to Amend Resolution R-5117, Section 1, Item 11 (Line 98) to strike "and" and insert "an" so that it reads as, "including establishing an employee clinic".

Moved by Councilmember Toby Nixon, 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.

11. NEW BUSINESS

- a. Resolution R-5118, Setting Policy Principles for Prioritization in the 2015-2020 Capital Improvement Program.

Motion to Approve Resolution R-5118, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND SETTING POLICY PRINCIPLES FOR PRIORITIZATION IN THE 2015-2020 CAPITAL IMPROVEMENT PROGRAM."

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 Update Briefing - Neighborhood Plans and Citizen Amendment Requests

Acting Development Review Manager Jeremy McMahan and Senior Planner Janice Coogan provided a briefing on the Comprehensive Plan Update relating to Neighborhood Plans and Citizen Amendment Requests and received Council comments.

12. REPORTS

- a. City Council Reports

(1) Finance and Administration Committee

Did not meet.

(2) Legislative Committee

Did not meet.

(3) Planning, and Economic Development Committee

Chair Arnold reported on a meeting with Mayor Walen and a developer to discuss the fee-in-lieu provision for affordable housing projects which expires this month and requested and received Council's approval to bring this issue to the Planning and Economic Development Committee.

(4) Public Safety Committee

Chair Sweet reported on Fire Station outreach efforts from the previous meeting.

(5) Public Works, Parks and Human Services Committee

Chair Kloba raised the issue of silt in Juanita Bay and requested a staff report on this issue. Councilmember Asher also reported on some potential street parking options.

(6) Tourism Development Committee

Chair Nixon reported on a presentation regarding state tourism funding legislation; and a decision by the Seattle International Film Festival to reduce the number of days in Kirkland from eight to seven.

(7) Regional Issues

Councilmembers shared information regarding a recent Youth Eastside Services 2015 Invest in Youth breakfast; Friends of Youth Celebration of Youth luncheon; Lake Washington Parent Teacher Student Association Council Founders' Day luncheon where the Kirkland Nourishing Network school break food box program was recognized with a community outreach award; the Sound Cities Association Public Issues Committee meeting; recent legislative testimony in Olympia; the ribbon cutting for the opening of Thirsty Hop; the National League of Cities Conference; an Eastside Transportation Partnership meeting; a report from the King County Mental Illness and Drug Dependency Oversight Committee; an upcoming Nourishing Networks food need for Spring Break; Greater Kirkland Chamber of Commerce luncheon; 48th Legislative District Town Hall; a King County Committee to End Homelessness meeting; an Eastside Rail Corridor Advisory meeting; the Washington Bike Summit; Futurewise Annual Luncheon; a Cascade Water Alliance meeting; a Metropolitan Solid Waste Management Advisory Committee meeting; a Sound Cities Association Regional Water Quality Committee meeting; 45th Legislative District Town Hall; a meeting with the Lake Washington School Superintendent.

b. City Manager Reports

(1) Upcoming 2015 City Council Meetings with the Neighborhoods

City Manager Kurt Triplett spoke to elements of the 2015-2016 City Work program and made note of the upcoming demolition of the rental houses behind City Hall in connection with the City Hall remodel; an upcoming meeting with Evergreen Hospital in connection with Totem Lake Mall and other potential partnerships; and an upcoming ARCH board meeting.

(2) Calendar Update

The Kirkland Alliance of Neighborhoods has requested several Councilmembers attend a Councilmember conversation scheduled for April 8; the City Council has completed the performance evaluation of the City Manager and Mayor Walen will need to meet with staff to discuss an amended and restated employment agreement to be presented at the April 7 Council meeting. Councilmember Marchione inquired about a letter of support for the City of Bothell's funding request for the Wayne Golf Course and it was deferred to the Legislative committee for discussion at their next meeting.

13. ITEMS FROM THE AUDIENCE

None.

14. ADJOURNMENT

The Kirkland City Council regular meeting of March 17, 2015 was adjourned at 10:09 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: March 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) Jeannine Dougherty
514 7th Avenue
Kirkland, WA 98033

Amount: \$309.51

Nature of Claim: Claimant states damage to vehicle resulted from striking an unseated groundwater utility cover.

- (2) Sharon Dupke
706 6th Street
Kirkland, WA 98033

Amount: \$3,121.42

Nature of Claim: Claimant states damage to vehicle resulted from being struck by a City vehicle.

- (3) Heidi Jensen
12233 NE 64th Street
Kirkland, WA 98033

Amount: \$2,261.17

Nature of Claim: Claimant states damage to a driveway, shared by property owner and the City, resulted from tree roots in the driveway.

- (4) Steven Sandberg on behalf of Zeeks Pizza
124 Park Lane
Kirkland, WA 98033

Amount: \$224.47

Nature of Claim: Claimant states damage to property plumbing system occurred during the connection process to the new water main on Park Lane.

- (5) Xiaoling Song on behalf of Hawthorne Condominium Board
15501 132nd Place NE
Woodinville, WA 98072

Amount: \$6,471.45

Nature of Claim: Claimant states damage to property occurred during the pursuit of a suspect by the Kirkland police.

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: Aparna Khanal, P.E., Project Engineer
Dave Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: March 26, 2015

Subject: NE 120TH STREET EXTENSION PROJECT – ACCEPT WORK

RECOMMENDATION:

Staff recommends that the City Council:

- Accepts the work on the NE 120th Street Extension Project (Project), as completed by Sanders General Construction, of Auburn, WA, establishing the statutory lien period; and,
- Approves the return of unspent City contributions for the Project to two funding sources, including approximately \$121,580 in Surface Water Utility funds and up to \$254,300 in REET 2.

BACKGROUND DISCUSSION:

The NE 120th Street Extension Project provided the first City-constructed public roadway in 20 years: NE 120th Street, between 124th Avenue NE and Slater Avenue NE (Attachment A). The Project was constructed to improve multi-modal mobility as well as to provide congestion mitigation and improved emergency vehicle access in the Totem Lake Urban Center. The improvements included a three-lane roadway section, bicycle lanes, planter strip, and sidewalks. The Project also included a new Intelligent Transportation System (ITS) equipped signal at 124th Avenue NE, ITS signal upgrades at Slater Avenue NE, new street lighting, and surface water quality enhancements to treat run-off before it enters Totem Lake.

The Project is eligible for Greenroads™ Certification as a result of its collection of sustainability best practices that relate to roadway design and construction. The goal of the Greenroads™ Certification program is to reduce impacts on the environment and improve life-cycle costs through the implementation of low impact designs (LID), energy efficient and low light polluting lighting fixtures, and through the use of recycled materials in road base and pavements. The design of the NE 120th Street Project incorporates numerous Greenroads™ Certification elements including a life cycle cost analysis, use of recycled materials, low impact design (LID) surface water elements, the incorporation of intelligent transportation systems, improved access for multimodal users, and the use of new “warm mix” asphalt pavement technologies.

The approved Project budget was established at \$6,509,100 with funding comprised of a \$2,502,640 Federal Surface Transportation Program (STP) grant, an \$800,000 Transportation Improvement Board Urban Arterial Program (TIB UAP) grant, \$2,322,660 in City general government funds (REET 2 and Impact Fees), and \$883,800 in City Surface Water Utility funds. At their meeting of January 21, 2014 City Council awarded the construction contract to Sanders General Construction in the amount of \$2,571,555.02. The construction began on February 24, 2014 and was substantially complete on November 18, 2014; the official ribbon cutting ceremony for this improvement occurred on November 19, 2014.

The total amount paid to the contractor was \$2,443,018.37, which included 15 change orders (10 additive and 5 deductive) that added a combined total of \$76,569.06; however, the final material quantities for a number of large bid items were significantly less than estimated, resulting in an overall net reduction in the Project construction costs of over \$128,000. As presented to City Council at a regular project update in November 2013, staff had provided City Council with information that, during the ROW acquisition due-diligence phase, two of fifteen soils samples revealed petroleum products in soils in one of the acquired properties near the intersection of Slater Avenue and NE 120th Street. Further investigation showed the contaminated soils to be locally isolated at relatively low concentration levels. A Project Soil Management Plan was subsequently included in the contract documents and an appropriate amount of construction contingency was established as a precaution, not knowing the extent of the soil contamination. Throughout the construction phase, no additional contaminated soils were encountered, and as a result, those unspent contingency funds are now available for return to the appropriate City funding sources.

As a result of the reduced final construction contract total, there was also a proportionate reduction in both the federal and TIB grant amounts. The Project Management Team worked closely with both granting agencies in order to fully maximize all grant funding. A total of \$6,061 in federal dollars and \$20,767 in TIB funding were, however, deemed ineligible for reimbursement and both grant amounts were reduced accordingly (Attachment B).

When combining the savings in bid item costs with the unspent construction contingency, and factoring in the reductions in grant funding, the net result is a Project savings totaling \$375,871. Staff recommends returning these funds to two of the three original funding sources, as follows:

Funding Source	Original Amount	Final Amount	Return
REET 2	\$2,036,416	\$1,782,765	\$253,651
Surface Water Utility	\$ 883,800	\$ 762,220	\$121,580
Impact Fees*	\$ 286,244	\$ 286,244	-0-
TOTAL	\$3,206,460	\$2,830,729	\$375,231

* The Project fully exhausted the Impact Fee contribution

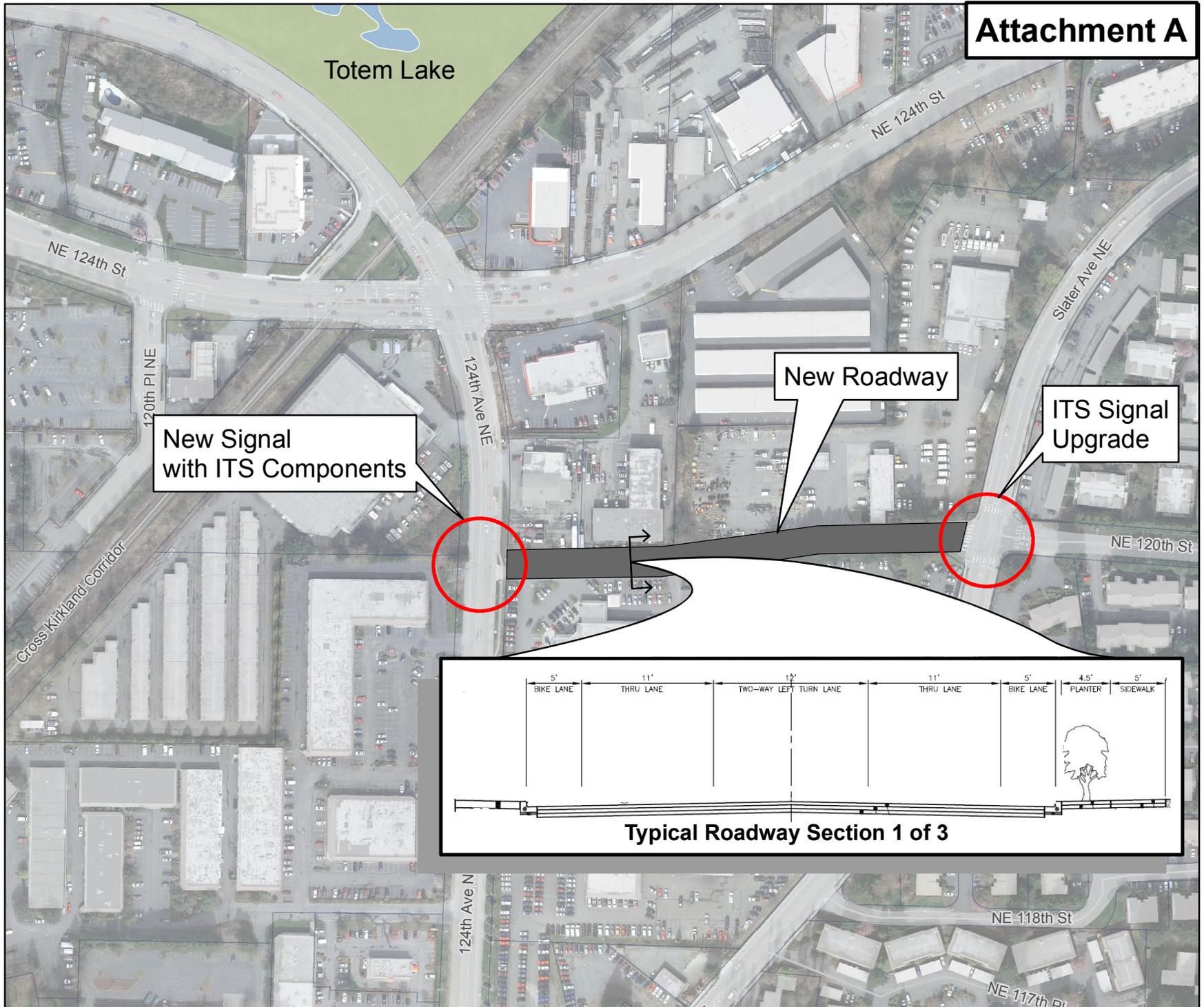
Attachment A: Vicinity Map

Attachment B: NE 120th Street Project Budget Report



E-page 75

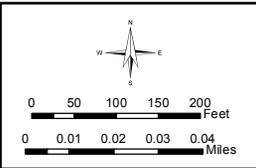
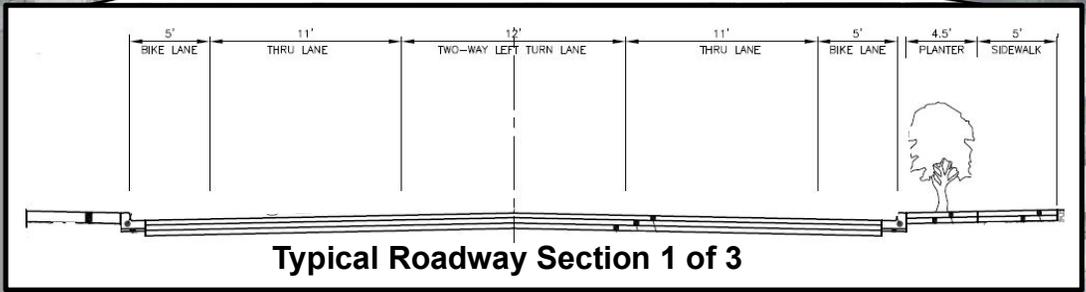
Area Map



New Signal with ITS Components

New Roadway

ITS Signal Upgrade

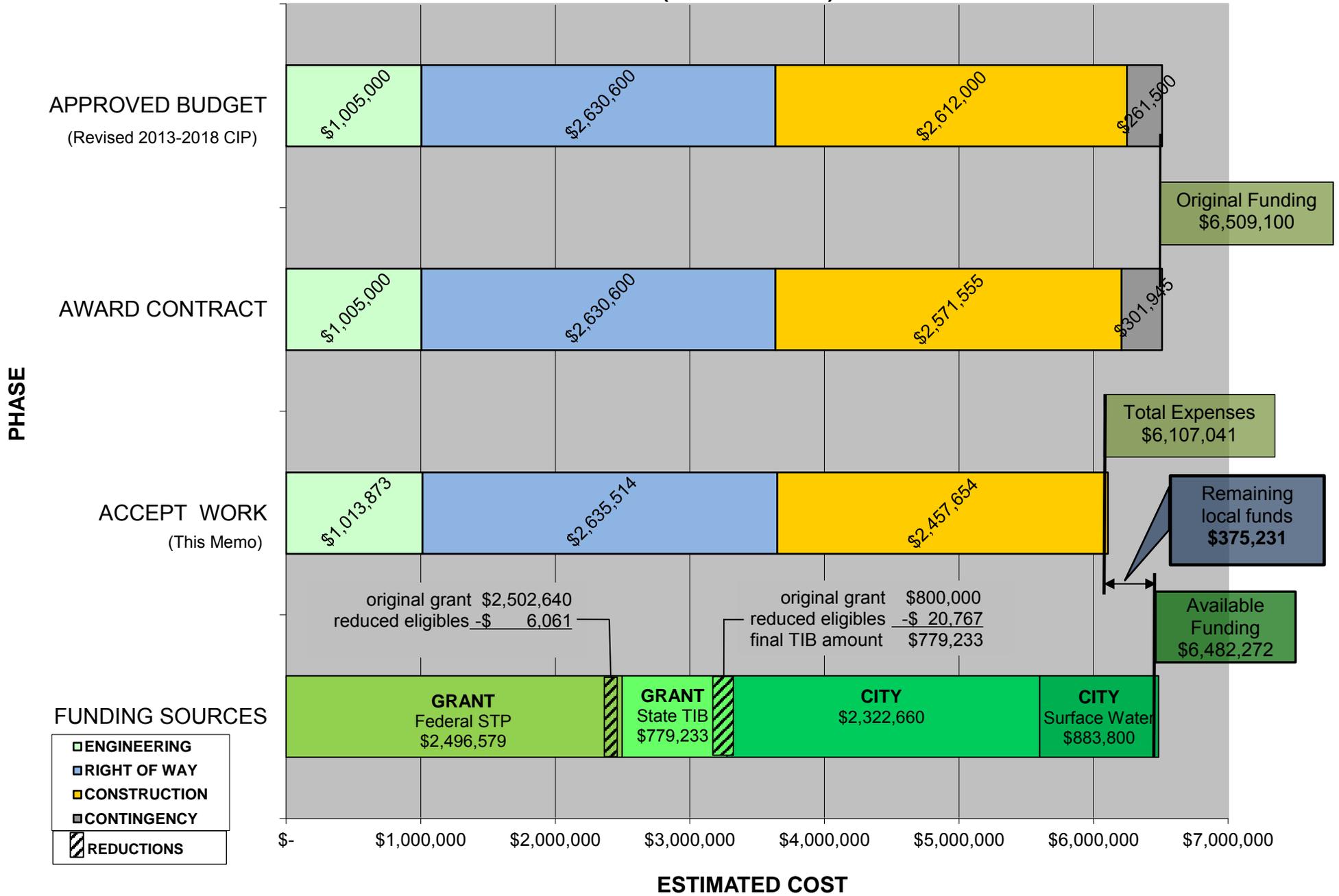


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Project Budget Report

NE 120th Street Roadway Extension (CIP # CST 0057)

Attachment B





CITY OF KIRKLAND
Human Resources Department
 123 5th Avenue, Kirkland, WA 98033 425.587.3210
 www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: James C. Lopez, Director of Human Resources & Performance Management
Date: March 25, 2015
Subject: Ratification of PSEU #519 Collective Bargaining Agreement - 2014 - 2016

RECOMMENDATION

Council adopts the 2014 - 2016 Collective Bargaining Agreement between the City of Kirkland and the Public Safety Employees Union (PSEU) #519.

BACKGROUND DISCUSSION:

On March 24th, 2015, the City of Kirkland was advised that the members of PSEU #519 voted for ratification of the 2014 – 2016 Collective Bargaining Agreement (Attachment A). This Agreement was the result of a collaborative negotiation process between the City and the Union.

Some highlights of the agreement are:

- Three year agreement (January 1, 2014 – December 31, 2016)
- Percentage based wage increases:
 - 2014 - 1.2 %
 - 2015 - 2.2 %
 - 2016 - 2.2 %
- Increase of sick leave cash-out from \$10,500 to \$11,000 upon separation from employment (consistent with current Guild contract)
- Eligibility for High Deductible Health Plan / Employee Health Center as of April 1, 2015 (do not have to qualify for Wellness incentive)
- Current City contribution of \$75.00/month to retiree medical (HRA VEBA) reduces to \$50.00/month beginning in January, 2016
- City negotiated clarifying language for ill/injured employees who are on Labor & Industries work-related leaves
- Elimination of \$300/year City contribution to Flexible Spending Account for eligible employees
- One-time transition payment of \$1,200 for each PSEU member to offset concessions listed above

The City and PSEU #519 have agreed to sign a Memorandum of Understanding (Attachment B) in which PSEU #519 may request a re-opener specific to Article 9, Wages if the Police Guild – Commissioned negotiates an agreement with the City that exceeds the 2014 – 2016 wage adjustments for PSEU #519.

Members of the Negotiation Teams warrant commendation for this collaborative negotiation process, which occurred during challenging economic times.

Staff is pleased to recommend to City Council the ratification and adoption of this Agreement (or a substantially similar version if minor corrections become necessary) with PSEU #519.

Attachment: City of Kirkland and PSEU #519 Collective Bargaining Agreement, 2014 – 2016

2014 – 2016 Agreement

By and Between



CITY OF KIRKLAND

and

**PUBLIC SAFETY
EMPLOYEES UNION
#519**

**KIRKLAND POLICE
LIEUTENANTS UNION**



**2014 – 2016 Agreement
By and Between
City of Kirkland
and
Kirkland Police Lieutenants Union
Public Safety Employees Union #519**

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**2014 – 2016 Agreement
By and Between
City of Kirkland
And
Kirkland Police Lieutenants Union
Public Safety Employees Union #519**

PREAMBLE

This agreement, made by and between the City of Kirkland, hereinafter referred to as the “Employer” and the Kirkland Police Lieutenants Union, PSEU #519 hereinafter referred to as the “Union.”

The purpose of the Employer and the Union in entering into this Agreement is to set forth their entire agreement with regard to wages, hours, and working conditions so as to promote uninterrupted public service, efficient operations, and harmonious relations, giving full recognition to the rights and responsibilities of the Employer and the Employees.

ARTICLE 1 – DEFINITIONS

As used herein, the following terms shall be defined as follows:

“Bargaining Unit” shall include all commissioned employees bearing the rank of Lieutenant within the City of Kirkland Police Department.

“Employee” shall mean regular and temporary, employees in the bargaining unit (as defined in Article 2, 3 and 5) covered by this agreement.

“Employer” shall mean the City of Kirkland, Washington.

“Health Care Provider’s Statement” shall mean a written statement from a professional health care provider certifying an illness or injury, the date an Employee is anticipated as able to return to full duty or a recommendation of modified duty with reasonable accommodation, and the Employee’s ability to perform the required duties.

“Immediate family” shall be defined as persons related by blood, marriage, or legal adoption in the degree of relationship of grandparent, parent, wife, husband, brother, sister, child, grandchild, or domestic partner (as defined by Employer Policy), and other persons with the approval of the City Manager or designee.

ARTICLE 2 – RECOGNITION

2.1 RECOGNITION

The Employer recognizes the Union as the sole and exclusive bargaining representative for all regular or temporary commissioned employees bearing the rank of Lieutenant for the purpose of representation and collective bargaining with regard to matters pertaining to wages, hours, and conditions of employment.

2.2 NEW CLASSIFICATIONS

The Employer may create new positions or classifications; such may be designated as non-represented and excluded from the Bargaining Unit. The parties agree that the positions designated and approved by the Civil Service Commission to be within the non-represented pay plans shall be excluded from the bargaining unit.

If the Union disagrees with the non-represented designation for a new or reclassified position, the parties recognize the determination of whether the position is included within the bargaining unit may be reviewed by Public Employment Relations Commission (PERC) upon petition by the Union.

If new classifications are established by the Employer and appropriately added to the bargaining unit, if the duties of existing classifications are substantially changed, or if an employee is appointed to a position substantially different than the employee's classification, a proposed wage scale shall be assigned thereto, and the Employer shall forward the new or changed class and proposed wage to the Union for review. The contract will then be subject to reopening for the sole purpose of negotiating a wage for the class, and only if so requested by the Union. If the parties cannot agree to the pay range after negotiations and mediation, the matter shall be submitted to binding arbitration. The arbitrator shall establish a fair and equitable pay scale for the new or changed classification.

2.3 CONTRACT PROPOSALS

The Employer recognizes the Union's negotiation team as the exclusive contract negotiator. The Employer agrees to discuss contract proposals with the members of the Union's negotiation team only. The Union recognizes the City as the representative of the people of the City of Kirkland and agrees to negotiate only with the City through the negotiating agent or agents officially designated by the City Manager to act on its behalf.

The Union will notify the Human Resources Director and the Chief of Police in writing of their designated representatives.

ARTICLE 3 – UNION SECURITY

3.1 MEMBERSHIP

The Employer recognizes that Police Lieutenants may, become members of the Union. The Union accepts its responsibility to fairly represent all employees in the bargaining unit regardless of membership status.

All employees shall become members of the Union within thirty (30) days of their date of employment under this agreement or pay a service fee as provided below.

3.2 DUES DEDUCTION

The Employer, when authorized and directed by a member of the Union in writing upon an authorization form provided by the employer to do so, shall deduct Union dues from the wages of an employee.

An authorization for payroll deduction may be canceled upon written notice to the Employer and the Union before the 15th day of the month in which the cancellation is to become effective, subject to the provisions of this article.

Payroll Deduction – Upon written authorization from an employee within the bargaining unit, the Employer shall deduct from the wages of that employee the sum certified as assessments and monthly dues of the Union and shall forward such sum to the Union. Should any employee not have any monies due him, or the amount of such monies is not sufficient to satisfy the assessments, no deduction shall be made for that employee for that month.

The Union shall indemnify, defend, and hold the Employer harmless against claims made and against any suit instituted against the Employer on account of any check-off of dues for the Union. The Union shall refund to the employer any amounts paid to it in error on account of the check-off provision upon presentation of proper evidence thereof.

Any regular, non-probationary employee who is represented by the bargaining unit and elects to not join the Union within 30 days shall complete an authorization form and have deducted from their pay by the Employer, as a condition of employment, a monthly service fee in the amount of monthly dues to the Union. This service fee shall be segregated by the Union and used on a pro-rata basis solely to defray the cost for its services in negotiating and administering this agreement. A service fee deduction for an employee may be made only if the accrued earnings of the employee are sufficient to cover the service fee after all other authorized payroll deductions for the employee have been made. The Union shall assume the liability for all check-off matters beyond the Employer responsibility to make deductions in accordance with this Article.

An employee who objects to membership in the Union on the basis of religious tenets or teachings of a church or religious body of which such employee is a member shall inform the Employer and the Union of the objection. The employee shall establish with the

representatives of the Union an arrangement for contributing to a non-religious charity an amount of money equivalent to regular Union membership dues.

3.3 BARGAINING UNIT ROSTER

The Employer shall provide the Union with a roster of employees covered by this Agreement on a monthly basis.

The Union agrees to supply both the Chief and Human Resources with a current list of officers. The Employer will recognize the officers as soon as the list is received, in writing, by the Department and Human Resources.

3.4 NONDISCRIMINATION – UNION ACTIVITY

Neither party shall discriminate against any employee or applicant for employment because of membership in or non-membership in or activity on behalf of the Union.

ARTICLE 4 – UNION/EMPLOYER RELATIONS

4.1 UNION ACCESS

The Union's authorized staff representatives shall have access to the Employer's premises where employees covered by this Agreement are working for the purpose of investigating grievances and contract compliance, after notifying the Employer. Access for other purposes shall not be unreasonably denied by the Employer. Such visits shall not interfere with or disturb employees in the performance of their work during working hours.

4.2 FACILITY USE

Union meetings may be scheduled and held on City premises with the Chief's or Captain's permission, which shall not be unreasonably withheld.

4.3 STEWARDS

The Executive Board of the Union, or other designee, represents the members as stewards.

4.4 ORIENTATION

During the new employee orientation process, the Employer will notify the employee of the requirements of Article 3.1 and Union contact information.

4.5 BULLETIN BOARDS

The City shall permit the reasonable and lawful use of bulletin boards by the Union for the posting of notices relating to official Union business.

4.6 CONTRACT DISTRIBUTION

The Union will provide access to a copy of this Agreement to each new and current employee in the unit.

4.7 NEGOTIATIONS RELEASE TIME

The Employer shall endeavor to allow a minimum of two (2) members of the Union's negotiation committee to attend negotiation sessions during on-duty time, giving full consideration to operational needs. Such members shall be designated by the Union at least one (1) week in advance.

4.8 GRIEVANCE RELEASE TIME

Prior to any proposed investigation of a grievance requiring any substantial use of on-duty time, stewards or officers shall provide notice to the Chief or designee.

4.9 UNION BUSINESS

A Union official who is an employee in the bargaining unit (Union Executive Board and/or a member of the Negotiation committee) may, at the discretion of the Chief or his/her designee, be granted time off while conducting contract negotiations or grievance resolution, including arbitration proceedings, on behalf of the employees in the bargaining unit provided:

- They notify the Employer at least forty-eight (48) hours prior to the time off, unless such notice is not reasonably possible;
- The Employer is able to properly staff the employees' job duties during the time off;
- The wage cost to the Employer is no greater than the cost that would have been incurred had the Union Official not taken time off (i.e., no overtime expenditures)

ARTICLE 5 – EMPLOYMENT

5.1 PROBATIONARY PERIODS

The probationary period for new Lieutenants will be a total of twelve (12) months from the date of promotion.

5.2 TYPES OF EMPLOYMENT

The employment positions of this bargaining unit are covered by Civil Service regulations. Regular and temporary position appointments are described therein. The establishment and appointment to other types of employment would require agreement by the Employer, Union and Civil Service Commission.

5.3 CONTRACTORS

Not applicable to this unit.

5.4 STUDENTS/INTERNS/VOLUNTEERS

Student, volunteers and Internship programs may be created by the Employer provided such programs do not involve bargaining unit work. In the event the Employer seeks to have volunteers conduct bargaining unit work, it will provide notice to the Union and negotiate any such change.

ARTICLE 6 – HOURS OF WORK AND OVERTIME

6.1 WORKDAY/WORKWEEK

Hours of Work and Work Week: Recognizing that flexibility is required in the scheduling of assignments for command personnel, the normal work week shall be the equivalent of forty (40) hours per week on an annualized basis. Scheduling changes may be made by the Police Chief or Captain(s) when there is an operating need requiring a different schedule than that assigned to the employee. Schedules may also be adjusted by mutual agreement of the Employee and the Employer.

6.2 REST/MEAL BREAKS

For employees on eight (8) and ten (10) hour shifts, a workday shall include at least a thirty (30) minute lunch break.

6.3 COMPENSATORY TIME / MANAGEMENT LEAVE

It is recognized that employees may be required to spend additional time over and above their regular work week engaged in activities for the City. The parties agree that each member of the bargaining unit shall receive management leave each calendar year in the amount of forty (40) hours, which shall be pro-rated for new and separated members. Unused management leave will be cashed out once a year by the City, at the end of November. There shall be no carry-over of management leave hours from year to year. It is understood that this Agreement shall be interpreted and applied in a manner which will ensure, to the fullest extent possible, the continued exempt status of Lieutenants. The parties shall continue current practice concerning flex-time off for hours above and beyond this agreement.

ARTICLE 7 – EMPLOYMENT PRACTICES

7.1 NONDISCRIMINATION

The Union and the Employer agree to provide equal opportunity as to the provisions of this Agreement to all their members and employees. Neither the Employer nor the Union shall discriminate against any person on the basis of such person's race, sex, marital status, color, creed or religion, national origin, age, veteran status, sexual orientation or the presence of any sensory, mental or physical disability, unless based upon a bona fide occupational qualification.

Wherever words denoting a specific gender are used in this Agreement, they are intended and shall be construed so as to apply equally to either gender.

7.2 JOB POSTING

When any position becomes vacant, the Employer will make every reasonable effort to fill it as soon as possible.

7.3 PROMOTIONS

The employment positions of this bargaining unit and respective promotional processes are covered by Civil Service regulations.

7.4 SPECIAL ASSIGNMENTS

Lieutenants shall manage an operational unit consistent with the Kirkland Police Organizational chart and/or giving full consideration to operational needs. Notwithstanding that assignment, other duties may be performed as described in the classification description for this position.

7.5 PERSONNEL FILES

The City Human Resources Division will retain the permanent personnel file. The Police Department shall maintain only one working personnel file for each employee.

Supervisory notes - This does not preclude a supervisor from maintaining notes regarding an employee's performance for purposes of formulating evaluation and performance appraisal or the department from maintaining separate computerized records relating to training, promotion, assignment, or similar data.

Information related to medical, psychological, background check information and grievance records shall be maintained in separate files.

Employees shall have access to their personnel file with reasonable frequency. Upon request, access shall be provided within a maximum of four (4) working days. Conditions of hiring, termination, change in status, shift, evaluations, commendations and disciplinary actions shall be in writing with a copy to the Employee prior to placement in their personnel file.

Upon receiving a request for all or part of a personnel file from any third party, the affected employee shall be notified of the request, and the information shall not be released for a period of three (3) business days from the time of said notification, except as part of an investigation being conducted by another law enforcement agency, the disclosure of which is necessary for effective law enforcement. Upon service of a court order or subpoena properly recorded and signed by a judge or magistrate demanding immediate release or as otherwise required by law, the employee shall be notified of the request and release will be made as required by law or as above. The City Attorney will advise the department in all matters pertaining to the release of information contained in a personnel file.

Employees shall have the right to provide a written response to any written evaluations or disciplinary actions to be included in the personnel file, which, together with the action, will be retained with the action in the personnel file.

Personnel Records Retention:

Records of disciplinary action may be retained in an employee's personnel file for a period of not more than five (5) years. After five years has elapsed, the employee may request in writing the removal of such records which shall be granted unless the employee's personnel record indicates a pattern of similar types of discipline, in which case, all such records may be retained until an additional period of two (2) years has elapsed, during which there has been no further disciplinary action for the same or similar behavior. After two (2) years has elapsed, the employee may request in writing removal of the record of disciplinary action.

Records retained in an employee's department personnel file longer than provided in this section shall not be admissible in any proceedings concerning disciplinary action, provided that the parties retain the right to introduce evidence regarding prior discipline of other employees for the purpose of establishing the consistency or non-consistency of discipline imposed in a case subject to a disciplinary appeal.

7.6 EVALUATIONS

The purpose of evaluation is to help an employee to be successful in performance and to understand the standards and goals of their position and their department. The evaluation will assess and focus on the employee's accomplishment of their job functions and the goals and standards of the position. Where the employee does not meet the above, a plan for correction, training or support should be developed with the employee.

Evaluation may occur in two forms:

7.6.1 All regular employees should be formally evaluated in writing by their immediate supervisor and/or department head or designee during the probationary or trial service period and at least annually (at date of hire or a common date) thereafter.

7.6.2 Additionally, evaluation of job performance may occur at any time and on an ongoing basis. Evaluation may occur in various ways and may include coaching, counseling or written assessment.

The evaluation process shall also include a review of the current job description.

Evaluation shall not, by itself, constitute disciplinary action – disciplinary action must be specifically identified as such, in writing, consistent with Article 7.8.

Employees will be given a copy of the evaluation. Employees will be required to sign the evaluation, acknowledging its receipt. Evaluations are not grievable, however, employees may elect to provide a written response to the evaluation, which will be retained with the evaluation in the employee's personnel file.

7.7 BILL OF RIGHTS

All employees within the bargaining unit shall be entitled to the protection of what shall hereafter be termed as the “Police Officers Bill of Rights.” The wide-ranging powers and duties given to the department and its members involve them in all manner of contacts and relationships with the public. Of these contacts come many questions concerning the actions of members of the force. These questions often require an immediate investigation by superior officers designated by the Chief of Police. In an effort to ensure that these investigations are conducted in a manner, which is conducive to good order and discipline, the following guidelines are promulgated:

7.7.1 Employees shall be informed in writing, of the nature of the investigation, the right to request Union representation, and whether they are a witness or a subject, before any interview of the employee commences. In investigations other than criminal, this will include the name, address, and other information necessary to reasonably apprise them of the allegations of such complaint.

An employee who is identified as a subject, shall be advised in writing a minimum of forty-eight (48) hours prior to the time of the interview, if the interviewer either knows or reasonably should know that the questioning concerns a matter that could lead to criminal charges or misconduct that could be grounds for termination. Employees who are given a forty-eight (48) hour notification may waive that delay by signing a written waiver form, provided that the employee either has Union representation or waives the right to such representation in writing.

7.7.2 Any interview of an employee shall be at a reasonable hour, preferably when the employee is on duty unless the exigencies of the investigation dictate otherwise. Where practicable, interviews shall be scheduled for the daytime.

7.7.3 The interview, which shall not violate the employee’s constitutional rights, shall take place at the Kirkland Police Station facility, except where impractical. The employee shall be afforded the opportunity and facilities to contact and consult privately with an attorney of the employee’s own choosing and/or a representative of the Union. Said attorney and/or representative of the Union may be present during the interview but shall not participate in the interview except to counsel the employee, provided that the Union representative or attorney may participate to the extent permitted by law.

7.7.4 The questioning shall not be overly long, and the employee shall be entitled to such reasonable intermissions as they shall request for personal necessities, meals, telephone calls, and rest periods.

7.7.5 The employee shall not be subjected to any offensive language, nor shall he be threatened with dismissal, transfer, or other disciplinary punishment as a guise to attempt to obtain his resignation, nor shall they be intimidated in any

other manner. No promises or rewards shall be made as an inducement to answer questions.

7.7.6 It shall be unlawful for the City to require any employee covered by this agreement to take or be subjected to any polygraph or any polygraph type of examination as the condition of continued or continuous employment or to avoid any threatened disciplinary action.

7.7.7 At the employee's request, the interview shall be recorded on tape. One copy shall be provided to the Union representative or employee. There shall be no "off-the record" questions. Within three (3) calendar days of the completion of the investigation, and no later than three (3) calendar days prior to a pre-disciplinary hearing, the employee shall be advised of the results of the investigation and the recommended disposition and shall be furnished a complete copy of the investigation report, provided that the Employer is not required to release statements made by persons requesting confidentiality where the request was initiated by such persons and provided further that such confidential statements may not be relied upon to form the basis of discipline. All interviews shall be limited in scope to activities, circumstances, events, conduct or actions which pertain to the incident which is the subject of the investigation. Nothing in this section shall prohibit the Employer from questioning the employee about information which is developed during the course of the interview.

7.7.8 Use of Deadly Force Situations: When an employee, whether on or off duty, uses deadly force which results in the injury or death of a person, or discharges a firearm in which no injury occurs, the employee shall not be required to make a written or recorded statement for twenty-four (24) hours after the incident except that immediately following the incident the employee shall verbally report to a superior a brief summary of the incident and any information necessary to secure evidence, identify witnesses, or apprehend suspects. The affected employee may waive the requirement to wait twenty-four (24) hours. The department and the Union shall mutually agree on designated peer support counselors.

7.7.9 Medical or Psychological Examinations: When there is probable cause to believe that an employee is medically or psychologically unfit to perform his/her duties, the employer may require the employee to undergo a medical or psychological examination in accordance with current standards established by the Washington Association of Sheriffs and Police Chiefs, the International Association of Chiefs of Police, the Americans with Disabilities Act, and other applicable State or Federal laws. Consultations with the City's Employee Assistance Program are not considered medical or psychological examinations.

7.8 DISCIPLINE/CORRECTIVE ACTION

No employee shall, by reason of his employment, be deprived of any rights or freedoms, which are afforded to other citizens of the United States by the State and Federal Constitutions and Washington law.

No employee shall be compelled by the City to give self-incriminating information, either verbal or written, during any criminal investigation when such investigation involves allegations against the employee nor in any internal investigation which could lead to a criminal charge against the employee. Any refusal by an employee to give self-incriminating information under these conditions will not result in the employee's termination, suspension, reprimand, transfer, or any other form of disciplinary action by the City.

The Employer agrees to act in good faith in the discipline, dismissal or demotion of any regular employee and any such discipline, dismissal or demotion shall be made only for just cause.

The parties recognize that just cause requires progressive discipline. Progressive discipline may include:

- oral reprimands, which will be documented;
- written reprimands;
- disciplinary transfer;
- suspension with or without pay;
- demotion; or
- discharge.

The intent of progressive discipline is to assist the employee with performance improvement or to correct misconduct. Progressive discipline shall not apply where the offense requires more serious discipline in the first instance. Both the sequencing and the steps of progressive discipline are determined on a case-by-case basis, given the nature of the problem.

All disciplinary actions shall be clearly identified as such in writing. The employee will be requested to sign the disciplinary action. The employee's signature thereon shall not be construed as admission of guilt or concurrence with the discipline. Employees shall have the right to provide a written response to any written disciplinary action to be included in the personnel file, which, together with the action, will be retained in the personnel file, for so long as the disciplinary action is retained.

A copy of all disciplinary notices shall be provided to the employee before such material is placed in their personnel file. Employees disciplined or discharged shall be entitled to utilize the grievance procedure. If, as a result of the grievance procedure utilization, just cause is not shown, personnel records shall be cleared of reference to the incident, which gave rise to the grievance.

The Employer will notify the Union in writing within three (3) working days after any notice of discharge. The failure to provide such notice shall not affect such discharge but will extend the period within which the affected employee may file a grievance.

The Employer recognizes the right of an employee who reasonably believes that an investigatory interview with a supervisor may result in discipline to request the presence of a Union representative at such an interview. Upon request, the employee shall be afforded a Union representative. The Employer will delay the interview for a reasonable period of time in order to allow a Union representative an opportunity to attend. If a Union representative is not available or delay is not reasonable, the employee may request the presence of a bargaining unit witness. (Weingarten rights)

Employees shall also have a right to a notice and a determination meeting prior to any disciplinary action (except oral reprimands). The Employer must provide a notice and statement in writing to the employee identifying the performance violations or misconduct alleged, a copy of the investigative file as per Article 7.7.7, and a finding of fact and the reasons for the proposed action. The employee shall be given an opportunity to respond to the charges in a meeting with the Employer, and shall have the right to Union representation during that meeting, upon request. (Loudermill rights)

The Employer shall endeavor to correct employee errors or misjudgments in private, with appropriate Union representation if requested by the employee.

Discipline shall be subject to the grievance procedure in this Agreement as to whether or not such action as to any post-probationary employee was for just cause.

ARTICLE 8 – SENIORITY

8.1 DEFINITIONS

Seniority shall be established upon appointment to a regular full-time budgeted position within the bargaining unit.

Bargaining Unit Seniority: the total length of continuous calendar-based service with the Employer and in the bargaining unit.

Employer Seniority: the total length of continuous calendar-based service with the Employer.

Classification Seniority: the total length of continuous calendar-based service within a position and employment type represented by the bargaining unit. Classification seniority shall include all time at a higher ranked classification, for which the employee does not have continuing job rights.

Consistent with Article 14.5, the Employer shall adjust the employee's anniversary date to reflect any period of unpaid leave of thirty (30) continuous days or more. Seniority

shall continue to accrue and the employee's anniversary date shall not be adjusted for periods of legally protected leave, such as FMLA, L&I or military leave adjusted for periods of up to six (6) months (or as otherwise required by USERRA).

8.2 APPLICATION OF SENIORITY

In the event of reassignment, transfer, layoff, or recall, seniority shall be the determining factor where employees are equally qualified to do the job.

Seniority shall be applied in the following manner:

8.2.1 Postings / promotions

In regard to job postings, promotion and reassignment, "qualifications" and/or "ability" will be the primary consideration, with seniority determinative where employees are equally qualified. Qualifications will include the minimum qualifications of education, training and experience as set forth in the job description, as well as the job performance, ability, employment record and contribution to the needs of the department.

When a position becomes vacant, the Employer will make a reasonable effort to fill it.

8.2.2 Layoffs

Total classification seniority shall determine who is to be laid off within the selected classification (affected group). The least senior regular employee(s) within the classification shall be the affected employee(s). In the event of two employees having the same classification seniority, bargaining unit seniority shall be determinative. In the event of two employees having the same bargaining unit seniority, Department seniority shall be determinative.

8.2.3 Bumping

An employee shall be allowed to bump less senior employees (by Department seniority) within the department in lower classifications, in accordance with Article 8.13.2, provided that the employee is "competent" and has the ability to adequately perform the essential functions of the job assignment.

8.2.4 Recall

Seniority shall be determinative in the identification of which employee is to be recalled, when there is more than one on the recall list who is qualified and/or have previously performed a position.

8.3 PROBATIONARY PERIOD

The probationary period for new Lieutenants will be a total of twelve (12) months from the date of promotion, per Article 5.1.

8.4 LOSS OF SENIORITY

An employee will lose seniority rights by and/or upon:

8.4.1 Resignation.

8.4.2 Discharge.

8.4.3 Retirement.

8.4.4 Layoff / Recall list of more than fourteen (14) consecutive months, consistent with Article 8.15.

8.4.5 Medical Reinstatement / Recall list of more than twenty-four (24) consecutive months, consistent with Article 8.15.

8.4.6 Failure to respond to an offer of recall to former or comparable employment.

Employees who are re-employed following the loss of their seniority, shall be deemed a newly-hired employee for all purposes under this Agreement, except if an employee is recalled consistent with Article 8.15 and the time-lines therein, they shall regain the seniority that they had as of their last date of employment.

8.5 LAYOFFS

A layoff is identified as the anticipated and on-going or prolonged reduction in the number of full-time equivalent (FTE) positions within the department or within a job classification covered by this Agreement. A reduction in force in classification may occur for reasons of lack of funds, lack of work, efficiency or reorganization. Reductions in force are identified by classification within the department.

8.6 NOTICE

The Union shall be notified of all proposed layoffs and of positions to which laid off employees may be eligible to bump through the attachment of a current seniority list.

Employees affected / being laid off shall be given written notice of such layoff thirty (30) calendar days prior to the layoff if possible. In no event shall written notice of layoff be less than fourteen (14) calendar days. If the Employer does not provide fourteen (14) calendar days written notice, the employer shall compensate the employee at his or her normal rate of pay for the time between the last day of work and fourteen (14) calendar from the date the employee receives the notice of layoff, in addition to any other compensation due the employee.

The employee shall inform the Employer within five (5) working days of the receipt of the notice of layoff of their intention to exercise bumping rights. When all bumping rights have been acted upon, or when someone has chosen not to act on their bumping right, the employee least senior or the employee choosing not to bump shall be the person

laid off. Only one thirty (30) day notice of layoff is required, irrespective of the number of bumps.

An employee desiring to exercise bumping rights must do so by delivering written notice to the Employer within five (5) working days of receipt of notice of layoff. The written notice must state the proposed position to be bumped.

8.7 MEETING WITH UNION

The Union shall also be notified in writing of any reduction in hours proposed by the Employer, including the purpose, scope, and duration of the proposed reduction.

Upon the Union's request, the Employer and the Union shall meet promptly during the first two (2) weeks of the notice period identified in Article 8.6 to discuss the reasons and the time-lines for the layoff and to review any suggestions concerning possible alternatives to layoff. Union concerns shall be considered by the Employer prior to implementation of any reduction in hours. This procedure shall not preclude the Employer from providing notice to employees or requesting volunteers to take leaves of absence without pay, provided the Employer notifies the Union of the proposed request.

8.8 AFFECTED GROUP

The following procedure shall apply to any layoff:

8.8.1 Affected employees

The Employer shall first determine by job classification the number of employees or FTEs to be affected by the layoff. The employee(s) holding such FTEs, which are subject to layoff, shall be the "affected employee(s)."

The least senior employee within the affected job classification shall be selected for layoff, consistent with Article 8.2.2.

In cases where seniority within a job classification is equal, bargaining unit seniority will be the determining factor. In the event this is also equal, Employer seniority will control. If all of the seniorities are equal, then Management shall make the final decision based on performance and job skills.

8.8.2 Volunteers

Simultaneous with implementing the provisions of the layoff procedure, the Employer may first seek, by a five (5) working day posting process, volunteers for layoff or voluntary resignation from among those employees who work within the same job classification as the affected employees. If there are more volunteers than affected employees, volunteers will be chosen by bargaining unit seniority. Employees who volunteer for layoff may opt for recall rights as described in this article at the time of layoff.

If there are no or insufficient volunteers within the affected job classification, the remaining affected employees who have received notice must choose promptly

(within five (5) full working days of receipt of the Notice) among the layoff options set forth in Article 8.13.

8.8.3 Probationary Employees

If the number of volunteers is not sufficient to meet the announced number of necessary layoffs, and if the affected employee is an initial probationary employee, then that employee shall be laid off and is ineligible to select among layoff options.

8.9 VACANT POSITIONS

Positions will be filled in accordance with Article 8.2 and other sections of this Article.

Within the bargaining unit and the department, affected employees and employees on the recall list shall be given first opportunity for vacant bargaining unit comparable positions prior to outside hiring by the Employer, consistent with Article 8.13.1.

8.10 SENIORITY LIST

The Employer shall update the seniority list and provide it to the Union monthly, consistent with Article 3.3. If a layoff is announced, a current ranked seniority list including job classifications, names, job locations, and FTE or hours per week shall be provided to the Union and posted in the affected department.

8.11 ORDER OF LAYOFF

The least senior employee (by classification seniority) within the affected job classification shall be selected for layoff. No regular employee shall be laid off while another employee in the same classification within the department is employed on a probationary basis.

8.12 COMPARABLE EMPLOYMENT

For purposes of this Article, “comparable employment,” “comparable position” or vacancy shall be defined to include a position which has the same salary pay range and the educational and experience qualifications.

8.13 LAYOFF OPTIONS

Affected employees who have completed their probationary period shall have the following options:

8.13.1 Assume a Vacant Position

On a bargaining unit seniority basis, to assume a vacant position of equal or lesser rank.

8.13.2 Bump

Consistent with Article 8.2.3, laid off employees, including bumped employees, shall be allowed to bump less senior employees (by bargaining unit seniority) within the department in lower classifications.

An employee who has bumped shall move to the highest step of the new range that does not exceed their current salary.

If there is no employee in the next lower classification who is less senior than the person scheduled for layoff, that person may look progressively to the next lower classification for such bumping rights.

The employee who is bumped by the affected employee shall have the same rights under this Article.

8.13.3 Recall

If the affected employee elects not to take a vacant position or elects not to bump, then that employee will be placed on the recall list and will be eligible for recall under Article 8.15.

Nothing contained in this layoff section shall be construed as requiring the Employer to modify its position and classification structure in order to accommodate bumping or other re-employment rights.

Employees bumping to another position shall retain their old anniversary date for purposes of step increases. Persons recalled to the same salary range shall be placed in their former step and time in step.

8.14 REDUCTION HOURS/FTE

An employee will not be subject to an involuntary reduction in their FTE (i.e. less than full-time) absent notice and negotiation of the matter with the Union. If the reduction results in hours less than their budgeted FTE, it will be considered a layoff and the affected employee shall have either the right to bump or go onto the recall list.

8.15 RECALL

Any reference to recall rights and recall lists pertains to both those employees who are laid off or on medical reinstatement, as below:

An employee who has been laid off shall be entitled to recall rights for a period of fourteen (14) months from the effective date of their layoff.

An employee who is placed on the medical reinstatement list shall be entitled to recall rights for a period of twenty-four (24) months from the employee's last date of employment. Recall under this provision requires that the individual has been certified as fit for duty or fit for duty with reasonable accommodation by a medical health care provider statement. The department may, at its own expense, request a second opinion by another health care provider(s) or panel. Should the employee be certified as fit for duty, that employee shall then be considered as laid-off and the provisions of Article 8.17 shall apply. Should that certification occur during the last six (6) months of the twenty-four (24) month period, that employee shall be entitled to recall for a period of six (6) months from the date of that certification.

Employees recalled after the initial fourteen (14) month period shall be subject to the background check process.

If a vacancy occurs in a position, employees on the recall list shall be notified of such vacancies at the employee's address on file with the Human Resources Department. The vacancy will be filled, in accordance with seniority, among current employees and those on the recall list. If employees on the recall list elect not to accept an offer to return to work in the former or a comparable position or fail to respond within seven (7) consecutive days of the offer of recall, they shall be considered to have terminated or abandoned their right to re-employment and relinquished all recall rights. If employees on the recall list elect not to accept an offer of a non-comparable position, they may retain their recall rights for the balance of their recall period.

As long as any employee remains on the recall list, the Employer shall not newly employ by hiring persons into the affected bargaining unit classification(s), within their department, until all qualified employees holding recall rights to that affected classification have been offered recall.

8.16 VACATION & LEAVE CASH OUTS/PAY

Upon separation of employment, an Employee shall be paid for all unused, earned vacation leave, holiday leave and compensatory time, to the extent of established maximums. Sick leave balances at the date of layoff shall be restored upon re-employment with the Employer from the recall list. No sick leave shall accrue during the period of time on the recall list / layoff.

8.17 UNEMPLOYMENT CLAIMS

If laid off employees apply for unemployment compensation benefits, the Employer will not contest the claim and will confirm that the employee was laid off.

ARTICLE 9 – WAGES

9.1 WAGE SCHEDULE

The monthly rate of pay (base wage) is reflected in the following salary schedule chart.

PSEU

Salary Schedule: January 1, 2014 (1.2% Wage Adjustment)

Police Lieutenant	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10
Monthly	7,636	7,882	8,129	8,375	8,621	8,868	9,114	9,360	9,607	9,853

9.1.1 Wage Adjustments

9.1.1.a Effective January 01, 2014, the monthly rate of pay shall be increased by one and two-tenths percent (1.2%) through December 31st, 2014.

9.1.1.b Effective January 01, 2015, the monthly rate of pay shall be increased by two and two-tenths percent (2.2%) through December 31st, 2015.

9.1.1.c Effective January 01, 2016, the monthly rate of pay shall be increased by two and two-tenths percent (2.2%) through December 31st, 2016.

An accreditation premium of 1% shall be applied to the monthly basic wage rate for the duration of the contract.

9.2 HIRE-IN RATES

Due to the unique prerequisite requirements in promotion to the rank of Lieutenant, a successful candidate will start off at Step 9. At the Chief’s discretion, they may advance to Step 10 at a point no later than the completion of the probationary period.

9.3 SPECIALTY PAY

Not applicable to this unit.

9.4 LONGEVITY

Employees shall receive, in addition to their monthly base wage, the following longevity incentive pay based upon their years of service for the Kirkland Police Department:

<u>Years of Service</u>	<u>Monthly Premium</u>
5-10 years	1.5%
11-15 years	3%
16-19 years	5%
20- 24 years	7%
25 years or more	8%

9.5 OUT-OF-CLASS PAY

Assignment to “acting” Chief or “acting” Captain will be made at the sole discretion of the Police Chief. Any work performed out of classification for longer than 30 days will be paid at the higher classification pay rate during the period of assignment, once all prerequisites have been met per the City Administrative Policy 4-33.

9.6 EDUCATION INCENTIVE

Employees with a BA/BS degree and higher from an accredited institution will be eligible for an educational/performance incentive, as set forth below:

Education / Performance Premium

BA/BS Degree	2.5%
Graduate Degree	3.5%

It is the employee's responsibility to have their diploma or transcripts provided from an accredited institution to the department time-keeper in order to be eligible for the Incentive. The Education Incentive shall be added to the monthly rate of pay of the employee's current classification and paid in the same manner, but on alternate pay periods, as the Longevity pay described in Article 9.4.

A "Command School" premium of 3.0% shall be applied to the monthly basic wage rate. The premium will be awarded for each employee upon completion of a command level certification program which is approved by the Chief.

9.7 PHYSICAL FITNESS INCENTIVE

Employees shall be eligible for physical fitness incentives as provided in Appendix B.

9.8 SHIFT DIFFERENTIAL

Not applicable to this unit.

ARTICLE 10 – OTHER COMPENSATION

10.1 STANDBY PAY

Not applicable to this unit.

10.2 CALL-BACK PAY

All employees will respond to call-outs unless extenuating circumstances such as illness or other incapacitation prevent the employee from responding.

10.3 TAKE HOME VEHICLE/MILEAGE REIMBURSEMENT

An essential function of a Lieutenant is to respond to emergencies on a 24/7 basis to critical incidents and assume command as necessary. In order to facilitate this essential function, the Employer agrees to provide each Lieutenant a take home City vehicle. Collisions resulting from the authorized use of a City vehicle by a Lieutenant while responding to an official call of duty will be considered "on duty" for the purposes of L&I and state collision reports.

Lieutenants are allowed use of their take home vehicle during their days off to facilitate a quick response as needed. Unless specifically authorized by the Chief, or if being used on official business, take home vehicles are not allowed outside a thirty (30) mile radius from the City.

Lieutenants may use their take home vehicles to pick up family members while on the way to or from work as long as the stops do not deviate significantly from the normal route or distance to and from work or take them outside of a thirty (30) mile radius.

Lieutenants attending work related training, conferences, ceremonies, memorials, or other work related travel are allowed to have family members accompany them in their take home vehicles.

Examples of prohibited use of a take home vehicle include:

- a. Family outings;
- b. Loans to immediate family, friends, relatives, or any other non-Departmental person;
- c. Any form of illegal activity;
- d. Political campaigns, including use of the vehicle in parades or any other form of political sponsorship of a candidate.
- e. Personal use, as defined by the federal tax code.

Care, maintenance, insurance, and fuel for take home vehicles will be the responsibility of the Employer.

All bargaining unit employees who are required to use their own vehicles for Employer business shall be reimbursed at the mileage rate set by the current policy for all miles driven on such business.

10.4 CLOTHING AND EQUIPMENT

The Employer shall provide necessary uniforms and equipment. Lieutenants are required to perform both uniform and non-uniform work. Lieutenants shall be provided an annual allowance for clothing of not less than three hundred dollars (\$300) every six months. The clothing allowance shall be reflected as taxable income.

The Employer shall provide for the cleaning of uniforms and non-uniform work wear for Lieutenants. The provisions for the cleaning of street clothing and/or clothing excluding uniforms, shall be taxable to the employee in accordance with IRS rules.

In addition, the Employer agrees to replace or repair equipment or clothing belonging to the employee, which is damaged in the line of duty. Equipment or clothing shall be construed to mean items owned by the employee, which are required to perform their duties. To be considered for repair or replacement, equipment or clothing damaged in the line of duty must be submitted to the employee's supervisor no later than the end of the Employee's next regular duty day, along with a written report and documentation to support the cost of the damaged item.

No Lieutenant shall be required to work without a firearm unless mutually agreed to the contrary.

ARTICLE 11 – HOLIDAYS

11.1 HOLIDAYS

Lieutenants shall receive the following holidays:

New Year's Day	January 1
Martin Luther King Day	Third Monday in January
President's Day	Third Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4
Labor Day	First Monday in September
Veteran's Day	November 11
Thanksgiving Day	Fourth Thursday in November
½ Day Christmas Eve	Last working day before December 2
Day after Thanksgiving	Fourth Friday in November
Christmas Day	December 25
½ Day New Year's Eve	Last working day before January 1
One Floating Holiday	At employee's choice
Community Service Day	At employee's choice

11.2 HOLIDAY ELIGIBILITY

An employee must be employed for six (6) consecutive months in order to be eligible for their floating holiday. In selecting the Floating Holiday, the employee's choice will be granted, provided that prior approval is given by the immediate supervisor or the Division Commander. The Floating Holiday must be taken during the calendar year, or entitlement to the day will be forfeited.

Utilization of the Community Service Day shall be for purposes of participation and volunteering for legitimate non-profit organizations, community service organizations or public agencies. Authorization and scheduling shall be in accordance with the same procedures as a Floating Holiday.

11.3 HOLIDAY OBSERVANCE

Employees will observe the Holiday on the day the City observes the respective Holiday.

11.4 HOLIDAY ON DAY OFF

An employee who does not work on a holiday which occurs on a scheduled day off, or is unable to utilize holiday hours due to the necessity of having to work on a holiday, shall receive the holiday leave time in their leave bank. Such holiday hours / leave banks may be carried over to the following calendar year, not to exceed one hundred twenty (120) hours.

11.5 HOLIDAY COMPENSATION

Lieutenants who are assigned by a superior ranking officer to work on a holiday shall be eligible for compensatory time-off at one and one-half (1 ½) times the employee's hourly

rate for the number of hours actually worked on the specified holiday. The Holiday leave will be replaced in the Employee's bank.

ARTICLE 12 – VACATION

12.1 VACATION ACCRUAL

Each regular full-time employee shall accrue vacation leave at the rate of one-half (1/12) of annual vacation per month of service, based on the following schedule:

<u>Years of Employment</u>	<u>Annual Vacation (Working Hours)</u>
1st year of employment	104 hours
2 – 3 – 4 years	104 hours
5 – 6 – 7 years	128 hours
8 – 9 – 10 years	136 hours
11 – 12 – 13 years	144 hours
14 – 15 – 16 years	160 hours
17 – 18 – 19 years	176 hours
20th year and beyond	192 hours

Vacation leave cannot be accrued during any leave without pay, but such leave shall not be considered an interruption of consecutive years of employment for the purpose of determining entitlement to additional vacation days under the foregoing schedule.

Vacation leave shall not be accumulated in excess of two hundred eighty-eight (288) hours within a calendar year without the express prior written authorization of the City Manager or his/her or her designee. No more than two hundred eighty-eight (288) hours may be carried over from one calendar year to the next except as provided in Section 11.4.

Requests to the City Manager or designee for exceptions shall be for a specific number of hours to be used for a specific purpose and to be taken by a specific date. Accrued unused vacation leave shall not, under any circumstance, exceed three hundred twenty (320) hours.

Employees are encouraged to utilize Vacation for appropriate time off and manage vacation requests throughout the year. Any vacation leave accrued in excess of the maximums shall be forfeited and shall not form the basis for any additional compensation. Upon termination of employment for any reason, no payment for vacation accumulation shall exceed two hundred forty (240) hours.

Earned vacation leave may be taken at any time during a period of illness after expiration of sick leave. Taking leave without pay in any month shall result in pro-ration of vacation accruals for that month, calculated upon actual hours worked as a percentage of the total hours of the pay period.

Vacations will be scheduled with review and approval by the Chief or Captain at a time that will cause minimum interference with the operations of the City and Department.

12.2 VACATION UPON TERMINATION

Upon separation of employment, an Employee shall be paid for all unused, earned vacation leave up to established maximums. As an option, the Union may annually elect to have the vacation leave cash-out contributed on behalf of the employee to the Retiree Medical Account as set forth in Article 13.2.

In no case will an employee be paid for accrued vacation upon separation if he/she has been employed by the City for less than twelve (12) consecutive months.

ARTICLE 13 – SICK LEAVE

13.1 SICK LEAVE ACCRUAL

After completion of the one-year probationary period, new employee's sick leave with pay shall accrue at the rate of eight (8) hours of leave for each full calendar month of the employee's service, and any such leave accrued in any year shall be accumulative for succeeding years to a maximum of 960 hours.

13.2 SICK LEAVE USAGE

Sick leave shall be available to employees after they have worked for a minimum of thirty (30) consecutive calendar days after the most recent date of hire.

Consistent with the confidentiality provisions of the Americans with Disabilities Act, and upon good cause, a doctor's report may be required for such leaves of three (3) shifts or more and may be required for shorter periods.

Contributions on behalf of each eligible employee shall be based on sick leave cash-outs upon retirement. Eligibility is limited to employees who retire from service with leave cash-out rights during the term of the collective bargaining agreement. Employer contributions shall include the cash-out value of the employee's sick leave balance as described below.

Conversion of Accrued Sick Leave cash out to Retiree Medical Account: Upon normal or disability retirement from the City, the employer shall make contributions into an Employee Benefit Trust, to be established, in an amount equal to fifty percent (50%) of the cash value of employee's accrued sick leave balance at the time of retirement (accrued sick leave hours x regular rate of pay x fifty percent (50%) and shall not exceed Eleven Thousand Dollars (\$11,000). The trust fund will be established in accordance with applicable federal and state laws, and the City shall contribute the monies on a pre-tax basis. The monies contributed to the trust fund shall only be used for retiree insurance premiums or health service expenses. The City will also contribute \$75.00 per month to each individual member's Retiree Medical Account for calendar year 2015.

Beginning January, 2016, the City will contribute \$50.00 per month to each individual member's Retiree Medical Account.

Contributions on behalf of each eligible employee may also be based upon vacation leave cash-outs upon retirement. Eligibility is limited to employees who retire from service with leave cash-out rights. The Union shall inform the Employer no later than November 1st of each year if vacation leave cash-outs are to be contributed on behalf of the employee to the Retiree Medical Account, or will be included as a cash-out on their final paycheck from the Employer. The Union election is binding for all employees within the bargaining unit who retire during that calendar year.

For the purpose of this Article, retirement shall be defined as either normal service retirement or voluntary termination in good standing after twenty (20) years of continuous service with the Kirkland Police Department.

13.3 SHARED LEAVE

The Employer may permit an employee to receive vacation consistent with the current Shared Leave policy.

13.4 COORDINATION – WORKERS' COMPENSATION

Workers' Compensation Supplement (LEOFF II). The City will provide a disability leave supplement for LEOFF II employees injured in the line of duty when such injury is directly related to the inherent dangers associated with employment in law enforcement. The supplement shall go into effect when an employee becomes eligible for State workers' compensation benefits and shall equal the difference between the State workers' compensation monthly payment and the employee's base monthly salary. This pay supplement shall continue as long as the employee is off work and receiving workers' compensation benefits.

In no event, shall the combination of Workers' Compensation, long term disability benefit, and this Workers' Compensation supplement exceed one hundred percent (100%) of the employee's regular salary.

While the Workers' Comp Supplement is governed by rules established and administered by DRS, employees are advised of the following current DRS practices, which are subject to change by DRS:

During the first 48 hours of disability leave, the wages are reported as L & I sixty percent (60%) and Sick Leave forty percent (40%). For the next six months, disability time is reported as L & I (60%), Sick Leave twenty percent (20%) and Supplementary Disability twenty percent (20%) as per RCW 41.04.510. The remaining disability time is reported as L & I (60%), Sick Leave (40%). Once accrued leave has been exhausted, the employee's obligation to turn Worker's Compensation checks over to the City shall cease and the City's obligation of salary to the employee shall be discontinued until the employee is released by the treating physician as fit for duty.

Time-loss payment from L & I are not subject to federal income or Social Security taxes. The Department of Retirement Systems considers eighty percent 80% (L & I payment and supplemental disability) of your time not reportable hours for service credits. Employees have the option to request the reestablishment of these service credits by submitting a written request to DRS.

13.5 FAMILY MEMBER

Sick leave may be utilized as above for illness in the immediate family requiring the employee's attendance.

Immediate family shall be defined as persons related by blood, marriage, or legal adoption in the degree of relationship of grandparent, parent, wife, husband, brother, sister, child, grandchild, or domestic partner (as defined by Employer Policy), and other persons with the approval of the City Manager or designee.

ARTICLE 14 – LEAVES OF ABSENCE

14.1 IN GENERAL

Leave of absence requests shall not be unreasonably denied. All leaves are to be requested in writing as far in advance as possible.

Leave of Absence shall be governed by existing City policies.

As appropriate for the type of leave requested, paid leave accruals will be utilized prior to unpaid leave, unless otherwise provided for in this Agreement.

Leave does not accrue nor may it be used until the first day of the pay period in which it is earned (no "negative" leave use during the period in which it is earned).

14.2 JURY DUTY/COURT

An employee who is required to serve on Jury duty shall be authorized leave with pay. Any amount received from the court for such service shall be re-paid to the employer.

14.3 MILITARY LEAVE

All regular employees shall be allowed military leave as required by RCW 38.40.060 and as interpreted by the Court. This provides for twenty-one (21) working days of military leave per year (October 1 through September 30).

14.4 BEREAVEMENT

Employees shall be entitled to five (5) days Bereavement Leave without loss of compensation upon the death of a member of the Employee's immediate family. For the purposes of this contract, immediate family shall be defined as stipulated in Article 13.5. Additional time off as may be required for travel or other circumstances may be granted if approved in advance by the employer. Such additional time shall be deducted from an accrued leave of the employee's choice.

14.5 MAINTENANCE OF SENIORITY

The Employer shall adjust the employee's anniversary date to reflect any period of unpaid leave of thirty (30) continuous days or more. Seniority shall continue to accrue and the employee's anniversary date shall not be adjusted for periods of legally protected leave, such as FMLA or military leave.

14.6 LEAVE WITHOUT PAY

Unpaid Leave of Absence shall be governed by existing City policies.

14.7 FAMILY LEAVE FMLA

Family Medical leave will be allowed consistent with State and Federal law and with existing City policies.

Under the terms of the Family and Medical Leave Act of 1993 (FMLA) and the state law, upon the completion of one (1) year of employment, any employee who has worked at least one thousand two hundred and fifty (1250) hours during the prior twelve (12) months shall be entitled to up to twelve (12) weeks of leave per rolling year for the birth, adoption or placement of a foster child; to care for a spouse or immediate family member with a serious health condition; or when the employee is unable to work due to a serious health condition. For purposes of this Article, the definition of "immediate family" will be found in Article 13.5.

The Employer shall maintain the employee's health benefits during this leave. If the employee fails to return from leave for any reason other than the medical condition initially qualifying for the FMLA absence, the Employer may recover from the employee the insurance premiums paid during any period of unpaid leave.

If a leave qualifies under both federal and state law, the leave shall run concurrently. Ordinarily, the employee must provide thirty (30) days written advance notice to the Employer when the leave is foreseeable. The employee should report qualifying events as soon as known and practicable.

The combination of FMLA and other types of leave(s) is not precluded and, in fact, leave utilizations are to be concurrent, with the intent that appropriate paid accruals are to be utilized first, consistent with other Articles of this Agreement. The Employee may elect to retain up to forty (40) hours of sick leave and up to forty (40) hours of vacation (prorated by their FTE) for use upon return to work, consistent with the process identified in the personnel policy. Upon the employee's election, any accrued comp time may be utilized prior to any period of unpaid leave.

14.8 MATERNITY LEAVE

Consistent with WAC 162-30-020, the Employer will grant a leave of absence for a period of temporary disability because of pregnancy or childbirth. This may be in addition to the leave entitlements of FMLA. This leave provides female employees with the right to a leave of absence equivalent to the disability phase of pregnancy and

childbirth. There is no eligibility requirement, however the Employer has no obligation to pay for health insurance benefits while on this leave (unless utilized concurrent with FMLA).

Leave for temporary disability due to pregnancy or childbirth will be medically verifiable. There is no limit to the length of the disability phase, except for the right for medical verification and the right of second opinion at the employer's expense. At the end of the disability leave, the employee is entitled to return to the same job or a similar job of at least the same pay. Employees must use their accrued vacation and sick leave, if any, during the leave period and, at their election, any accrued comp time, consistent with the retention provision as provided in Article 14.7. Once this paid leave is exhausted, the employee's leave may be switched over to unpaid leave.

14.9 INCLEMENT WEATHER

Employee rights and responsibilities during severe weather and emergency or disaster conditions are covered by the current Inclement Weather Policy of the Employer. The goal shall be to continue to provide essential Employer services, consistent with public and employee safety and emergency operations priorities. Law enforcement is critical to these essential services and the expectation is that employees will report to duty as scheduled.

ARTICLE 15 – HEALTH & WELFARE

15.1 MAINTENANCE OF BENEFITS

Medical Insurance - The Employer shall self-insure medical benefits. The Employer will offer a self-insured High Deductible Health Plan (HDHP) administered by First Choice (or its equivalent) with coverages illustrated in Appendix C. The Employer will also offer a fully-insured HMO option through Group Health (or its equivalent). During the duration of this agreement the Employer shall make every effort maintain substantially equivalent benefits at a reasonable cost.

PSEU shall take part in and have an appointed representative on the Health and Welfare Benefits Committee. The purpose of the Committee is to monitor and evaluate the benefits costs and the plan designs.

The Benefits Committee representative shall have no authority to negotiate on behalf of PSEU any changes to be scheduled or content of benefit plans. The Employer shall continue with collective bargaining obligations with PSEU, as currently exist under law for any such changes.

Participation in benefits shall be consistent with Article 15.2 of this Agreement.

15.2 HEALTH AND LIFE INSURANCE

Medical Insurance - The Employer shall pay each month one hundred percent (100%) of the premium necessary for the purchase of Employee coverage and one hundred percent

(100%) of the premium necessary for the purchase of dependent coverage under the City of Kirkland High Deductible Health Plan, Group Health Plan, or their equivalent for each Employee of the bargaining unit.

Dental and Vision - The Employer shall pay each month one hundred percent (100%) of the premium necessary for the purchase of Employee coverage and one hundred percent (100%) of the premium necessary for the purchase of dependent coverage under Washington Dental Services, Willamette Dental, and Vision Service Plan or their equivalent.

The Employer shall pay each month one hundred percent (100%) of the premium necessary for the purchase of Employee term life insurance coverage that has a policy value of two (2) times the annual base rate of pay of the Employee, up to a guaranteed issue amount of two hundred and fifty thousand (\$250,000). The Employee is responsible for any taxes associated with this benefit.

In the event an Employee is killed in the course of his/her official duty, the City agrees to continue to provide existing medical and dental coverage to the surviving dependents for a period of one (1) year or until re-marriage of the surviving spouse occurs, whichever occurs first.

15.3 FLEXIBLE SPENDING ACCOUNT – FSA

The Employer participates in a special program under the provisions of IRS Section 125. Employees may voluntarily elect to participate in the reimbursement program to pay medical or dependent care expenses with pre-tax dollars. The Employer makes no contribution, makes no assurance of ongoing participation and assumes no liability for claims or benefits. The City and the Union agree to reevaluate this benefit pending Cadillac Tax liability in the future.

Contributions to the flexible spending account can be made by the employee as a payroll deduction subject to the rules and limitations contained within the Internal Revenue Code.

15.4 RETIREMENT

Pensions for employees and contributions to pension funds will be governed by the Washington State Statutes in relation thereto in existence at the time.

15.5 HEALTH REIMBURSEMENT ACCOUNT – HRA (VEBA)

The Employer will make contributions to a HRA in the amount of \$1,200/year for employee only coverage or \$2,400/year for family coverage if the Employee enrolls in the City of Kirkland HDHP. These contributions are in addition to those in Article 13.2 and neither contribution requires participation in wellness activities. Contributions to the HRA (VEBA) will be made by the Employer (as outlined in Appendix D) and are subject to the rules and limitations contained within the Internal Revenue Code.

15.6 EMPLOYEE HEALTH CENTER

The Employer will contract with a vendor of their choosing to open and operate an Employee Health Center. The Health Center will be open to employees, their spouses/domestic partners, and children over two years of age who are covered under the Employer's Medical Plan. Services provided at the Health Center, per the contract with the vendor, will be at no cost to the employee. The Employer has full discretion to negotiate with the vendor on services provided, hours of operation, staffing, covered prescriptions, location, and all other stipulations in the contract with the vendor. The Employer reserves the right to terminate the contract with the vendor and discontinue offering this benefit to Employees and their dependents at any time. If, during the term of the Agreement such termination should take place, either party may re-open Article 15 for bargaining.

15.7 PROFESSIONAL HEALTH SERVICES

The Employer will contract with a vendor of their choosing to provide Professional Health Services. The Professional Health Services vendor will be open to Employees, their spouses/domestic partners and children who are covered under the Employer's First Choice HDHP. Services provided by Professional Health Services, per the contract with the vendor, will be at no cost to the employee. The Employer has full discretion to negotiate with the vendor on services provided and all other stipulations in the contract with the vendor. The Employer reserves the right to terminate the contract with the vendor and discontinue offering this benefit to Employees and their dependents at any time.

ARTICLE 16 – TRAINING

16.1 TRAINING

Compensation associated with training or representation of the Employer on official business shall be consistent with the current policy and the Fair Labor Standards Act (FLSA) and WAC 296-128-500. Reimbursement of associated costs shall be consistent with City Policy.

ARTICLE 17 – LABOR/MANAGEMENT COMMITTEES

17.1 PURPOSE AND COMPOSITION OF COMMITTEES

The Executive Employee Relations Committee shall meet as needed at the request of either party, provided that five (5) working days notice of the meeting is given to discuss and resolve issues of continuing importance to the Union and/or Employer.

17.2 COMPENSATION

All meeting time spent by members of the joint Labor-Management Committee will be considered time worked if during duty hours and will be paid at the appropriate regular rate of pay.

ARTICLE 18 – HEALTH & SAFETY

18.1 SAFE WORKPLACE

The Employer is responsible for maintaining a safe and healthful workplace. The Employer shall comply with all federal, state, and local laws applicable to the safety and health of its employees.

Recognizing that danger is an inherent aspect of law enforcement work, Employees who have a reasonable basis for believing the assignment would constitute a danger to their health and safety, should report the concern. The employee shall immediately contact a supervisor who shall make a final determination with regard to safety. No directive shall be delayed pending such determination.

All on-the-job injuries, no matter how slight, must be reported. Employees must immediately notify their supervisor if they are unable to work because of a work-related injury or illness.

18.2 HEALTH & SAFETY PLAN

The Employer shall develop and follow written policies and procedures to deal with on-the-job safety and shall have effective safety and accident prevention plans in conformance with state (WAC 296-800) and federal laws.

18.3 DRUG FREE WORKPLACE

The City and the Union agree to abide by the City of Kirkland Police Department Substance Abuse Policy that is attached as Appendix A.

18.4 WORKPLACE VIOLENCE

The employer is committed to employee health and safety. Workplace violence, including threats of violence by or against a City employee, will not be tolerated and should be immediately reported whether or not physical injury occurs, except those in the course and performance of law enforcement duties.

ARTICLE 19 – GRIEVANCE PROCEDURE

19.1 GRIEVANCE DEFINED

A grievance means a claim or dispute by a grieved employee, group of grieved employees, or the Union Executive Board with respect to the interpretation or application of the provisions of this agreement.

19.1.1 Reference to days in this Article shall refer to calendar days.

A grievance means a claim or dispute by an employee, the Union, or the Employer with respect to the interpretation or application of the provisions of this agreement.

19.2 GRIEVANCE PROCEDURE

In the event that an employee believes that the City is operating in violation of this agreement, the employee shall notify his/her immediate supervisor in writing within fourteen (14) business days after the employee first becomes aware or reasonably should have become aware of the violation. This notification must be signed by the employee and must state the issue, section of the agreement violated, facts giving rise to the grievance and remedy sought. This notification will be forwarded through the chain of command to the level of authority capable of addressing and correcting the violation. An Employer grievance may be initiated at this step and follows the same timelines.

It is agreed that filing with a court of law or taking a matter to a hearing before the Civil Service Commission constitutes an election of remedies and a waiver of any duty arising under this agreement to enter into binding arbitration. Similarly, upon the subsequent filing of an action as described above, a grievance, previously filed, shall be deemed withdrawn.

Step 1: The City shall respond in writing within fourteen (14) business days advising the employee what action, if any, will be taken to correct the alleged violation. If the action taken by the City corrects the alleged violation to the satisfaction of the presenting party, the grievance shall be deemed resolved. In the event the employee does not feel the alleged violation has been corrected to their satisfaction, the employee shall proceed to the next step within seven (7) business days.

Step 2: Upon receiving a written grievance from an employee or the Union, the Chief of Police shall attempt to resolve the grievance within fourteen (14) days. If the Chief of Police is unable to resolve the grievance to the satisfaction of the presenting party(s), the presenting party shall be notified in writing. In the event the presenting party(s) does not feel the alleged violation has been corrected to their satisfaction, notice may be given and the grievance shall proceed to Step 3 within seven (7) days.

Step 3: Upon receiving a written grievance, the City Manager or designee shall attempt to resolve it within thirty (30) days. If the grievance is not resolved by the City Manager or designee, the presenting party(s) will be notified in writing. In the event the Union, does not feel the alleged violation has been corrected to their satisfaction, the grievance may, within thirty (30) calendar days, be referred to arbitration.

Binding Arbitration: If agreement cannot be reached as to the arbitrator within fourteen (14) days of notice of the desire to proceed, the parties shall jointly request the American Arbitration Association to provide a panel of eleven (11) arbitrators from which the parties may select one. The representatives of the Employer and the Union shall alternately eliminate the name of one person from the list until only one name remains. The person whose name was not eliminated shall be the arbitrator. It shall be the function of the arbitrator to hold a hearing at

which the parties may submit their cases concerning the grievance. The arbitrator shall render their decision based on the interpretation and application of the provisions of this agreement within thirty (30) days after such hearing. The decision shall not add to, modify, or delete any provision of the agreement; and it shall be final and binding upon both parties to the grievance provided the decision does not involve action by the Employer, which is beyond its jurisdiction. The expenses of the arbitration hearing shall be borne equally by the Employer and the Union. Each party shall be completely responsible for all costs of preparing and presenting its own case, including compensating its own representatives and witnesses. If either party desires a record of the proceedings, it shall solely bear the cost of producing such a record.

19.3 UNION/EMPLOYER GRIEVANCE

Either the Union or the Employer may initiate a grievance.

The Employer may not grieve the acts of individual employees, but rather, only orchestrated acts or actions of authorized representatives believed to be in conflict with this Agreement. An Employer grievance will not be subject to Arbitration and may only go to mediation upon mutual agreement.

Such grievances may be referred to mediation services by mutual agreement prior to Arbitration.

19.4 SCHEDULE OF MEETINGS

Consistent with Article 4.8, grievance investigations and meetings on duty time shall be subject to prior notice and approval. If authorization cannot be immediately granted, the Employer will arrange to allow investigation of the grievance at the earliest possible time.

ARTICLE 20 – NO STRIKE / NO LOCKOUT

20.1 NO STRIKE / NO LOCKOUT

It is understood and agreed that the services performed by City employees included in this Agreement are essential to the public health, safety, and welfare. Therefore, the employees agree that there shall be no strikes, slowdowns, or stoppage of work, or any interference with the efficient operation of the Police Department. Violation of this Article shall subject the employee to disciplinary action or discharge.

The Employer shall not lockout any employee during the life of this Agreement.

ARTICLE 21 – MANAGEMENT RIGHTS AND RESPONSIBILITIES

21.1 MANAGEMENT RIGHTS AND RESPONSIBILITIES

The Union recognizes that the Employer retains the exclusive rights and responsibilities to operate and manage the business of the City, to direct, control and schedule its

operations and workforce and to make any decisions affecting the City. Such prerogatives shall include, but not be limited to, the sole and exclusive rights and responsibilities to: recruit; hire; promote, lay-off, assign, classify, reclassify, evaluate, transfer; discharge and discipline employees; select and determine the number of its employees, including the number assigned to any particular work; increase or decrease that number; direct and schedule the work-force; determine the location and type of operations; determine and schedule when reasonable overtime shall be worked (schedule and require reasonable overtime work); install or move equipment; determine the work duties of employees; promulgate, modify, post and enforce policies, procedures, rules and regulations governing the conduct and acts of employees during working hours; select supervisory and managerial employees; train employees; create or eliminate jobs; relieve employees because of lack of work, retirement, or for other legitimate reasons; discontinue or reorganize or combine any department or branch of operations with any consequent reduction or other change in the working force; or relocate bargaining unit work; introduce new and improved methods of operation or facilities, regardless of whether or not such may cause a reduction in the working force; establish work performance levels and standards of performance for the employees; and in all respects carry out, in addition, the ordinary and customary functions of management, except as specifically expressed in the terms of this Agreement.

21.2 INSURANCE

Consistent with existing Kirkland Municipal Code provisions, the City shall secure and maintain with responsible insurers such false arrest, malicious prosecution and liability insurance as is customarily maintained by public bodies with respect to the operation of police departments, all to the extent that such insurance can be secured and maintained at reasonable costs. The coverage to be so provided shall, to the extent available, be substantially equal to such coverage provided by the City immediately prior to the effective date of this agreement.

Such insurance shall include coverage for punitive damage awards made against an officer resulting from conduct found to be within his or her scope of duty or, the City may self-insure. Should a damage award result from conduct found to be outside the officer's scope of duty, including but not limited to punitive damages, the City and its insurer will not be responsible for payment of that award. Each allegation or cause of action for conduct complained of will be analyzed separately in determining whether the conduct was within or outside the officer's scope of duty for the purposes of this Article. A determination by the City Manager that conduct was outside of the officer's scope of duties is final but may be reviewed only by an action in King County Superior Court.

ARTICLE 22 – GENERAL PROVISIONS

22.1 SAVINGS CLAUSE

Nothing in this agreement is intended to, nor shall be deemed to be in conflict with RCW 41.12 (Civil Service for City Police), and the Kirkland Civil Service Commission Rules and Regulations. Nothing herein shall be construed to be a waiver of the Union's right to

engage in collective bargaining or to affect the enforceability of any provisions of this contract. In prescribing policies and procedures relating to personnel and practices, and to the conditions of employment, the Employer will comply with State law to negotiate over mandatory subjects of bargaining.

If any provision of this agreement shall be held invalid by operation of law, or any tribunal of competent jurisdiction, or if compliance or enforcement of any provision should be restrained by such tribunal pending final determination as to its validity, the remainder of this agreement shall not be invalid and will remain in full force and effect. Provided that should either party so request, the parties shall enter into immediate collective bargaining negotiations for the purpose of arriving at a mutually satisfactory replacement of such invalid provision.

ARTICLE 23 – ENTIRE AGREEMENT

23.1 DURATION CLAUSE

Except as otherwise stated herein, this agreement shall become effective on signature by both parties but not earlier than January 1, 2014 and will carry through December 31, 2016. In the event negotiations for a new agreement have not been completed by the termination date of this agreement, the provisions contained in this agreement shall remain in effect until the conclusion of the negotiations for a new agreement.

23.2 ENTIRE AGREEMENT

This agreement expressed herein in writing constitutes the entire agreement between the parties, and there shall be no amendments, except in writing and with the agreement of both parties.

SIGNATURES

Dated this _____ day of _____, 2015

CITY OF KIRKLAND;

PSEU #519;

By: _____
Kurt Triplett, City Manager

By: _____
PSEU Representative

Date: _____

Date: _____

APPROVED AS TO FORM:

Robin Jenkinson, City Attorney

Date: _____

**Appendix “A”
to the
AGREEMENT
by and between**

**City of Kirkland
and
PUBLIC SAFETY
EMPLOYEES UNION
519
KIRKLAND POLICE
LIEUTENANTS UNION**

SUBSTANCE ABUSE POLICY

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**POLICIES AND PROCEDURES FOR
DRUG/ALCOHOL TESTING AND TREATMENT**

These policies and procedures have been agreed to by the parties and shall become a part of the current labor agreement between the City of Kirkland and PSEU # 519. All applicable articles of the contract shall apply to these policies and procedures.

A. PURPOSE

The City of Kirkland recognizes that employees are our most valued resource. The goal of this policy is to ensure a substance abuse free workplace providing prevention, training and rehabilitation for employees. In order to protect the health, welfare, and safety of its employees, and the citizens whom they serve, the following policy regarding substance abuse in the work place is adopted.

B. POLICY

1. It is the policy of the City of Kirkland to provide an alcohol and drug-free workplace for its employees.
2. The City's philosophy on substance abuse is to emphasize prevention, training, rehabilitation, and recovery from substance abuse. Counseling and support will be made available through an Employee Assistance Program, and the employees' right to privacy will be respected at all times.
3. It is the responsibility of the City and the Union to preserve and protect public trust, public safety, and fitness for duty.
4. It is the responsibility of all employees to report for duty and be able to perform their jobs safely and effectively, unimpaired by drugs, alcohol, or any other intoxicating substance.
5. The possession, manufacture, use, distribution, or sale of alcohol, unlawful drugs or drug paraphernalia on City premises or while on duty is prohibited.

C. APPLICABILITY

This policy applies to all bargaining unit employees through the rank of Sergeant.

D. DEFINITIONS

For purposes of this policy, the following terms have the meanings indicated:

1. Alcohol use means the consumption of any beverage, mixture, or preparation, including any medication, containing alcohol.

2. Conviction means a finding of guilt (including a plea of nolo contendere) or imposition of sentence, or both, by any judicial body charged with the responsibility to determine violations of Federal, State, or City drug laws.
3. Counseling means participation in a substance abuse treatment or rehabilitation program provided through the City of Kirkland's Employee Assistance Program (EAP).
4. Criminal drug statute means a criminal law involving the manufacture, distribution, dispensing, use, or possession of any controlled substance.
5. Medical Review Officer (MRO) is a licensed physician selected by joint agreement between the parties to receive positive drug test results from the laboratory, analyze and interpret the results, and report to the employer those results as outlined in Section I of this policy.
6. Prohibited Substances are those substances, whose dissemination is regulated by law, including, but not limited to narcotics, depressants, stimulants, hallucinogens, cannabis, and alcohol. For the purpose of this policy, substances that require a prescription or other written approval from a licensed health care provider or dentist for their use shall also be included when used other than as prescribed. The drugs and/or their metabolites that are included in these categories are as follows:
 - a) marijuana
 - b) cocaine
 - c) opium or opiates
 - d) phencyclidine (PCP)
 - e) amphetamines
 - f) or methamphetamines
7. Reasonable suspicion means facts and circumstances sufficiently strong to lead a reasonable person to suspect that the employee is under the influence of drugs and/or alcohol which is corroborated by a second individual other than the designated Union representative.
8. Representation mean Employee's right to Union or legal representation at testing sites and at any subsequent disciplinary action related to implementation of substance abuse procedures.
9. Substance abuse means the use of a substance, including medically authorized drugs other than as prescribed for the user, which impairs job performance or poses a hazard to the safety and welfare of the employee, the public or other employees.

10. Substance Abuse Professional (SAP) is a licensed physician, psychologist, social worker, employee assistance professional, or addiction counselor certified by the National Association of Alcoholism and Drug Abuse Counselors Certification Commission with knowledge of and clinical experience in the diagnosis and treatment of drug and alcohol-related disorders.
11. Unreasonable delay means a delay of the testing procedure for a period of time, as defined by the collection site or laboratory personnel, which would render the test useless or inaccurate.

E. EDUCATION

Pursuant to the provisions of the Drug-Free Workplace Act of 1988, the City will establish an education and training program to assist employees to understand and avoid the perils of drug and alcohol abuse. The City will use this program in an ongoing educational effort to prevent and eliminate drug and alcohol abuse that may affect the workplace.

The City's program will inform employees about:

- a) The dangers of drug and alcohol abuse in the workplace;
- b) The City's policy of maintaining a drug- and alcohol-free workplace;
- c) The availability of drug and alcohol treatment, counseling and rehabilitation programs; and
- d) The penalties that may be imposed upon employees for drug and alcohol abuse violations.

As part of its program, the City shall provide educational materials that explain the City's philosophy regarding drug and alcohol use, requirements of applicable regulations, and the City's Substance Abuse policy and procedures. Employees shall be provided with information concerning:

- a) The effects of alcohol and drug use on an individual's health, work and personal life;
- b) Signs and symptoms of an alcohol or drug problem; and
- c) Available methods of intervening when an alcohol or drug problem is suspected, including confrontation and/or referral to management.

In addition to the training above, the City shall provide training to supervisors who may be asked to determine whether reasonable suspicion exists to require an employee to undergo drug and/or alcohol testing. The supervisory training shall include training on alcohol abuse and drug use. This training shall cover the physical, behavioral, speech, and performance indicators of probable alcohol abuse and drug use. Supervisors who have not received the initial training described above will not be asked to determine whether reasonable suspicion exists to initiate drug/alcohol testing. However, these supervisors

may request another supervisor who has undergone this training to make the determination

F. EMPLOYEE RIGHTS AND RESPONSIBILITIES

1. The City shall not require an employee to undergo a drug and/or alcohol test unless there is reasonable suspicion to indicate the employee is under the influence of a substance which causes the employee to pose a hazard to the safety of the employee, the public, or other employees. However, an employee may be required to undergo a re-examination drug and/or alcohol test as provided in Section J.2. of this policy.
2. It is the employee's responsibility to report for duty, able to perform his/her job safely and effectively, unimpaired by drugs, alcohol, or any other intoxicating substance.
3. Employees are responsible for:
 - a) Obtaining from their health care provider adequate information about the effects of prescription medication on job performance; and
 - b) Promptly notifying his/her supervisor of same; OR
 - c) Promptly notifying his/her supervisor of the effects on job performance of over-the-counter medication being taken.
4. Employees are prohibited from possessing, manufacturing, using, distributing, or selling alcohol, controlled substances or drug paraphernalia on City premises or while on duty. For purposes of this policy, "on duty" time includes meal and break periods during the work day.
5. Employees are encouraged to request assistance with drug use and/or alcohol abuse problem(s), with the understanding that a voluntary request for assistance will not be used as the basis for disciplinary action. However, a request for assistance shall not be used to exempt employees from job performance requirements.
6. In accordance with the Drug-Free Workplace Act of 1988, an employee who is convicted of a violation of a criminal drug statute shall notify the City's Human Resources Director no later than five (5) days after such conviction. For purposes of this policy, a criminal drug statute means a criminal law involving the manufacture, distribution, dispensation, use, or possession of any controlled substance.
7. Employees have the right to challenge the results of any tests and any discipline imposed in accordance with the Grievance procedure of their labor contract. Employees who dispute the results of a drug test may have their split sample tested at their cost at another DHHS-certified laboratory. This request must be made within seventy-two (72) hours of notification of a positive drug test result by the MRO.

8. Employees having knowledge of another employee's condition/behavior that poses a potential threat to the safety of employees and/or the public are to notify their immediate supervisor.
9. Employees who are required to undergo a drug and/or alcohol test will be provided transportation to the collection facility and shall also be offered transportation home by a Department representative. If suspected of being impaired, the employee will be advised against driving him/herself home or otherwise operating a motor vehicle.
10. Employees may have a Union representative present at the collection facility. However, the lack of Union representation shall not cause unreasonable delays in the collection process.
11. Employees shall fully cooperate in the collection process.

G. DETECTION

1. Reasonable Suspicion. Once the steps outlined in the attached "Supervisor's Guidelines" are followed, an employee may be required to undergo a drug and/or alcohol test when reasonable suspicion exists to indicate that the employee is under the influence of a prohibited substance.
2. The decision to conduct a drug and/or alcohol test shall be made by the reporting supervisor and the highest-ranking supervisor on duty. For purposes of this policy, acting officers are considered supervisors. The higher of the two supervisors will make timely notification of the situation to the department head or the department head's management level designee, and the Human Resources Director his/her designee. Refusal to submit to a drug and/or alcohol test authorized by this policy shall be grounds for discipline, up to and including discharge.
3. Searches
 - a) The Department has the right to search, without employee consent, City-owned property to which the employee has no reasonable expectation of privacy. These areas may include office space, desks, file cabinets and the like, that several different individuals may use or access. A reasonable expectation of privacy shall exist in personal containers marked and locked inside an Officer's desk drawer.
 - b) If the employee's consent to search is first obtained, the Department shall have the right to search (1) City-owned property to which the employee has a reasonable expectation of privacy, and (2) private property belonging to the employee, such as a personal equipment bag, brief case, or private vehicle. If such consent is given, the

employee shall have the right to Union representation during the search. City-owned areas where the employee has a reasonable expectation of privacy are the employee's personal lockers.

- c) If the Department requests the employee's consent to search, the Department shall first inform the employee that:
 - (1) The Department has reasonable suspicion to suspect that evidence exists within the area or item to be searched which could be used in disciplinary and/or legal proceedings against the employee; and
 - (2) The employee has the right to Union representation during the search if consent is given; and
 - (3) Refusal to give consent to search will not be considered by the Department to be an admission of guilt or cause for disciplinary or retaliatory action.
 - d) An employee's refusal to give consent to search shall not preclude the Department from contacting the police authority having jurisdiction to conduct a search according to and in the manner authorized by law.
4. Possession, manufacture, distribution or sale of alcohol, drugs, or drug paraphernalia on City property or during work time is expressly prohibited and may provide a basis for discipline under department rules and regulations, but shall not in and of itself constitute cause for drug and/or alcohol testing under this policy. For purposes of this policy, work time includes meal and break periods or any other time when the employee is on paid status. Alcoholic beverages that are properly stored, unopened, in the trunk of an employee's vehicle will not be considered a violation of this policy. Any illegal drugs and/or drug paraphernalia coming into the City's possession will be turned over to the police authority having jurisdiction.

H. TESTING PROCEDURES

- 1. Drug and alcohol testing shall be conducted in a manner designed to protect employees, protect the integrity of the testing process, safeguard the validity of test results, and ensure that those results are attributed to the correct employee. The City and Union agree that if the security of the urine or blood sample is compromised in any way, any positive test shall be invalid and may not be used for any purpose.
- 2. Employees who are required to undergo a drug and/or alcohol test will be provided transportation to the collection facility and shall also be offered transportation home by a Department representative.

3. Employees may have a Union representative present at the collection facility. However, the lack of Union representation shall not unreasonably delay the collection process.
4. Employees required to undergo a drug and/or alcohol test shall cooperate fully in the collection process and complete all required forms and documents. These forms may include a Consent/Release form and an Interview form.
5. Urine samples for drug testing shall be collected at a collection site designated by the City and Union using the split sample collection method. The split sample is made available if re-testing becomes necessary. Any specimen that tests positive for drugs shall be retained in long-term frozen storage by the laboratory conducting the analysis for a minimum of one year.
6. If medical personnel at the collection site have reason to believe that an adulterated or substituted sample has been provided (or that the employee may alter or substitute the sample), the employee will be required to submit a second sample (or the original sample). This collection shall be under the direct observation of a same gender collection site staff person. The employee will be required to provide the additional or original sample during an observed collection prior to leaving the collection site.
7. An approved chain of custody procedure shall be followed in the administration of all drug tests. Urine samples shall be sealed and initialed by the employee and a witness.
8. Urine samples shall be promptly sent to and tested by a laboratory that is certified to perform drug tests by the Department of Health and Human Services (DHHS). Initial drug screening shall be conducted using an accepted immunoassay method. All positive tests shall be confirmed using the gas chromatography/mass spectrometry (GC/MS) drug testing method. The laboratory shall test for only the substances and within the limits as follows for the initial and confirmation tests, as provided within NIDA standards, unless this section is modified by amended agreements provided for in Section L.3.:
 - a) Initial Tests
 - (1) Alcohol .02 g/210 ml expired air
 - (2) Marijuana metabolites 50 ng/ml
 - (3) Cocaine metabolites 300 ng/ml
 - (4) Opiate metabolites (1) 300 ng/ml
 - (5) Phencyclidine 25 ng/ml
 - (6) Amphetamines 1000 ng/ml

(7) If immunoassay is specific for free morphine the initial test level is 25 ng/ml.

b) Confirmatory Test

(1) Alcohol	.02 g/210 ml expired air
(2) Marijuana metabolites	15 ng/ml
(3) Cocaine metabolites	150 ng/ml
(4) Opiates	
(a) Morphine	300 ng/ml
(b) Codeine	300 ng/ml
(c) Phencyclidine	25 ng/ml
(d) Amphetamine	500 ng/ml
(e) Methamphetamine	500 ng/ml

9. Alcohol shall be tested by means of Breathalyzer machine currently in use (B.A.C.) or future equipment which may supersede the B.A.C. machine (but excludes the P.B.T. device). Breathalyzer alcohol tests shall be conducted in private at the collection site designated by the City and the Union. The testing shall follow the protocols established for criminal investigations, including the requirement of two breath samples within the proper variance. If the initial test indicates an alcohol concentration of 0.02 or greater, a second test shall be performed to confirm the results of the initial test at the election of the employee. The confirmatory test shall also use a 0.02 blood alcohol concentration level to measure a positive test. If the Employee refuses to take the second confirmatory test, the first test will be used to determine alcohol concentration.
10. Upon written request by the employee, the City shall make one legible copy of the results of his/her drug and/or alcohol tests available to the employee.
11. All information collected in the process of conducting a drug and/or alcohol test shall be treated as confidential information. These files shall be separate from the personnel file and sealed and maintained in a secure medical file.
12. Employees who refuse or fail to fully cooperate in the collection process may be subject to discipline up to and including discharge. Examples of a failure to fully cooperate include such actions as, refusing to sign the necessary consent/release forms; delaying and/or obstructing the collection process; failing to provide the specimen for testing; and attempting to substitute or adulterate a specimen. The foregoing list is not intended to be an all-inclusive list. City management shall, in all circumstances, have the final right to determine the appropriate level of discipline depending on the specific circumstances, the employee's performance record, and any other pertinent facts.

I. REPORTING OF RESULTS

1. The City shall have a designated Medical Review Officer (MRO) who must be a licensed physician with knowledge of substance abuse disorders and familiar with the characteristics of the laboratory tests (sensitivity, specificity, and predictive value). The role of the MRO will be to review and interpret the positive drug test results.
2. Alcohol Test Results. Laboratory or collection site personnel will report the test results to the City's Human Resources Manager, or his/her designee. The Human Resources Director will promptly advise the appropriate Department Head of these test results. If the confirmation test meets or exceeds 0.02 g/210 ml expired air, the laboratory or collection site personnel shall report to the Human Resources that the employee tested positive for alcohol. If the test result is below 0.02 g/210 ml expired air, the laboratory or collection site personnel will report to the Human Resources Director that the employee tested negative for alcohol.
3. Drug Test Results. Laboratory personnel will advise the Human Resources Director, or his/her designee directly of all negative drug test results. The Human Resources Director will promptly advise the appropriate Department Head of these test results.

The laboratory will advise only the MRO of any positive drug test results. The MRO must examine alternate medical explanations for any positive test results. This process shall include an interview with the affected employee and a review of the incident file, employee's medical history and any other relevant biomedical factors. The MRO must review all medical records made available by the tested employee when a confirmed positive test could have resulted from legally prescribed medication. Employees involved in this step of the examination shall make themselves and any relevant records they wish to present available to the MRO within forty-eight (48) hours after request.

After reviewing the incident file and interviewing the employee, the MRO shall report to the City's Human Resources Director or his/her designee the name of the employee, and whether a positive test of a prohibited substance has been verified. The Human Resources Director shall promptly notify the appropriate Department Head of the test result.

4. Rehabilitation Program. If the tested employee is referred on to rehabilitation or treatment, the MRO is authorized to communicate specific results to the Substance Abuse Professional (SAP) or counselor overseeing the employee's treatment program.

5. Grievance. The laboratory and/or the MRO will be authorized to release specific test results to the City and the Union in cases of a grievance and/or a legal challenge.

J. REHABILITATION AND RETURN TO DUTY

1. The City recognizes that substance abuse can be successfully treated, enabling an employee to return to satisfactory job performance. Employees who are concerned about their own drug use and/or alcohol abuse are encouraged to voluntarily seek assistance through the City's EAP. All such voluntary requests for assistance will remain confidential.
2. Any employee who tests positive for a prohibited substance or is otherwise required to submit to a drug and/or alcohol test by this policy shall be medically evaluated, counseled, and treated for rehabilitation as recommended by the SAP. If the employee is required to participate in such a program, his/her reinstatement or continued employment shall be contingent upon:
 - a) Successful completion of the program and remaining drug- and/or alcohol-free for its duration; and
 - b) Passing a return to duty drug and/or alcohol test as recommended by the SAP; and
 - c) Obtaining a final release for duty by the SAP (the final release for duty may be preceded by a temporary release for duty).
3. Employees who successfully complete a rehabilitation program and are released for duty, in addition to being subject to reasonable suspicion testing at any time, will be subject to follow up testing, which involves unannounced drug and/or alcohol testing at least six (6) times during the following twenty-four (24) months. The SAP will determine the dates for these drug and/or alcohol tests. These test dates will be communicated to the Human Resources Director who will inform the employee of those dates. The appointment for the collection will be made in advance and maintained in a confidential manner by the Human Resources Director until the day of the collection. The Human Resources Director shall provide the supervisor with adequate notice of the test dates. The employee will not be notified until just prior to the testing. The employee may request a Union representative to accompany him/her to the collection site, provided the sample is collected within two (2) hours following notification.
4. Upon notification of selection for the follow up tests, the employee must proceed directly to the collection site for testing. At this time, the employee will receive an Employee Notification of Scheduled Drug/Alcohol Test letter from the designated contact. The employee will be required to sign this letter and a Consent/Release form. The employee

must present photo identification to collection site personnel. The Human Resources Director or his/her designee will retain a copy of all the forms.

5. Refusing to submit to a return to duty or a follow up test will be considered grounds for discharge. If the selected employee fails to report to the collection site within two (2) hours of notification of testing, this will also be considered grounds for disciplinary action up to and including discharge.
6. If an employee voluntarily enters a drug/alcohol rehabilitation program, it shall not be considered an offense under this policy. Such employees are, however, still subject to this policy and may be required to undergo a drug and/or alcohol test if reasonable suspicion exists.
7. All appointments with the SAP may be scheduled as vacation, or leave without pay with prior approval of the supervisor, Department Head, or management designee. The SAP will contact the Department Head or his/her designee to make a recommendation as to the need for further treatment. Once vacation leave is exhausted, the employee will be placed on leave without pay. The Department Head or his/her management level designee shall maintain confidentiality regarding the reason for the leave.
8. The employee will be responsible for all costs, not covered by insurance, which arise from such treatment.
9. Once an employee has tested positive for substance abuse and the MRO has notified the City, the employee will be placed on leave status (vacation, holiday leave bank, compensatory time or leave without pay). The employee will remain on leave until s/he has a release for duty from the SAP and has passed a return to duty drug and/or alcohol test as recommended by the SAP. The release for duty may be a temporary or final release as described below depending on the circumstances.
10. Temporary Release for Duty. The SAP shall sign a temporary release for duty indicating that the employee can satisfactorily return to regular work assignment and continue treatment on an outpatient basis. The temporary release for duty shall indicate the length of time such release is valid not to exceed four (4) months. The employee must present a final release for duty on or before the expiration date of the temporary release. A temporary release shall include follow up testing. The employee must present both the temporary and final release for duty to his/her supervisor.
11. Final Release for Duty. A final release for duty shall be signed by the SAP indicating that the employee has:
 - a) Satisfactorily completed treatment and follow up testing; or

- b) Does not require treatment at this time, and the employee may return to regular work assignment without restrictions. Failure to provide a final release for duty to the supervisor may result in disciplinary action up to and including discharge.
12. Once an employee provides the supervisor with the final release for duty the employee shall be returned to his/her regular duty assignment. After three years of no further violation of this policy, the employee's personnel file shall be purged of any reference to the incident, including any disciplinary actions taken, provided, however, records may be retained beyond three (3) years when retention is required by applicable law. Should applicable law require retention of records past three (3) years, and if allowed by such law, such records shall be sealed and may not be opened without consent of the employee.
 13. If an employee tests positive during the twenty-four (24) -month period following rehabilitation on a reasonable suspicion drug or alcohol test, the employee will be subject to discipline, up to and including discharge.
 14. If an employee tests positive during the twenty-four (24)-month period following rehabilitation on a random drug or alcohol test, the employee will be placed on leave without pay during the period the SAP makes a decision on the need for further treatment. The employee will remain on leave without pay during any treatment period and until they have provided the employer with a return to duty form signed by the SAP. If such an employee completes the return to duty process and again tests positive on either a reasonable suspicion or random drug or alcohol test, they shall be subject to discharge.

K. RANGE OF CONSEQUENCES

1. Employees who violate this policy will be subject to a range of disciplinary consequences depending upon the severity of the infraction and/or the employee's past performance record. In all cases, the City reserves the right to determine the appropriate disciplinary measures, which may be more or less severe than those included in this guideline. The following list of actions and the related consequences is intended as a guideline only, and further, is not intended to be an all-inclusive list of possible disciplinary consequences.
2. If an employee has an alcohol concentration of 0.02 or greater in any authorized alcohol test, and/or tests positive for drugs and/or their metabolites in any authorized drug test and it is the employee's *first offense*, then s/he shall be referred to the EAP for counseling and/or completion of a substance abuse treatment or rehabilitation program. However, if an employee violates a work rule in conjunction with failing a drug and/or alcohol test, then s/he may be subject to disciplinary action.

The City shall have the right to take disciplinary action, up to and including discharge, based on the severity of the incident and/or the employee's past record.

3. Employees will be subject to disciplinary action, up to and including discharge, for any of the following infractions:
 - a) Refusal to submit to an authorized drug and/or alcohol test. Refusal to submit to testing means that the employee fails to provide an adequate urine or breath sample for testing without a valid medical explanation after s/he has received notice of the requirement to be tested, or engages in conduct that clearly obstructs the testing process. Refusal to submit to testing includes, but is not limited to, refusal to execute any required consent forms, refusal to cooperate regarding the collection of samples, refusal or failure to provide necessary documentation to the MRO when requested, and/or submission or attempted submission of an adulterated or substituted urine sample.
 - b) Drinking alcoholic beverages or using drugs while on duty, on City property, in City vehicles, or during breaks and/or meal periods during work hours.
 - c) Unlawful manufacture, distribution, dispensation, possession, concealment or sale of any controlled substance, including an alcoholic beverage, while on duty, on City property, in City vehicles, or during breaks and/or meal periods during work hours.
 - d) Any criminal drug statute conviction and/or failure to notify the City of such conviction within 5 days.
 - e) Failure to complete a counseling, treatment, or rehabilitation program as prescribed by the SAP.
 - f) Testing positive on a return to duty.
 - g) Any two failures on follow up drug and/or alcohol testing during the 24 month following rehabilitation.
 - h) Failure to report to a collection site within two (2) hours of notification for return to duty or follow up testing.
 - i) Second offense – alcohol concentration of 0.02 or greater in any reasonable suspicion authorized alcohol test, and/or testing positive for drugs and/or their metabolites in any authorized reasonable suspicion drug test.

- j) Employee's failure to participate in the temporary and/or final releases for duty testing in a timely manner.
- 4. Although the foregoing infractions will ordinarily result in discharge regardless of the employee's position, the City reserves the right to consider extenuating circumstances and to impose lesser discipline when such action is deemed appropriate.

L. OTHER

- 1. The City shall pay for initial costs of the substance abuse examination including the expenses of the Medical Review Officer.
- 2. This policy was initiated at the request of the City and the Employer shall assume sole responsibility for the administration of this policy. The City agrees to indemnify and hold the Union and its officers harmless from any and all claims of any nature (except those arising from the negligence of the Union and/or its officers) arising from the Employer's, laboratories', or Medical Review Officer's implementation of this policy.
- 3. The parties recognize that during the life of this agreement there may be improvements in the technology of testing procedures which provide more accurate testing for on-the-job impairment or which constitute less invasive procedures for the employees. In that event, the parties will bargain in good faith whether to amend this procedure to include such improvements. If the parties are unable to agree, the issue will be submitted to impasse procedures under RCW 41.56.
- 4. If any provision of this Agreement shall be held invalid by operation of law, or any Tribunal of competent jurisdiction, or if compliance or enforcement of any provision should be restrained by such Tribunal pending final determination as to its validity, the remainder of this Agreement shall not be held to be invalid, and will remain in full force and effect, and the parties, upon request of one to the other shall initiate immediate negotiations for the purpose of arriving at a mutually satisfactory replacement of such provision.
- 5. The following attachments shall be a part of this Policy: Supervisor's Guidelines, Report Form, Interview Form, Consent/Release Form.

M. SUPPORTIVE DOCUMENTS:

**POLICIES AND PROCEDURES FOR
DRUG/ALCOHOL TESTING AND TREATMENT SUPERVISOR'S
GUIDELINES**

The primary goal of the Substance Abuse Policy is to provide a working and service delivery environment free from the effects of alcohol/drug abuse. The supervisor's role is to identify employees who may be a threat to the safety and welfare of the employee, other employees, and the public by being under the influence of drugs and/or alcohol while on-duty. Such employees *must* be removed from the workplace.

Follow the steps below to ensure that you are proceeding correctly. It is important that proper procedures are followed to preserve the privacy of the individual and to comply with legal and contractual requirements.

1. Contact your appropriate command staff and explain the situation.
2. Your supervisor will:
 - a) Advise you of what appropriate action to take regarding your status as the shift supervisor.
 - b) Notify the Chief of Police and the Human Resources Director (or their designees) in a timely manner, then join you at your location to assist you and corroborate your observations during the interview.
3. Prepare yourself for an interview with the employee by completing the Report Form. Refer to Attachment 1 for descriptions of physical and behavioral signs which may indicate substance abuse.
4. After your supervisor has arrived, advise the employee you wish to interview him/her and provide a private location to conduct the interview.
 - a) Be sure to advise the employee that you suspect him/her of being under the influence of a prohibited substance (defined in the policy) and that s/he may have a Union representative present during the interview.
 - b) Do not argue with a belligerent or threatening employee. Advise him/her that his/her cooperation during the interview and testing procedure (if warranted) are direct orders and that continued disruptive behavior, preventing completion of the interview, shall be the same as refusal to submit to testing and shall be cause for discipline (cooperation *does not* mean that any employee must give facts or evidence which may incriminate himself/herself).
 - c) Complete the Interview Form with your supervisor.

5. Review the relevant information with your supervisor. If your supervisor decides that the test is required, relieve the employee of duty, with pay, during the course of the exam and MRO review.
6. Have the employee sign a Consent/Release Form.
 - a) Read the form to the employee and direct him/her to sign it. Do not alter the form in any way.
 - b) Be sure, if the employee has declined Union representation, that s/he understands that s/he may choose to have a Union representative accompany him/her to the testing facility.
 - c) If the employee refuses to sign the form, advise him/her that this is a direct order and that failure to comply shall be cause for discipline.
 - d) Issue a second order for the employee to sign the consent form. If s/he still refuses, relieve the employee of duty, with pay, explain that disciplinary action may follow. You or your supervisor will transport the employee home. (No employee suspected of impairment from alcohol/drug abuse shall be allowed to drive.)
7. Your supervisor shall transport the employee to the testing facility, and wait at the testing facility until the testing is completed.
8. When the exam is completed, your supervisor will:
 - a) Reconfirm with the employee that s/he has been relieved of duty, with pay, and
 - b) Advise the employee that s/he will be contacted by the MRO to review the results (if positive), and
 - c) Advise the employee that s/he will be contacted by the department advising him/her how to return to duty, and
 - d) Drive or arrange transportation for the employee home. Do not return the employee to a City facility.
9. Once the employee has been sent home, your supervisor will:
 - a) Gather copies or originals of the Report Form, Interview Form, Consent/Release Form, and any other written notes or reports and forward them to the Police Chief and Human Resources Manager.

**City of Kirkland Police Department
Substance Abuse Policy
CONSENT/RELEASE FORM**

I consent to the collection of urine, a blood and/or expired air sample by _____ and its analysis by _____ for those drugs, alcohol, and or controlled substances specified in the Collective Bargaining Agreement pursuant to the Substance Abuse Policy agreed to between the City of Kirkland and the Union.

The laboratory administering the tests may release the results to the Medical Review Officer (MRO), who shall release his/her conclusions to the employer after review and interpretation. If I test positive, I agree to make any requested records and myself available to the MRO within 48 hours of such request. The information provided to the employer from the MRO shall be limited to whether the tests were confirmed positive or negative, and no other test results will be released, except as provided herein, without my written consent. The laboratory will advise the employer's representative whether the initial alcohol screen is positive or negative.

I understand that I have the right to my complete test results and that the laboratory will preserve the sample for at least one year. If I test positive, I have the right to have the split sample tested at my expense at a second DHHS-certified laboratory of my choice. I understand that I must request such test of the split sample within 72 hours of notification of a positive test result by the MRO.

I understand that the Employer is requiring me to submit to this testing as a condition of my employment and that if I tamper with, alter, substitute, or otherwise obstruct or fail to cooperate with the testing process, I will be subject to disciplinary action up to and including termination.

I further understand that a confirmed positive test will result in actions taken by the employer and for the employee which are consistent with the City's policies and procedures for substance abuse testing and treatment.

I understand that the employer will administer the Policy consistent with federal and state constitutional and statutory requirements. Also, by signing this consent form, I am not waiving the right to challenge any confirmed positive test result and any Employer action based thereon. In order to pursue any challenge related to this test, I will, however, be required to authorize the laboratory and MRO to release to my Employer and the Union any information relating to the test or test results. Further, I understand that my employer may require that I participate in a treatment or rehabilitation program. If required to do so, I authorize the laboratory and MRO to release any information relating to the test or test results to the Substance Abuse Professional (SAP) or treatment counselor. My signature below indicates my consent for release of this information.

Employee Signature _____ **Date** _____

**City of Kirkland Police Department
Substance Abuse Policy
REPORT FORM**

This form must be filled out prior to any drug/alcohol testing. Review Supervisor's Guidelines before completing this form. The information contained on this form is confidential and shall be viewed only by necessary supervisory/managerial employees, the testing facility, MRO, and the employee being interviewed/tested. When this form is completed and signed, make one copy of the form and distribute as follows: Original to Police Chief, Copy attached to consent form.

Employee Name: _____

Speech: _____

Dexterity: _____

Standing: _____

Walking: _____

Judgment: _____

Decision-making: _____

Appearance (eyes, clothing, etc.): _____

Odor: _____

Other: _____

Location where these were observed: _____

Time of observation: _____

Witnesses: _____

Supervisor's Signature _____ Date / Time: _____

**City of Kirkland Police Department
Substance Abuse Policy
INTERVIEW FORM**

Name of Employee _____

I understand that I am entitled to Union representation during this meeting and during any subsequent meetings or at testing facilities. I understand that I am being ordered to answer these questions and that if I refuse to answer these questions I am subject to discipline up to and including termination. I do or do not (please circle one) want a representative at this time. I understand that I am entitled to Union representation at any time whether I choose to have one now or not.

Employee signature: _____

1. I (we) have noticed (describe behavior/evidence) _____

2. Do you have any explanation? _____

3. Are you using any type of illicit drug or alcohol? _____

If yes, what? _____

When did you take it? _____

Where did you take it? _____

How much did you take? _____

Do you have any drugs/alcohol in your possession at work? _____

(if yes, get agreement to confiscate)

Based on the interview and the completed Report Form, I believe the employee should be tested for drugs and/or alcohol.

Dated _____

Supervisor (position) _____

_____ Agree _____

Don't Agree

Witness* (position) _____

_____ Agree _____

Don't Agree

*Witness is an individual other than the designated Union representative

**City of Kirkland Police Department
Substance Abuse Policy
Exhibit 1**

Listed below are some behavioral descriptions which may guide the supervisor in determining whether an employee is “under the influence” of a prohibited substance. There is no one behavior which is unique to drugs/alcohol. Almost every behavior/sign can also be associated with medical or emotional problems such as high blood pressure, diabetes, thyroid disease, psychiatric disorders, epilepsy, head injury, emotional problems, stress, etc. Even so, a supervisor usually knows the employees “normal” behavior and must try and distinguish alcohol and/or drug abuse from other problems.

Supervisors should be aware that the following physical, behavioral, or performance symptoms may indicate drug/alcohol abuse:

- a) Either very dilated or constricted pupils
- b) Hyperactivity
- c) Unsteady gait
- d) Irritability
- e) Slurred speech
- f) Anxiousness
- g) Wide mood swings
- h) Odor of alcohol
- i) Overreaction to criticism
- j) Staggering
- k) Listlessness
- l) Illogical speech and thought process
- m) Unusual/abnormal behavior
- n) Poor judgment
- o) Avoiding others/withdrawal
- p) Sudden increase in absenteeism

**Appendix “B”
to the
AGREEMENT
by and between
City of Kirkland
and
Public Safety Employees Union #519
(Representing the Kirkland Police Lieutenants Union)**

PHYSICAL FITNESS INCENTIVE PROGRAM

This Appendix is supplemental to the AGREEMENT by and between the CITY OF KIRKLAND, WASHINGTON, hereinafter referred to as the “Employer”, and the Kirkland Police Lieutenants Union, hereinafter referred to as “Union.”

B.1 A mutual goal of the Employer and the Guild is to encourage good physical fitness. The parties agree that an acceptable level of physical fitness is an essential function of the job of a Police Lieutenant. The purpose of this program is to promote the physical capability of the commissioned members of the Kirkland Police Department and to enhance the members’ general physical fitness level.

B.2 Pursuant to Article 9.7 of the Collective Bargaining Agreement between the parties, the information contained in this appendix shall serve as the rules and regulations of a physical fitness program and the procedures by which the program shall be administered.

B.3 Both parties agree that participation in the physical fitness program is voluntary. The Employer and the Union encourage participation in the fitness program by members. Training, exercising, and general conditioning in preparation to take the physical fitness test shall be on an individual and voluntary basis without compensation. The Employer agrees to offer the fitness test twice per year in 2014, 2015 and 2016. The test will be conducted during work hours in conjunction with the spring and fall KPD in-service training block. This on-duty status during the testing process shall protect members against loss of pay for time off work due to any injury sustained while participating in the fitness test. Members who wish to participate in the fitness test shall be required to sign the general liability waiver set forth in B.8.

B.4 The fitness test shall be comprised of three core components: push-ups, sit-ups, and 1.5 mile run. Based on medical necessity, as an alternative to the 1.5 mile run, an employee may do the Three (3) Mile Walk Test. To be eligible for such an exemption, an employee must submit to the Employer a written statement from the employee’s physician establishing the condition or disability which prevents the employee from participation in the 1.5 mile run. This “Cooper” test is modified for age/gender and is set

forth in Section B.7 of this Appendix. The components are generally designed to measure aerobic/cardiovascular endurance, and upper/lower body muscular strength. A member must satisfy the standards of each test component in order to qualify for the monetary incentive; i.e., failing one component of the test constitutes overall failure. A member shall be allowed one opportunity to pass the various fitness test components during the test.

B.5 The cycle year for the physical fitness incentive program is November 1st – October 31st.

B.6 Members who successfully pass-the fitness test receive an incentive pay of one percent (1%) of the monthly rate of base pay for the following cycle year. The test will be offered twice each cycle year and it is the individual employee’s responsibility to be trained and available for one of the scheduled opportunities. Individual tests will not be arranged. In this manner, a Lieutenant would have two opportunities (spring and fall) to successfully pass the test, which would ensure the one percent (1%) fitness incentive for the following cycle year. An employee who fails to pass either test offered shall be eligible to receive the one percent (1%) up until October 31st. He/she may take the test the following year, but upon passing, the one percent (1%) incentive pay shall be effective at the commencement of the next cycle year, November 1st.

B.7 Physical Fitness Test Description

The physical fitness test shall be comprised of the following components. The results of these tests shall be made available to the Employer.

Employee Age:	20 – 29	30 – 39	40 – 49	50 – 59
----------------------	----------------	----------------	----------------	----------------

<i>1.5 mile run</i>				
Male	12:51	13:36	14:29	15:26
Female	15:26	15:57	16:58	17:54

An employee who performs the alternative Three (3) Mile Walk Test must satisfactorily complete the test within the times listed below in order to qualify for the incentive pay. Walking is defined as one foot on the ground at all times. No running is allowed. The passing times are in accordance with standards set forth by the Cooper Institute for the Three (3) Mile Walk Test.

Employee Age:	20 – 29	30 – 39	40 – 49	50 – 59
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<i>Three (3)Mile Walk Test</i>				
Male	38:31	40:01	42:01	45:01
Female	40:31	42:01	44:01	47:01

Employee Age:	20 – 29	30 – 39	40 – 49	50 – 59
----------------------	----------------	----------------	----------------	----------------

<i>Push-ups (1 minute)</i>				
Male	29	24	18	13
Female	15	11	9	5
Female (modified)	23	19	13	12

- The body should be straight and the hands about shoulder width apart
- The body should remain rigid throughout the down phase; with the chest coming to within three (3) inches of the floor. (The tester can place a foam block on the floor beneath the participant's chest)
- From the down phase, the participant must return to the up position with the arms straight
- The participant is only permitted to rest in the up position
- The total number of push-ups which the participant performs in 1 minute are counted
- Females may choose to use the modified push-up (knees on ground with feet up in the air)

Employee Age:	20 – 29	30 – 39	40 – 49	50 – 59
----------------------	----------------	----------------	----------------	----------------

<i>Sit-ups (1 minute)</i>				
Male	38	35	29	24
Female	32	25	20	14

- The participant lies on the back with the knees flexed at a right angle. The hands, with fingers interlocked, are placed at the back of the neck.
- A partner sits on the participant's insteps with his/her hands placed behind the subject's calf muscles to keep the heels in contact with the floor.
- The participant sits up to touch the knees with the elbows.
- Without pause, the participant returns to the starting position just long enough for his/her head (not just shoulder blades) to touch the mat and immediately sits up again.

B.8 Physical Fitness Test General Liability Waiver Form:

City of Kirkland

Kirkland Police Department—Fitness Ability Test

I hereby acknowledge that the format of the City of Kirkland Fitness Ability Test has been explained to me and I understand that the purpose of this test is to measure my fitness ability in my current position as a Police Lieutenant for the City of Kirkland.

I also acknowledge that participation in the Fitness Ability Test is totally voluntary and, while I may be permitted to participate in the test on compensable duty time, I am under no compulsion or directive to do so.

I certify that to the best of my knowledge, I am fit to undertake the activities involved in the test and have no physical impairment or medical condition which would preclude my completion of the test. I have had the opportunity to consult my personal physician and have done so or chosen not to. I understand that the tests are strenuous and hold the potential for serious injury or death. I understand that I may stop the test at any time and that the persons administering the test may discontinue it at any time they have a reasonable basis for belief that continuation of the test could be detrimental to my health. Discontinuance may prevent successfully passing the test, consistent with Section B.4.

I assume full and complete responsibility for undertaking the test and I hereby release the City of Kirkland, its officers, employees, and agents from any responsibility or liability for any loss or damage arising from the bodily injury relating to my participation in the test, except for any loss or damage arising solely from the negligence of the City of Kirkland, its officers, employees, or agents.

Name (print)

Signature

Date

Appendix “C”
to the
Agreement
by and between
City of Kirkland
and
Public Safety Employees Union #519
Kirkland Police Lieutenants Union
January 1, 2014 through December 31, 2016

High Deductible Health Plan

This Appendix is supplemental to the AGREEMENT by and between the CITY OF KIRKLAND, WASHINGTON, hereinafter referred to as the “Employer”, and the Kirkland Police Lieutenants Union, hereinafter referred to as the “Union.”

C1.

MEDICAL BENEFITS			
Carrier		First Choice High Deductible Health	
General Plan Information		In-Network	Out-of-Network
HRA Enrollment Contributions Individual		\$1,200	
HRA Enrollment Contributions Family		\$2,400	
Annual Deductible/Individual		\$1,500	\$3,000
Annual Deductible/Family		\$3,000	\$6,000
Office Visit - Primary Provider		80% after deductible	60% after deductible
Office Visit - Specialist		80% after deductible	60% after deductible
Annual Out-of-Pocket Limit/Individual		\$2,500	\$5,000
Annual Out-of-Pocket Limit/Family		\$5,000	\$10,000
Deductible & Copays Included in OOP		Yes	Yes
Lifetime Plan Maximum		Unlimited	Unlimited
Routine Preventive Exam		100% (subject to schedule limitations)	60% after deductible (in-network limitations apply)
Diagnostic X-Ray & Lab-Professional		80% after deductible	60% after deductible
Diagnostic X-Ray & Lab-In-patient		80% after deductible	60% after deductible
Diagnostic X-Ray & Lab-Out-patient		80% after deductible	60% after deductible
Inpatient Hospital Services		80% after deductible	60% after deductible
Outpatient Surgery		80% after deductible	60% after deductible
Emergency Room		80% after deductible	80% after deductible
Urgent Care Facility		80% after deductible	60% after deductible
Mental Health Benefits			
Inpatient Care		80% after deductible	60% after deductible
Outpatient Care		80% after deductible	60% after deductible
Retail Prescription Drugs			
Generic		\$4 copay	Not covered
Brand Formulary		\$15 copay	Not covered
Brand Non-Formulary		\$35 copay	Not covered
# of Days Supply		34 days	Not applicable
Mail Order Prescription Drugs			
Generic		\$8 copay	Not covered
Brand Formulary		\$30 copay	Not covered
Brand Non-Formulary		\$70 copay	Not covered
# of Days Supply		90 days	Not applicable

C2. Upon implementation of the HDHP the \$10.00 copay for the medical plan will discontinue and the coinsurance on most services will increase from 10% to 20%. See Appendix C1.

C3. The HDHP will be implemented on April 1, 2015. Any portion of the annual deductible and out-of-pocket maximum that is satisfied under the provisions of the First Choice Prime plan between January 1, 2015 and March 31, 2015, will be credited to the deductible and out-of-pocket maximum on the HDHP.

C4. As of April 1, 2015, the deductible carry-over provision of the First Choice Prime plan will be discontinued. As of January 1, 2016, the deductible and out-of-pocket maximum will reset each plan year.

C5. An employee that elects to waive their medical coverage with the City will receive \$100/month that will be added to their paycheck. An employee is eligible for the waiver if and only if their spouse/domestic partner is not an employee of the City, and they have provided the City with proof of other coverage.

C6. As of January 1, 2015 the out-of-pocket maximum for prescription drug carve out plan will now be capped at \$6,600 for individuals or \$13,200 for family. Similar to the previous plan, this is separate from and does not count toward the HDHP medical plan deductible or out-of-pocket maximum. As of April 1, 2015, the out-of-pocket maximum for prescription drug carve out plan will be capped at \$4,100 for individuals or \$8,200 for family.

Appendix “D”
to the
Agreement
by and between
City of Kirkland
and
Public Safety Employees Union #519
Kirkland Police Lieutenants Union
January 1, 2014 through December 31, 2016

Health Reimbursement Account – HRA (VEBA)

This Appendix is supplemental to the AGREEMENT by and between the CITY OF KIRKLAND, WASHINGTON, hereinafter referred to as the “Employer”, and the Kirkland Police Lieutenants Union, hereinafter referred to as the “Union.”

D1. In calendar year 2015, employees who enroll in the HDHP will have contributions distributed bi-annually from April, 2015 – December 31, 2015. The first contribution will be deposited in the HRA (VEBA) concurrent with the second payroll in April 2015. The second contribution will be deposited concurrent with the first payroll in July 2015. For the years following 2015, the contributions will be deposited into the HRA (VEBA) concurrent with the second payroll in January and the second payroll in July through the duration of the contract. Employees who leave employment prior to July 1st are not eligible for the second contribution.

D2. HRA (VEBA) contributions will be made bi-annually, in the amounts of \$600 for individuals or \$1,200 for families. The total annual contribution that will be made is \$1,200 for individuals or \$2,400 for family. For purposes of HRA (VEBA) administration “family” is defined as employee plus one or more individual.

D3. Any employee hired after January 1st who enrolls in the HDHP will receive prorated contribution amounts based on the quarter in which the employee is eligible for benefits. The contribution will be deposited concurrent with the second payroll of the month in which their benefits become effective.

Hire Date Coverage	Individual Coverage	Family
January 1 st – March 31 st	\$600	\$1,200
April 1 st – June 30 th	\$300	\$600
July 1 st – September 30 th	\$600	\$1,200
October 1 st – December 31 st	\$300	\$600

D4. An employee and spouse/domestic partner who are both employed by the City cannot enroll in separate family plans.

**Memorandum of Understanding
to the Agreement by and between the
City of Kirkland
and
Public Safety Employees Union #519
Kirkland Police Lieutenants Union**

January 1, 2014 – December 31, 2016

This Memorandum of Understanding is supplemental to the Agreement between the CITY OF KIRKLAND, WASHINGTON, hereinafter referred to as the “Employer”, and the PUBLIC SAFETY EMPLOYEES UNION #519, KIRKLAND POLICE LIEUTENANTS UNION, hereinafter referred to as “Union.”

This MOU is specifically related to Article 9, Wages.

Each member of the Union shall receive from the Employer a one-time transition payment of \$1,200, payable within 30 days of the signing of the collective bargaining agreement.

The parties in reaching this agreement have agreed that should the Kirkland Police Guild - Commissioned Police achieve an economic gain in the following element which exceeds the wage adjustment negotiated with the Union for calendar year 2014, 2015, and 2016, the Employer agrees to a re-opener of the collective bargaining agreement, limited specifically to Article 9, Wages.

- A negotiated wage adjustment greater than 1.2% for the period January 1, 2014 through December 31, 2014
- A negotiated wage adjustment greater than 2.2% for the period January 1, 2015 through December 31, 2015
- A negotiated wage adjustment greater than 2.2% for the period January 1, 2016 through December 31, 2016

City of Kirkland

Public Safety Employees Union #519
Kirkland Police Lieutenants Union

By: _____
Kurt Triplett, City Manager

By: _____
Dustin Frederick, PSEU Representative

Date: _____

Date: _____

APPROVED AS TO FORM
City Attorney

LABOR RELATIONS REVIEW
Director of Human Resources and
Performance Management



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: David Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: March 26, 2015

Subject: NE 68th STREET & 108th AVENUE NE INTERSECTION IMPROVEMENTS
PROJECT CLOSE-OUT BUDGET ADJUSTMENT

RECOMMENDATION:

Staff recommends that City Council take the following two actions

- Approves an overall close-out budget adjustment of \$29,784 for the NE 68th Street & 108th NE Intersection Improvement Project. (Recommended funding comes from two sources: 1) available funds from a list of joint City and Sound Transit projects, and 2) REET 2.); and,
- Approves the return of excess Surface Water Utility funding in the amount of \$16,077 to the source.

BACKGROUND DISCUSSION:

The NE 68th Street & 108th Avenue NE Intersection Improvements Project provided significant modifications to a heavily traveled Central Houghton area intersection (Attachment A). The construction activities included work on all four corners of the intersection with an all-new traffic signal, signal controller and Intelligent Transportation System (ITS) equipment, and a new westbound to northbound right turn lane. The Project also provided pedestrian enhancements with some wider sidewalks and new crosswalk amenities.

The ITS element of this Project has resulted in a measurable level of service improvement for the intersection. The new ITS components have been providing real-time data collection and video monitoring via the City's fiber optic network. The system offers instant visual communication and control access of the signal from Kirkland City Hall, allowing remote signal timing adjustments on an as needed basis.

At the meeting of June 21, 2011, City Council awarded the Project's construction contract to Sanders General Construction in the amount of \$541,254.00. The construction was physically completed on October 29, 2012, with the contractor being paid a total of \$601,702.42. Three change orders totaling \$15,115 were issued and adjustments for additional material quantities totaled \$45,300. The work was accepted by City Council on November 20, 2012. At that time, in order to accept the contractor's work, staff reported on total project costs, noting that all potential external revenue sources were not known, and also noting that a full accounting of the Project would be forthcoming. This proposed Council action is based on that full and final accounting of the Project, which was delayed due to the time it took staff to negotiate and account for all external funding.

The NE 68th Street Intersection Improvement Project represents one of six City projects to share a total of \$1,386,304 in Sound Transit funding. Table 1 lists the individual projects with costs and established Sound Transit contributions:

Table 1

#	JL	Title	Project Exp.	Sound Transit Rev.	City/Other Funding	Current JL Bal.	Status
1	CTR0004 000	3rd & Kirkland Imps	518,271.53	518,271.53		0.00	Closed
2	CTR0004 001	Bus Lay-over 6th & Central Ave	101,154.09	101,154.09		0.00	Closed
3	CTR0004 002	Transit Center Restroom	134,099.23	109,340.43	35,300.00	10,541.20	Open
4	CTR0085 000	68th & 108th Intersection Imps	1,599,806.80	453,000.00	1,117,022.67	(29,784.13)	Open
4.1	CTR0085 423	68th & 108th Surface Water	83,922.65	-	100,000.00	16,077.35	Open
5	CTR0100 000	6th & Central Way Imps	1,944,338.72	32,000.00	1,912,338.72	0.00	Closed
6	CTR0101 000	Temp Bus Stop for KTC	218,537.95	154,537.95	64,000.00	0.00	Closed
TOTALS			4,600,130.97	1,368,304.00	3,228,661.39	(3,165.58)	

The approved Project funding of \$1,670,023 represents a combination of \$1,090,000 in City transportation and surface water funds, a to-date contribution of \$453,000 from Sound Transit and \$27,023 from two other external sources (Shell Oil and Puget Sound Energy). At their meeting of April 19, 2012, City Council received a Project update where certain increased costs resulting from differing site conditions, construction issues, and an increase in staff resources necessary to manage the Project were identified. As was noted in the April 19, 2012 update, field design changes were required as a result of errors made on the part of Puget Sound Energy (PSE). In addition, differing site conditions arose from the discovery of petroleum contaminated soils in the right-of-way that originated from the adjacent Shell Oil Gas Station located on the southeast corner of the intersection.

As shown in Table 1 above, four of the six projects have been closed with zero balances achieved for each; two projects (numbers 3 and 4/4.1) remain open with positive balance and negative balances. It should be noted that the positive balance of just over \$16,000 on Project Number 4.1 cannot be used to offset the negative balance on the non-surface water work on Project Number 4. The positive remaining balance on Project 4.1 will have to be returned to the Surface Water Construction Reserve. The positive balance of \$10,541.20 in Project 3 is an eligible source for use in overall budget balancing for all projects.

By using the remaining \$10,541.20 from Project 3 to balance the non-surface water project deficit, the net funding needed to balance the overall project budget is \$19,242.93, as shown in Table 2:

Table 2

#	JL #	Title	Project Exp.	Sound Transit Rev.	City/Other Funding	Current JL Bal.
3	CTR0004 002	Transit Center Restroom	134,099.23	109,340.43	35,300.00	10,541.20
4	CTR0085 000	68th & 108th Imps	1,599,806.80	453,000.00	1,117,022.67	(29,784.13)
4.1	CTR0085 423	68th & 108th Surface Water	83,922.65	-	100,000.00	-
TOTALS						(19,242.93)

In order to fully fund and close-out the remaining projects, which include City, Sound Transit and other external funding, as associated with the Kirkland Transit Center – Sound Transit Agreement, staff recommends the following City Council authorizations:

1. Moving the remaining balance of \$10,541.20 from Project 3 to Project 4,
2. Returning the positive balance of \$16,077.35 (Project 4.1) in Surface Water funds to the appropriate funding source, and
3. Using \$19,242.93 from REET 2 needed to fund and close out Project 4, the NE 68th Street & 108th Ave NE Intersection Improvement Project.

Attachment A: 68th /108th Vicinity Map

Attachment B: Fiscal Note



Vicinity Map



Legend

Map Reference Number



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NE 68th St / 108th Ave NE Intersection Improvement Project

Attachment A

FISCAL NOTE

CITY OF KIRKLAND

Source of Request							
Kathy Brown, Public Works Director							
Description of Request							
Funding adjustments to close CTR 0085 as described in the attached memo. Request of \$19,243 from REET 2 Reserves and returning \$16,077 to the Surface Water Construction Reserve. Additional funding from closing Transit Center CTR 0004 002 (\$10,541).							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$19,243 from REET 2 Reserves. This reserve is fully able to fund this request. One-time use of project balance of \$10,541 from closing Transit Center Restroom CTR 0004 002. This project has sufficient balance to fund this request. One-time addition of \$16,077 to Surface Water Construction Reserve from closing NE 68th Street/108th Avenue NE CTR 0085 423.							
Recommended Funding Source(s)							
<i>Reserve</i>	Description	2016 Est End Balance	Prior Auth. 2015-16 Uses	Prior Auth. 2015-16 Additions	Amount This Request	Revised 2015 End Balance	2016 Target
	REET 2 Reserves	6,629,264	270,000	0	19,243	6,340,021	N/A
	Surface Wtr. Const. Rsv.	7,828,203	777,583		(16,077)	7,066,697	N/A
Prior Authorized Uses of REET 2 Reserves: Juanita Quick Wins (\$270,000). Prior Authorized Uses of Surface Water Construction Reserves: 100th Ave NE Corridor (\$204,700), Decant Facility Upgrade (\$125,200), Park Lane Pedestrian Improvements (\$59,683) and 99th Place Emergency Storm Drain Replacment (\$388,000). No Prior Authorized Additions to Surface Water Construction Reserves.							
<i>Revenue/Exp Savings</i>							
<i>Other Source</i>	Kirkland Transit Center Restroom CTR 0004 002 (project balance of \$10,541).						
Other Information							

Prepared By	Neil Kruse, Senior Financial Analyst	Date	March 19, 2015
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**CITY OF KIRKLAND****Planning and Community Development Department**
123 Fifth Avenue, Kirkland, WA 98033
425.587-3225 - www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Eric Shields, Director of Planning & Community Development
Tracey Dunlap, Deputy City Manager
Kathy Brown, Director of Public Works

Date: March 16, 2015

Subject: SCHOOL IMPACT FEES

RECOMMENDATION

Council accepts the report on School impact fees as required by RCW 82.02.070

BACKGROUND DISCUSSION

In April 2011, the City of Kirkland and the Lake Washington School District (LWSD) entered into an interlocal agreement whereby the City began collecting school impact fees from new development upon the completion of the June 2011 annexation. The agreement provides that LWSD will "prepare an annual report in accordance with the requirements of RCW 82.02.070 showing the system improvements that were financed in whole or in part by impact fees, and the amount of funds expensed. The annual report shall be sent to the City on or before April 1st of each year for the preceding calendar year. Copies of the annual report shall also be submitted to the City Council." This action is consistent with the requirement of RCW 82.02.070 that "Annually, each county, city, or town imposing impact fees shall provide a report on each impact fee account showing the source and amount of all monies collected, earned, or received and system improvements there were financed in whole or in part by impact fees."

This memorandum provides the required information for the period of January 1, 2014 through December 31, 2014. The City transmitted \$908,409 in school impact fees to the LWSD. An additional \$20,216.91 in interest was generated. According to the LWSD, no impact fee expenditures were made in 2014.

There are two attachments to this memorandum:

- Attachment A – Letter from LWSD summarizing the system improvements financed and the total funds received and related interest for 2014. We were also informed through an email from the LWSD Capital Projects Fund Analyst, John Love, that "although no expenditures were made during 2014, multiple classroom capacity projects are currently underway within the City of Kirkland for 2015 which will utilize impact fees."

- Attachment B – Monthly reports showing the source and amount of all monies collected by the City in 2014, which corresponds to the amounts reported by LWSD. The detailed data tracked by the Public Works Department reflects the month the City collected the impact fees, which are then remitted to LWSD the following month. The revenue figures in the LWSD letter reports the amounts in the month received by LWSD.



Support Service Center
15212 NE 95TH Street • Redmond, WA 98062
Office: (425) 936-1100 • Fax: (425) 936-1146
www.lwsd.org

March 5, 2015

Teri Woolley
Public Works Department
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

RE: 2014 IMPACT FEE FINANCIAL REPORT

Dear Ms. Woolley:

As requested via email, here is Lake Washington School District's annual impact fee report for 2014.

In fulfillment of the interlocal agreement between Lake Washington School District and the City of Kirkland regarding expenditure of impact fees (RCW 82.02.070), I hereby report that Lake Washington School District expended a total of \$00.00 for calendar year 2014.

Impact Fees collected by the City of Kirkland and transferred to Lake Washington School District totaled \$908,409.00 for calendar year 2014. Interest recorded was \$20,216.91 for calendar year 2014.

If you have any questions, please feel free to contact me at (425) 936-1121; email: jlove@lwsd.org

Sincerely,

John Love
Capital Fund Analyst

cc: Forrest Miller, Director of Support Services, LWS
Denise Stiffarm, K&L Gates
Teri Woolley, City of Kirkland

**Summary of Monthly School Impact Fees Remitted
January 2014 - December 2014**

Date	Monthly Receipt	Check Number	
13-Dec	\$ 56,040.00	549782	
14-Jan	\$ 63,045.00	550563	
14-Feb	\$ 96,664.00	551048	
14-Mar	\$ 128,877.00	551973	
14-Apr	\$ 47,629.00	552714	
14-May	\$ 85,503.00	553334	
14-Jun	\$ 70,728.00	554343	
14-Jul	\$ 75,630.00	555108	
14-Aug	\$ 58,827.00	555745	
14-Sep	\$ 75,624.00	556799	
14-Oct	\$ 107,134.00	557554	
14-Nov	\$ 42,708.00	558235	
			\$ 908,409.00 Total Remitted to LWSD in 2014

Remit to: Lake Washington School District #414
 Attn: Accounting Department
 16250 NE 74th St.
 P. O. Box 97039
 Redmond, WA 98073

SCHOOL IMPACT FEES COLLECTED
2014 November

ORDINANCE 4285 Effective 06/01/11

04/04/11 Interlocal Agreement for the Collection, Distribution, and Expenditure of School Impact Fees

COK SCHOOL IMPACT RATE SCHEDULE	DATE	% of Fee	SF - \$6,250	MF - \$1,732	Admin
	1/1/2014		100% 6302	207	65
	1/1/2015 (estimated)		100% 9623	745	65

CASE NUMBER	SITE ADDRESS	TAX PARCEL	APPLICANT'S NAME	DATE PAID	RECEIPT #	AMOUNT PAID
BSF14-00683	13202 NE 129TH PL	N/A	HAMISH ANDERSON CUSTOM HOMES	11/13/14	TRC-010876-11-13-2014	\$ 6,302.00
BSF13-04845	9010 NE 127TH PL	3026059367	PANORAMA ESTATES LLC	11/13/14	TRC-010870-11-13-2014	\$ (7,005.00)
BSF14-01948	6206 NE 138TH PL	9388100016	TWO-THIRTEEN INVESTMENTS LLC	11/26/14	TRC-011296-11-26-2014	\$ 6,302.00
BSF14-02583	330 10TH AVE S	9354900025	PETE GRANGER INC	11/17/14	TRC-010996-11-14-2014	\$ 6,302.00
BSF14-03218	1128 KIRKLAND AVE	1235100240	MARTIN, DENNIS & CATHY	11/14/14	TRC-010943-11-14-2014	\$ 6,302.00
BSF14-03469	13612 NE 129TH ST	9435350030	TOLL WA LP	11/20/14	TRC-011154-11-20-2014	\$ 6,302.00
BSF14-03524	905 1ST ST	3885804714	JETLY, PRATEEK & NAVJOT VIRK	11/18/14	TRC-011055-11-18-2014	\$ 6,302.00
BSF14-04954	14326 77TH AVE NE	2426049194	LASA CONSTRUCTION	11/10/14	TRC-010812-11-10-2014	\$ 5,149.38
BSF14-04954	14326 77TH AVE NE	2426049194	LASA CONSTRUCTION	11/10/14	TRC-010814-11-10-2014	\$ 1,152.62
BSF14-05716	14410 131ST PL NE	2126059292	WILLIAM E BUCHAN INC	11/12/14	TRC-010862-11-12-2014	\$ 6,302.00
BSF14-06186	6916 125TH AVE NE	925059100	HIGHPOINT INVESTMENTS LLC	11/25/14	TRC-011272-11-25-2014	\$ 6,302.00
BSF13-02590	10421 NE 55TH ST	1234000750	BENZION, ADAMA & SALIANA	10/29/14	TRC-010330-10-29-2014	\$ (7,005.00)
						\$ 42,708.00

IFAS \$ 42,708.00
 CK \$ -



CITY OF KIRKLAND
 Department of Public Works
 123 Fifth Avenue, Kirkland, WA 98033
 425.587.3800
 www.kirklandwa.gov

Contact: Teri Woolley 425.587.3836

*POSTED 11/03/14



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: March 26, 2015

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF APRIL 7, 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 March 5, 2015, are as follows:

	Project	Process	Estimate/Price	Status
1.	Job Order Contract for General Construction Services (Horizontal Contract)	Request for Proposals	\$1,000,000 per year for two years	RFP issued on 3/16 with proposals due on 5/1.
2.	2013 Aging Infrastructure Replacement (Rebid)	Small Works Roster	\$100,000 – \$117,000	Contractors notified on 3/18 with bids due on 4/2.
3.	Station Management, Camera and Chamber Upgrades	Request for Proposals	\$200,000 – \$300,000	RFP issued on 3/18 with proposals due on 5/1.
4.	Contract Administration and Inspection Services for Decant Facility Expansion Project	A&E Roster Process	\$133,557	Contract awarded to Pace Engineers of Kirkland based on qualifications in accordance with RCW 39.80.
5.	Cochran Springs Creek/Lake Washington Blvd Crossing Enhancement	Invitation for Bids	\$850,000 – \$1,000,000	IFB advertised on 3/26 with bids due on 4/9.

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



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

Date: March 19, 2015

Subject: Resolution Supporting Puget Sound Emergency Radio System Ballot Measure

RECOMMENDATION:

City Council holds a public hearing and considers the attached resolution expressing support for the Puget Sound Emergency Radio System ballot measure which will be on the ballot on April 28, 2015.

BACKGROUND:

King County's emergency radio system is owned by four separate agencies – King County, the City of Seattle, Eastside Public Safety Communications Agency (EPSCA) and Valley Communications Center (ValleyCom). The four agencies have agreed to consolidate management of the emergency radio system into one agency, the Puget Sound Emergency Radio System (PSERN) and to request voter approval for funding to replace and upgrade the current aging radio system.

At its November 18, 2014 meeting, the Kirkland City Council approved Resolution 5083 authorizing the City Manager to sign the PSERN Implementation Interlocal Agreement. The implementation ILA covers the planning, procurement, financing and implementation of the new PSERN system. At its January 20, 2015 meeting, the City Council adopted Resolution 5099 authorizing the City Manager to sign a Memorandum of Agreement (MOA) regarding future operation of the PSERN. The MOU describes the governance, voting rights and payment of user fees during the implementation.

With the two foundational documents executed, at its March 2, 2015 meeting the King County Council voted to place a measure on the ballot in April 2015 to increase the County's regular property tax levy for nine years to finance the costs for the PSERN radio system replacement. The proposed levy rate increase is \$0.07 per \$1,000 of assessed valuation. The property tax increase for the median valued home of \$435,000 in Kirkland would be \$30.45 per year, or \$2.54 per month. The ballot measure language follows:

Proposition 1

Regular Property Tax Levy for Emergency Public Safety Radio Network Replacement Project

The King County council passed Ordinance 17993 concerning funding for a new, upgraded regional emergency radio network. This proposition would provide funding to replace the current aging emergency radio network used for dispatching and communicating with police, fire and other first responders. The proposition would fund capital and transition costs as defined in Ordinance 17993 and would authorize King County to levy an additional regular property tax of \$0.07 per \$1,000 of assessed valuation for nine years with collection beginning in 2016. The 2015 levy amount would be used to compute limitations under Chapter 84.55 RCW for the eight succeeding years. Should this proposition be:

Approved?___

Rejected?___

Once the system is fully implemented and accepted, an additional interlocal agreement establishing a non-profit PSERN entity (the "entity ILA") will be presented for consideration.

Under RCW 42.17A.55, the Council may vote on a resolution to support or oppose a ballot proposition "so long as (a) any required notice of the meeting includes the title and number of the ballot proposition, and (b) members of the legislative body or members of the public are afforded an approximately equal opportunity for the expression of any opposing view;..."

Attachments: A. King County Ordinance 17993
 PSERN (Puget Sound Emergency Radio Network) FAQ
 Resolution of the Kirkland City Council Supporting Proposition 1



KING COUNTY
Signature Report

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

March 2, 2015

Ordinance 17993

Proposed No. 2015-0016.2

Sponsors McDermott

1 AN ORDINANCE providing for the submission to the
2 qualified electors of King County at a special election to be
3 held in King County on April 28, 2015, of a proposition
4 authorizing a property tax levy in excess of the levy
5 limitation contained in chapter 84.55 RCW for a
6 consecutive nine-year period at a rate of not more than
7 \$0.07 per one thousand dollars of assessed valuation for the
8 capital, transition, and financing costs for the Puget Sound
9 emergency radio network project.

10 **STATEMENT OF FACTS:**

- 11 1. King County's current emergency public safety radio network
12 ("KCERCS") is owned by four governmental entities: the city of Seattle;
13 the Eastside Public Safety Communications Agency ("EPSCA"); the
14 Valley Communications Center ("ValleyCom"); and King County. Each
15 co-owner owns and manages separate sites, equipment and software and
16 has its own customers.
- 17 2. KCERCS was substantially completed in 1997. It is aging and is
18 requiring increasing repairs.

Ordinance 17993

19 3. The vendor for KCERCS intends to stop supplying all replacement
20 parts and repairing all used parts by December 31, 2018. King County
21 must replace its emergency public safety radio network or risk
22 performance degradation.

23 4. The King County council previously established a capital improvement
24 project for this purpose.

25 5. King County executive staff has been working with the co-owners and
26 users to plan the replacement of KCERCS with a new network that is
27 known as the Puget Sound emergency radio network ("PSERN").

28 6. The PSERN project would cost approximately \$246 million, not
29 including the cost of financing. King County will need additional tax
30 revenues if it is to go ahead with the project.

31 7. If the funding measure is put on the ballot and approved by the voters,
32 fire districts' levies may be reduced and services diminished.

33 8. The King County council finds that any reduction in fire district staff or
34 services resulting from the PSERN levy would be contrary to the public
35 interest. This funding proposal is intended to address concerns about
36 prorationing of fire district levies during the term of the proposed levy.

37 **BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:**

38 **SECTION 1. Definitions.** The definitions in this section apply throughout this
39 ordinance unless the context clearly requires otherwise.

40 A. "Capital costs" means all costs incurred incident to the planning, design,
41 remodeling, construction and equipping of the project including, but not limited to, the

Ordinance 17993

42 costs of architectural, engineering, legal and other consulting services inspection and
43 testing, project management, relocation, site improvements, demolition and on- and off-
44 site utilities. "Capital costs" also include the costs related to the sale, issuance and
45 delivery of one or more series of bond anticipation notes or bonds. However "capital
46 costs" do not include the costs of maintenance or operations.

47 B. "Fire district" means an organization authorized under RCW 52.02.020 or
48 chapter 52.26 RCW.

49 C. "Fire service protection allocation" means the portion of levy proceeds, the
50 purpose of which is to prevent a reduction in fire district staff or services resulting from
51 prorationing mandated by RCW 84.52.010 and consistent with interlocal agreements
52 between King County and any participating fire districts.

53 D. "Full system acceptance" means the determination issued to the contractor
54 upon satisfactorily completing the final system development phase.

55 E. "Levy" means the levy of regular property taxes, for the specific purposes and
56 term provided in this ordinance and authorized by the electorate in accordance with state
57 law.

58 F. "Levy proceeds" means the principal amount of revenue raised by the levy,
59 any interest earnings on the revenues and the proceeds of any financing following
60 authorization of the levy.

61 G. "Network" means the Puget Sound emergency radio network that is used
62 primarily for dispatching public safety, fire, emergency medical staff and other
63 responders to incidents for coordinating operations at those incidents.

Ordinance 17993

64 H. "Operator" means King County or an entity established by the county, the
65 Eastside Public Safety Communications Agency cities of Bellevue, Issaquah, Kirkland,
66 Mercer Island and Redmond, the Valley Communications Center cities of Auburn,
67 Federal Way, Kent, Renton and Tukwila, and the city of Seattle, through an interlocal
68 agreement as authorized under RCW 39.34.030, which will own, operate, maintain,
69 repair and govern the network after full system acceptance.

70 I. "Project" means all authorized activities relating to a capital project to plan,
71 build, test, operate and transfer ownership of the network.

72 J. "Rate stabilization allocation" means the portion of the levy proceeds, the
73 purpose of which is to reduce and phase in the impact of increased user rates on network
74 users.

75 K. "Transition costs" means the operational costs to transition from the current
76 emergency radio systems to the network, including , but not limited to, costs to operate
77 the network during the transitional period and until it is transferred to the operator; pay
78 for equipment warranties, updates and upgrades included in the vendor contract; establish
79 an entity that would own and operate the network; and pay for election costs. "Transition
80 costs" also includes payments for rate stabilization allocation and a fire service protection
81 allocation.

82 **SECTION 2. Levy submittal.** To provide necessary revenues for the capital
83 costs and transition costs for the network, the county council shall submit to the qualified
84 electors of the county a proposition authorizing a regular property tax levy in excess of
85 the levy limitation contained in chapter 84.55 RCW for nine consecutive years,
86 commencing in 2015, with collection beginning in 2016, at a rate in the first year not to

Ordinance 17993

87 exceed \$0.07 per one thousand dollars of assessed value. In accordance with RCW
88 84.55.050, the levy shall be a regular property tax levy, subject to the statutory rate limit
89 of RCW 84.52.043.

90 **SECTION 3. Project description.**

91 A. The project will replace King County's aging emergency radio network with a
92 new emergency radio network, the Puget Sound emergency radio network, having
93 improved coverage, capacity and reliability. King County will provide support while the
94 new system is being planned, contracted for, deployed, tested and operated. Once the
95 network has achieved full system acceptance, the network shall be managed and operated
96 by an operator.

97 B. The county estimates that the capital costs and the transition costs for the
98 project will be \$246 million.

99 **SECTION 4. Deposit of levy proceeds.** If approved by the voters, the levy
100 proceeds shall be deposited in a special revenue fund created by ordinance.

101 **SECTION 5. Eligible expenditures.** If approved by the qualified electors of the
102 county, the levy proceeds shall be used only for the capital costs and transition costs of
103 the project. The maximum amount of levy proceeds for the rate stabilization allocation
104 shall be \$2,619,406. Up to a maximum of \$1 million annually may be used for the fire
105 protection services allocation. Consistent with RCW 84.55.050, levy proceeds may not
106 supplant existing funding. If the actual costs for financing and for fire protection services
107 are less than the amounts estimated, any savings shall be used first for capital
108 contingency costs, and if any savings remain after all capital costs have been paid, the
109 savings then may be used for transition costs.

Ordinance 17993

110 **SECTION 6. Call for special election.** In accordance with RCW 29A.04.321,
111 the King County council hereby calls for a special election to be held in conjunction with
112 the special election on April 28, 2015. The director of elections shall cause notice to be
113 given of this ordinance in accordance with the state constitution and general law and to
114 submit to the qualified electors of the county, at the said special county election, the
115 proposition hereinafter set forth. The clerk of the council shall certify that proposition to
116 the director of elections, in substantially the following form, with such additions,
117 deletions or modifications as may be required for the proposition listed below by the
118 prosecuting attorney:

119 **PROPOSITION ____:** The King County council passed Ordinance
120 _____ concerning funding for a new, upgraded regional emergency
121 radio network. This proposition would provide funding to replace the
122 current emergency radio network used for dispatching and communicating
123 with police, fire and other responders. The proposition would fund capital
124 and transition costs as defined in Ordinance _____ and would
125 authorize King County to levy an additional regular property tax of \$0.07
126 per \$1,000 of assessed valuation for nine years with collection beginning
127 in 2016. The 2015 levy amount would be used to compute limitations
128 under Chapter 84.55 RCW for the eight succeeding years. Should this
129 proposition be:

130 Approved? _____

131 Rejected? _____

Ordinance 17993

132 **SECTION 7. Severability.** If any one or more of the provisions of this ordinance
 133 shall be declared unconstitutional or invalid for any reason, such decision shall not affect
 134 the validity of the remaining provisions of this ordinance, the bonds or any short-term
 135 obligations issued in anticipation thereof, and this ordinance, the bonds and any short-
 136 term obligations issued in anticipation thereof shall be construed and enforced as if the
 137 unconstitutional or invalid provisions had not been contained in this ordinance.
 138

Ordinance 17993 was introduced on 1/12/2015 and passed by the Metropolitan King County Council on 3/2/2015, by the following vote:

Yes: 8 - Mr. Phillips, Mr. Gossett, Ms. Hague, Ms. Lambert, Mr. Dunn, Mr. McDermott, Mr. Dembowski and Mr. Upthegrove
 No: 1 - Mr. von Reichbauer
 Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Phillips
 Larry Phillips, Chair

ATTEST:

Anne Noris
 Anne Noris, Clerk of the Council

APPROVED this 2 day of March, 2015 *[Signature]*
 Dow Constantine, County Executive

RECEIVED
 2015 MAR -2 PM 3:38
 CLERK
 KING COUNTY COUNCIL

Attachments: A. Puget Sound Emergency Radio Network (PSERN) Finance Plan

Puget Sound Emergency Radio Network (PSERN) Finance Plan

Updated 12/16/2014

Cash flow financing for the PSERN project anticipates the use of short and long term debt, backed by a 9 year levy lid lift.

Cash Flow Model	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Revenue											
BAN/Interfund Loan/Bond Proceeds ¹	\$28,140,000	\$140,700,000			\$43,215,000						
Levy Collections ²		\$27,832,992	\$28,448,608	\$28,059,946	\$28,669,461	\$30,283,789	\$30,907,052	\$31,542,183	\$32,191,954	\$32,856,742	
Total	\$28,140,000	\$168,532,992	\$28,448,608	\$29,059,946	\$72,884,461	\$30,283,789	\$30,907,052	\$31,542,183	\$32,191,954	\$32,856,742	\$0
Expenditures											
PSERN Project Costs ³	\$11,611,917	\$24,728,020	\$46,178,395	\$34,364,643	\$56,023,557	\$16,631,010	\$5,027,968				
20% Contingency	\$2,322,383	\$4,945,604	\$9,235,679	\$6,872,929	\$11,204,711	\$3,326,202	\$1,005,594				
Reserves ⁴		\$1,000,000	\$1,000,000	\$1,000,000	\$1,750,000	\$2,237,176	\$1,824,826	\$1,557,404	\$1,000,000	\$1,000,000	
BAN Payoff		\$28,351,050									
Debt Service Payments ⁵			\$20,255,543	\$20,255,543	\$20,255,543	\$28,289,149	\$28,289,149	\$28,289,149	\$28,289,149	\$28,289,149	\$8,043,607
Total	\$13,934,300	\$59,024,674	\$76,669,617	\$62,493,115	\$89,233,811	\$50,493,537	\$36,157,537	\$29,856,553	\$29,299,149	\$29,299,149	\$8,043,607
Fund Balance ⁶	\$14,205,700	\$123,714,018	\$75,493,009	\$42,059,840	\$25,710,491	\$5,500,742	\$250,257	\$1,935,887	\$4,828,692	\$8,386,285	\$342,678
Financial Summary⁷											
BAN Proceeds	\$28,140,000										
Bond Proceeds	\$183,915,000										
Levy Collections	\$272,792,726										
Project & Contingency Costs	\$233,478,612										
Reserves	\$12,369,406										
Cost of Financing	\$26,602,030										

Notes:

¹ 2015 Bond Anticipation Note (BAN) issued when levy is approved by voters. Bonds are assumed to be tax exempt. Issuance costs are included in proceeds and debt service.

² Levy collections are based on a 9 year levy lid lift with a starting rate of \$0.07. Collections assume 1% limit and are calculated based on August 2014 OEFA forecast.

³ PSERN project costs exclude the cost of borrowing or issuance. Issuance costs will be rolled into debt issuance. Cost that are already incurred and the cost of an election are included in the 2015 costs. Project costs include 20% contingency. Contingency covers both project and financing cost.

⁴ Reserves include contingencies for 1) transition costs to the new radio network, 2) rate stabilization to mitigate the operating costs of the new system, and 3) funds to offset the impact of levy suppression on fire districts as a result of the PSERN Levy.

⁵ Debt Service payments assume \$140.7M for 8 years at 3.25% and \$43.2M for 6 years at 3.25%. Bond proceeds are expected to be spent within three years of sale.

⁶ Fund balance will be managed to not go below \$0. If it appears that fund balance will go below \$0, the fund manager will request a temporary loan from the King County pool.

⁷ Actual timing and size of bond and BAN issuances will be based on the cash needs of the project and optimized to reduce the overall cost of financing while minimizing interest rate risk. This base scenario includes one BAN and two bonds. The number of BANs and bonds issued could vary. The County may choose to utilize interfund borrowing to minimize costs.



PSERN (Puget Sound Emergency Radio Network)

FAQ

Q: What is PSERN?

A: *PSERN is a construction project that will replace the current aging emergency radio communications network with a new emergency radio communications network.*

Q: What are emergency radio communications networks used for?

A: *When we call 9-1-1, a dispatcher sends us police officers, fire fighters, and emergency medical staff using a separate radio system known as the King County Emergency Radio Communications System. The same system is used by these responders to coordinate their activities at emergency incidents and to communicate with managerial staff that is directing their response to the incident.*

Q: Why do we need a new emergency radio communications network?

A: *The current network is approaching 20 years old and is in danger of failing if it isn't replaced in a timely manner.*

Q: How much will PSERN cost and how will it be paid for?

A: *The project, including sites, equipment, labor, sales tax, and interest on the bonds will cost approximately \$273 million. The Metropolitan King County Council has approved a measure to be placed on the April 28th, 2015 ballot to fund the project.*

Q: What kind of funding measure will be before voters this spring? What funding options were considered? Why was this option chosen?

A: *The Metropolitan King County Council has authorized a levy lid lift for voters to consider on April 28th, 2015. Several funding options were considered including Criminal Justice Sales Tax, Emergency Communication System Sales Tax, Excess Levy, Excess Levy and a Levy Lid Lift, Sharing the Financing with the Subregional Entities, Sharing the Financing with All Jurisdictions and Partial Funding Options. It was decided that using a Levy Lid Lift is the only viable option for funding a new system with a single taxing measure.*

Q: If approved by voters, how much are taxes going to increase?

A: *7.0 cents per \$1,000 of assessed value over 9 years. This equates to \$26.46 per household, per year for the median value of \$378,000.*



Q: Can't we just replace a couple of parts or migrate rather than replacing the whole system?

A: *The parts that the current system uses won't be compatible with the new network. In addition, the current system cannot support the new technology PSERN will have.*

Q: Why must a new system be funded now rather than later? What are the risks of delaying funding until later?

A: *The longer we delay after spare parts and repairs cease to be available at the end of 2018, the greater is the risk that responders will be unable to communicate when needed. Technically speaking, the system will lose capacity and coverage area.*

With the above said, we have taken certain precautionary steps to address system problems if this does occur. For example, we have purchased a cache of spare parts. If we do not have a part or our supply runs out we would then look to purchase the part from a secondary vendor.

Q: Are there additional concerns with our current system?

A: *Yes. The system was designed in 1992 for the County's population at that time. Since then, the County's population and the dispersal of that population have grown in ways no one could anticipate. As a result, our system does not cover all of the areas in the County where services is needed and is lacks the capacity needed during large-scale disasters and incidents.*

Q: Why can't first responders use cell phones?

A: *Cell phones are not an option due to lack of reliability. They don't have sufficient back up or the capacity to operate in a power outage or other widespread emergency situations. Most importantly, they do not work the way emergency radio system do. They are not capable of operating in a "dispatch" fashion where one person broadcasts to many people, nor are they capable of working "off network" such as radio to radio operations that are often used at fire scenes.*

Q: Who is leading the project?

A: *There are four owners of the radio communications system—Eastside Public Safety Communications Agency (EPSCA), King County, City of Seattle and Valley Communications (ValleyComm). Each entity owns separate towers and equipment run by a central computer. King County is responsible for leading and implementing the project on behalf of the owners and will see the project through to completion.*



Q: Is there a binding document guaranteeing the County can effectively manage vendor contract(s) and other parts of the project?

A: *The County and other partners are in agreement about roles and responsibilities during PSERN planning, construction, and testing, and that agreement is in the Implementation Period Interlocal Agreement. This Interlocal Agreement will form the basis for PSERN Project governance.*

Q: Will the ownership and operation of the new system remain the same as for the current system?

A: *A new consolidated operational and governance agency will be created. This public, non-profit organization, working closely with the current co-owners, will take the lead with the purchase, implementation and testing of the new network. It will also operate and maintain the new system infrastructure going forward. It will have the same level of jurisdictional representation as the current emergency radio system and will have increased representation from the first responder community. An Operations Period Interlocal Agreement has been drafted to address governance of the operations of the PSERN once completed.*

Having a single entity operating and maintaining the system infrastructure, rather than four entities doing that work, should result in improved service: when there is a problem with the system we will be able to skip the step of determining which owner is responsible to fix it.

Q: Who will run the non-profit organization?

A: *The organization will be governed by a four-person board of directors. One board member will be appointed by each of the following: the City of Seattle; the 5 Valley Communications Center member cities jointly; the 5 Eastside Public Safety Communications Agency member cities jointly; and King County. There will be two additional new members who will be appointed to the cities not otherwise represented on the board—1 non-voting police representative and 1 non-voting Fire representative. Each member will have an equal vote.*

Q: How long will it take to complete the project?

A: *Once construction begins, it will take approximately 5 years for completion.*

Q: Why is there a 20% Contingency?

A: *We only have one opportunity for project funding and cannot go back for additional funds. If there are cost overruns, the County would be responsible for them so we need to ensure that a contingency is available. The County has a project management methodology in place, however, on a project this size there are significant risks—specifically site development. As part of the planning phase, the County interviewed internal and external construction consultants and a 20% was contingency the consensus.*



Q: Why don't the four system co-owners have savings to pay for the capital costs of the new system?

A: *Each of the co-owners put aside some funds for a new system. Over the years of operating the current system savings have been used to fund mid-life upgrades that have kept portions of the network refreshed as well as adding capacity to certain areas. Today these savings in aggregate are very small compared to the cost of a new system.*

Q: Weren't replacement reserves supposed to be accumulated by the co-owners for system replacement, and if so, why can't they fund the project?

A: *They can, however this is a large project and the accumulated funds are less than 1/20th the total project cost. The County and co-owners do not have sufficient available funds to pay for a project of this size without additional revenue. In 1992 when initial planning for the current network was done, a formula to generate replacement reserves was created by each of the four owners. Through time those funds have been used to keep the current system upgraded, and to support early phases of the PSERN project. Even if the funds weren't spent over the years, we would have less than ¼ of the total PSERN project cost because in 1992 no one could have anticipated King County's population would increase so fast nor cover so large an area of the County. Also, because the practice has been to use funds for mid-life upgrades, co-owners need to retain their funds until the PSERN has been completed to ensure they have contingency to maintain the current system.*

Q: If the County is paying for all the assets, why shouldn't the County operate and maintain PSERN both during the project and after the project is completed?

A: *The County Executive believes that centralization is needed for this regional service and that the best model is to operate and own it using a public, non-profit entity. Current owners have agreed to this approach and have drafted an Interlocal Agreement that will accomplish this.*

Q: How long will the County need to operate and maintain PSERN after Full System Acceptance?

A: *An Implementation Period Interlocal Agreement contains provisions for automatically transferring PSERN from the County to the non-profit operator once the project is finished..*

Q: What will happen to PSERN operations and maintenance if the non-profit operator does not take over PSERN at or soon after FSA?

A: *In this event, the County will own and operate PSERN, but only until such time as it can be transferred to the non-profit agency. The Implementation Period Interlocal Agreement contains provisions for partners and users to pay the County for its operation and maintenance of PSERN after PSERN starts operation until the ownership and operations is turned over to the non-profit organization.*



Q: How can we be sure there will be no need to dip into the Current Expense Fund because of cost overruns or unanticipated expenses? Who will be responsible for cost overruns?

A: *The county and its partners have done much to ensure that all costs have been accounted for in the project budget and subsequent funding measure. Technical consultants were used to analyze needs and assist with development of system requirements. A competitive RFP process was used to get the best system vendor at the best price. As the project goes into implementation, it will be subject to project governance with and external to the County, and also expects to hire an independent Quality Assurance firm, as well as independent construction management to oversee civil radio site work. The combination of these will help contain costs. Lastly, the project has hired a competent and experienced project staff that will utilize project management best practices.*

Q: How long will the system last before we need to fund a new one?

A: *The new system will last at least 20 years.*

Q: Today radio system users pay monthly fees for use of the radio system. Could the new system's capital costs be funded through rate increases rather than a tax increase?

A: *This is possible, but not practical. To pay for capital costs monthly fees would need to more than double. Monthly fees are usually paid out of the agency's general funds, so any increase in rates would impact that agency's fund source.*

Q: Why are there two different rates for radio users?

A: *1. Some radio users use less features than others, therefore providing service for them is less expensive.*

2. We want to encourage users to use PSERN, especially those that have various types of demands such as school districts and utilities.

Q: How does this relate to the discussions I've heard about the possible decrease in the number of 9-1-1 dispatch centers?

A: *There is no relationship between the PSERN project and dispatch center consolidation. They are independent initiatives. System planning has included all of today's centers. If there are fewer centers that are in business when system equipment is ordered, our order and design will be adjusted accordingly. The Interlocal Agreements will also make commitments to continue service to the dispatch centers.*



Q: Is there widespread support for a new network and the ballot measure from city elected officials, police and fire chiefs, police and fire line staff, emergency managers, dispatchers, and County Executive?

A: *There is a clear, shared vision of the need to replace the current system and build a new radio system now.*

Q: There have been some concerns raised by Junior Tax Districts such as Fire Districts about revenues being negatively impacted by the levy lid lift. Is that true?

A: *Fire districts should not be harmed due to this measure. Last year, assessed property values in King County increased significantly, so we anticipate that the County tax rate will decrease sufficiently to cover potential impact to all Fire Districts. Other junior tax districts such as Parks and Hospital districts could be impacted in the initial years of the measure.*

For more information:

- Project Web site: www.psern.org
- Follow us on Twitter: [@radiomatters](https://twitter.com/radiomatters)
- PSERN project staff:
 - David Mendel, Project Director, 206-263-7942
 - Karla Clark- Communications Manager, 206-263-1583
 - Marlin Blizinsky, Government Relations Officer, 206-269-8047

RESOLUTION R-5120

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND SUPPORTING KING COUNTY PROPOSITION 1, A PROPERTY TAX LEVY TO FUND A NEW, UPGRADED REGIONAL EMERGENCY RADIO NETWORK TO BE KNOWN AS THE PUGET SOUND EMERGENCY RADIO NETWORK.

1 WHEREAS, on April 28, 2015, voters in King County will decide
2 whether to approve a levy for a new, upgraded regional emergency
3 radio network to be known as the Puget Sound Emergency Radio
4 Network; and

5
6 WHEREAS, the current radio system has been in service for
7 approximately two decades; and

8
9 WHEREAS, this proposition would provide funding to replace the
10 County's aging emergency radio network used for dispatching and
11 communicating with police, fire, emergency medical staff and other first
12 responders; and

13
14 WHEREAS, this proposition would authorize King County to levy
15 at the rate of not more than \$0.07 per \$1,000 of assessed valuation for
16 nine years with collection beginning in 2016; and

17
18 WHEREAS, it is in the public interest to implement the Puget
19 Sound Emergency Radio System, a new public safety radio system that
20 will provide public safety agencies and other user groups in the region
21 with improved coverage, capacity, and reliability; and

22
23 WHEREAS, a safe community is an important part of the quality
24 of life enjoyed by Kirkland residents; and

25
26 WHEREAS, pursuant to State law, RCW 42.17.130, the City
27 Council of Kirkland desires to show its support for Proposition No. 1.

28
29 NOW, THEREFORE, be it resolved by the City Council of the City
30 of Kirkland as follows:

31
32 Section 1. The City Council supports Proposition No. 1, a Regular
33 Property Tax Levy for the Emergency Public Safety Radio Network
34 Replacement Project.

35
36 Section 2. The City Council urges Kirkland voters to vote yes on
37 Proposition No. 1.

38 Passed by majority vote of the Kirkland City Council in open
39 meeting this ____ day of _____, 2015.

40
41 Signed in authentication thereof this ____ day of _____,
42 2015.

MAYOR

Attest:

City Clerk



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: Lorrie McKay, Intergovernmental Relations Manager
Date: March 27, 2015
Subject: 2015 LEGISLATIVE UPDATE #6

RECOMMENDATION:

Council should receive its sixth update on the 2015 legislative session.

BACKGROUND DISCUSSION:

This memo reflects an update of the City's legislative interests as of March 27. At the writing of this memo, the legislature had concluded its eleventh week of the 2015 State Legislative Session.

Remaining Session Cutoff Calendar

- **April 1** is the last day to read in committee reports from opposite house, except House fiscal committees and Senate Ways & Means and Transportation committees.
- **April 7** is the last day to read in opposite house committee reports from House fiscal committees and Senate Ways & Means and Transportation committees.
- **April 15** is the 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** is the last day allowed for regular session under state constitution.

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 Legislative Committee met on March 27. The City's 2015 legislative priorities, with updated status as of March 27, are attached. (Attachment A)

Status Summary of the City's 2015 legislative priorities

- State and local transportation revenue:
 The Senate bills related to transportation revenue (SB 5987) and appropriations (SB 5988), which passed the Senate on March 2, were heard in the House Transportation Committee on March 26. Councilmember Arnold testified in support of the bills and advocated for the inclusion of the I-405 / NE 132nd Street Ramps project in the package.
- \$75M for the next phase of the I-405 / NE 132nd Interchange ramp:
 The I-405 / NE 132nd Interchange ramp project was not included on the project list in the Senate's transportation revenue package. Councilmember Arnold, joined by Bruce Wynn, Executive Director of the Kirkland Chamber of Commerce, testified before the House Transportation Committee urging members to include the I-405 / NE 132nd Street Ramps project in the Transportation package.

Funding this new interchange would provide I-405 access from and to the northern end of the Totem Lake designated Urban Center which would improve traffic circulation and maximize the Renton to Lynnwood I-405 corridor widening project. With the redevelopment of the mall moving forward and the projected growth in this area, funding for the ramps in this transportation budget is crucial. The City and area stakeholders continue to work with delegation members in communicating the project's need. New ramps at 132nd would ease access from/to the EvergreenHealth Medical Center (Kirkland's largest employer), the Totem Lake Mall, Lake Washington Institute of Technology, Astronics and other area businesses.

- Continued state financial assistance and other tools that further the development of the CKC:
No update
- Capital budget funding for multimodal safety investments:
The House Capital Budget was release on March 27 and none of the City's project requests were included. The legislative committee members and staff remain focused on working with the City's Senate delegation to include these projects.
- Flexibility to site marijuana retail facilities and revenue sharing with cities that allow retail facilities:
Previous bills that contained the City's priorities in both the House and Senate that were being tracked have died in committee.

HB 2136, Relating to comprehensive marijuana market reforms was introduced into the House Finance Committee and heard on March 4. Councilmember Kloba testified in support of 2136, as it does contain the City's siting and revenue sharing priorities. The bill moved from Finance to the House Appropriations Committee, where it was heard on March 23. While there are concerns with a provision in this bill capping revenue to cities as well as a sunset provision, it is assumed that 2136 will move forward to the Senate for further consideration.

- 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:
The Senate's proposed transportation package includes ST3 funding as a local option, as is about \$4 billion less that Sound Transit's estimated need.
- Allow both the state and local governments the option of replacing the property tax cap:
No update

BILL TRACKING AND THE BILL TRACKER:

The City's updated "bill tracker" report is attached (Attachment B) as well as an updated "bill analysis and recommendation report" (Attachment C)

Bills of Concern

- HB 5921 ("Vesting bill") was amended and then passed (narrowly) by the Senate on March 11 and was heard in the House Judiciary Committee on March 25. The Senate's amendment simply changed the bill's title to read "Increasing certainty and predictability in the land use permit process." The content of the bill remained exactly the same and the City remained actively opposed. City Manager, Kurt Triplett testified against the bill with Roger Wynne (City of Seattle Attorney), Carl Schroder (AWC) and a representative from Futurewise. The panel's shared message was: 1) Current law is clear; 2) This issue is complex; 3) Keep it in the purview of the legislature, not the courts; 3) We are open to reform to identify balanced paths to additional clarity, 4) There is no crisis now; and 5) Take time to work on it deliberatively and with more stakeholders.

As of the writing of this memo, 5921 has not been scheduled to move from House Judiciary. April 1st is the cutoff to move policy bill out of committee. Staff is cautiously optimistic.

- 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 – Both versions of this bill were passed by their respective chambers. The House version was amended to be more acceptable to the City. The House is working to amend 5048 to mirror the amended version of 1417. The City is neutral on the amended version of this bill.

HEARINGS AND CORRESPONDENCE:

<u>Bill</u>	<u>Cmte</u>	<u>Dt/Time</u>	<u>City Rep.</u>	<u>SME</u>
HB 2136, Marijuana Reform	HA	3/23		
HB 2086, Homeless Encampments	SHSMHH	3/24	CM Marchione	Planning
SB 5921, Vesting bill	HJ	3/25	Kurt Triplett	CAO
SB 5987, Transportation Revenue	HT	3/26	CM Arnold	
SB 5988, Transportation Appropriations	HT	3/26	CM Arnold	

Cmte (Committee) Legend

HF = House Committee on Finance

SHSMHH = Senate Human Services, Mental Health & Housing Committee

HJ = House Judiciary

HT = House Transportation

2015-17 BIENNIAL BUDGET PROPOSALS:

House Democrats released their 2015-17 state operating budget proposal (HB 1106) as well as their capital budget (HB 1116) on Friday, March 27. The \$38.8 billion biennial budget proposal relies on raising nearly \$1.5 billion in new revenue to help address McCleary. As mentioned above, Kirkland's none of Kirkland's capital budget requests were included in the House Capital budget's project list (Attachment D)

According to the AWC, for cities, the House proposal does the following:

- Annexation Sales Tax Credit is left intact;
- Does not reduce or redirect state shared revenues to cities;
- Does not sweep the Public Works Trust Fund and funds a modest loan list; and
- Does share some new marijuana revenue – but not as much as AWC feels is needed.

More details on the House budget proposal's impacts on cities can be found in AWC's budget matrix (Attachment E).

HB 2224 is the bill that proposes nearly \$1.5 billion new revenue to fund the budget proposal. According to the AWC, the bill contains the following revenue items:

1. State B&O tax changes
 - Permanent reinstatement of a B&O surtax on service businesses in effect from 2010 – 2013.
 - Elimination of the preferential B&O tax rate for travel agents, tour operators, prescription drug resellers, and royalty income.
2. Sales & use tax changes
 - Elimination of the sales tax exemption on bottled water.
 - New limits on the nonresident sales tax exemption. Out of state residents would be allowed to apply for a refund if they paid \$25 or more in sales tax in one calendar year.
 - Narrowing the use tax exemption for extracted fuel.
3. Capital gains tax
 - Imposition of a 5% capital gains tax beginning January 1, 2016. Exempts the first \$25,000 (individuals)/\$50,000 (joint filers), the sale of most primary residences, and retirement accounts.
4. Marketplace Fairness
 - Establish new nexus standards for collecting sales tax from out-of-state retailers.

The table below is from [LEAP](#) (Legislative Evaluation & Accountability Program Committee) web page.

Year	Fiscal Period	Operating		Transportation		Capital	
2015	2015-17 Biennium <i>NEW</i>	House	Senate	House	Senate	House	Senate
2015	2015 Supplemental <i>NEW</i>	House	Senate	House	Senate	House	Senate

[PSHB 1106](#) - **House 2015-17 Operating Budget**

- [Summary](#)
- [Agency Detail](#)
- [Budget Outlook](#)

[PSHB 1115](#) - **House 2015-17 Capital Budget Proposals**

- [Summary](#)

The Senate is expected to release its own budget proposal by Friday, April 3.

FOCUS IN WEEKS TWELVE AND THIRTEEN:

Week 12 (3/30 – 4/5)

The primary focus in week 12

1. Tracking bill status - April 1 cutoff
2. Advocate for inclusion of NE 132nd St. Ramps. in House Transportation Budget
3. Review proposed House Operating & Capital Budgets
4. Anticipate Senate release of Operating and Capital Budget proposals

Week 13 (4/6 – 4/12)

The primary focus in week 13

1. Tracking bill status - April 7 fiscal and transportation committee cutoff
2. Advocate for inclusion of NE 132nd St. Ramps. in House Transportation Budget
3. Advocate overall for the Transportation revenue package
4. Advocate for inclusion of City's projects Capital Budgets
5. Advocate for marijuana excise tax revenue share for cities
6. Advocate for the preservation of funding for Public Works Trust Fund (PWTF) projects in the pipeline - *NE 80th Street Sewer Main and Water Main Replacement (2013 PWTF Loan at \$4M)*
7. Advocate against sweeping the Public Works Trust Fund
8. Tracking bill status - April 15 cutoff to consider opposite house bills, except those bills considered necessary to implement the budget, etc.

Attachments:

- A. Status update on Kirkland's 2015 Legislative Priorities (3-27-15)
- B. Bill Tracker (3-27-15)
- C.
- D. House Capital Budget project list
- E. AWC Budget Matrix – Comparison of Governor's Proposals to House Proposal

Legislative Priority	Bill #	Prime Sponsor	Status
State Transportation Revenue	SB 5987 SB 5988	Sen. King Sen. King	3/2 – Passed Senate: yeas, 27; nays, 22; absent, 0; excused, 0. 3/26 – Heard in House Transportation 3/2 – Passed Senate: yeas, 41; nays, 8; absent, 0; excused, 0. 3/26 – Heard in House Transportation
Local Transportation Revenue	HB 1757	Rep. Fey	3/26 – Reflected in Transpo Pkg. Heard in House Transportation
\$75M for the next phase of the I-405 / NE 132nd Interchange ramp			3/26 – Request to have included in Tranpo Pkg. Heard in House Transportation
Continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor (CKC)			3/4 – ERC/CKC/RCC lunch-time open-house held in Olympia
Capital budget funding for multimodal safety investments <ul style="list-style-type: none"> Juanita Dr. Multimodal Safety Investments: \$1,021,000 CKC to Redmond Central Connector: \$750,000 NE 52nd Street Sidewalk: \$1,068,600 		Sen. Honeyford Rep. Dunshee	Projects Submitted through Senate Process 3/27 – Projects NOT included in House Capital Budget
Flexibility to help site marijuana retail facilities and marijuana revenue sharing with cities that allow retail facilities	SB 5417 SB 5519 HB 2136	Sen. Rivers Sen. Kohl-Wells Rep. Carlyle	“Dead” Hearing that Senate will use 2136 “Dead” 3/31 – 1st Substitute scheduled to Exec from Appropriations
Additional Sound Transit revenue authority <i>and that such authority may also be used to fund trail development and alternative transportation along the Eastside Rail Corridor.</i>	HB 1180 SB 5987	Rep. Fey Sen. King	“Dead” May be rolled into Transpo Pkg 3/2 – Passed Senate: yeas, 27; nays, 22; absent, 0; excused, 0. 3/26 – Heard in House Transportation
Allow both the state and local governments the option of replacing the property tax cap			

Bill	Title	Position	Sponsor	Status
Support				
HB 1011	Assigning counties to two climate zones for purposes of the state building code.	Support	Short	2/11 - PASSED - yeas 98, nays 0, abs/exc 0 3/24 - Placed on 2nd reading by Rules
HB 1069	Concerning preservation of DNA work product.	Support	Orwall	2/19 - PASSED - yeas 77, nays 20, abs/exc 1 3/19 - Heard in Senate Law & Justice
HB 1085	Requiring lobbying reports to be filed electronically.	Support	Moeller	3/5 - PASSED - yeas 85, nays 13, abs/exc 0 3/16 - Heard in Gov Ops & Security
HB 1139	Establishing a work group to study human trafficking of youth issues.	Support	Orwall	3/2 - PASSED - yeas 97, nays 0, abs/exc 1 3/4 - First read, referred to Senate Law & Justice
HB 1174	Concerning flame retardants.	Support	Van De Wege	3/5 - PASSED - yeas 95, nays 3, abs/exc 0 3/17 - Heard in Energy and Enviro & Telecomm
HB 1180	Concerning dedicated funding sources for high capacity transportation service.	Support	Fey	2/10 - 1st Substitute heard in Finance
HB 1223	Allowing the use of lodging taxes for financing workforce housing.	Support	Springer	3/5 - PASSED - yeas 63, nays 35, abs/exc 0 3/30 - Hearing in Humn Srvc and Mentl Health &
HB 1252	Prescribing penalties for allowing or permitting unlicensed practice of massage therapy or reflexology.	Support	Wylie	3/2 - PASSED - yeas 97, nays 0, abs/exc 1 3/27 - Passed to Rules for 2nd reading
HB 1314	Implementing a carbon pollution market program to reduce greenhouse gas emissions.	Support	Fitzgibbon	3/12 - Heard in Appropriations
HB 1349	Concerning requesting public records for the purpose of obtaining exempted information relating to employment and licensing.	Support	S. Hunt	3/9 - PASSED - yeas 51, nays 47, abs/exc 0 3/11 - Referred to Commerce & Labor
HB 1431	Modifying exemptions relating to real estate appraisals	Support	Bergquist	3/4 - PASSED - yeas 78, nays 20, abs/exc 0 3/25 - Passed to Rules for 2nd reading
HB 1436	homeless youth prevention and protection.	Support	Kagi	3/4 - PASSED - yeas 62, nays 36, abs/exc 0 3/24 - Heard Human Services, Mental Health & Hsng
HB 1517	Concerning the distribution of liquor revenues to local jurisdictions.	Support	Reykdal	1/22 - Referred to Appropriations
HB 1550	Simplifying the taxation of amusement, recreation, and physical fitness services.	Support	Carlyle	3/3 - PASSED - yeas 70, nays 27, abs/exc 1 3/25 - Heard in Ways & Means
HB 1571	Concerning paint stewardship.	Support	Peterson	3/5 - PASSED - yeas 60, nays 38, abs/exc 0 3/17 - Heard in Energy, Enviro & Comm
HB 1651	Concerning definitions related to human trafficking.	Support	Ryu	3/10 - PASSED - yeas 98, nays 0, abs/exc 0 3/26 - Passed to Rules for second reading
HB 1850	Exempting certain department of transportation actions from local review or permit processes under the shoreline management act.	Support	Hayes	3/10 - PASSED - yeas 97, nays 0, abs/exc 1 3/31 - Scheduled for Exec Energy, Enviro & Telecomm
HB 1851	Creating an expedited permitting and contracting process for bridges owned by local governments that are deemed structurally deficient.	Support	Hayes	3/10 - PASSED - yeas 98, nays 0, abs/exc 0 3/23 - Scheduled for hearing in Transportation
ESHB 1980	Implementing recommendations of the sunshine committee.	support	Springer	3/10 - PASSED - yeas 89, nays 9, abs/exc 0 3/19 - Heard in Gov. Ops
HB 2086	Prohibiting certain limitations on the hosting of the homeless by religious organizations.	Support	McBride	3/6 - PASSED - yeas 56, nays 42, abs/exc 0 3/24 - Heard Human Srvc, Mntl Health & Hsg 3/31 - Scheduled to Exec from Appropriations
HB 2136	Relating to comprehensive marijuana market reforms	Support	Carlyle	
Neutral				
HB 2084	Imposing fines, withholding taxes, and other measures to encourage local jurisdictions to timely file state-required reports.	Neutral	Hunter	3/10 - PASSED - yeas 83, nays 15, abs/exc 0 3/24 - Heard in Gov Ops & Security
Oppose				
HB 1087	Concerning automated traffic safety cameras in school speed zones.	Oppose	Takko	3/2 - PASSED - yeas 97, nays 0, abs/exc 1 3/16 - Heard in Transportation
HB 1123	Regulating the minimum dimensions of habitable spaces in single-family residential areas	Oppose	Blake	3/5 - PASSED - yeas 91, nays 7, abs/exc 0 3/25 - Passed to Rules for second reading
HB 1639	Concerning technology-enhanced government surveillance.	Oppose	Taylor	3/3 - PASSED - yeas 73, nays 25, abs/exc 0 3/17 - Heard in Law & Justice

Bill	Title	Position	Sponsor	Status
Support				
SB 5158	Requiring call location information to be provided to law enforcement responding to an emergency.	Support	McCoy	3/3 - PASSED - yeas 48, nays 0, abs/exc 1 3/26 - Scheduled to Exec House Public Safety
SB 5343	Concerning parking impact mitigation from regional transit authority facility construction.	Support	Hasagawa	3/6 - PASSED - yeas 49, nays 0, abs/exc 0 3/10 - Referred to Transportation
SB 5346	Providing first responders with contact information for subscribers of life alert services during an emergency.	Support	Ranker	3/10 - PASSED - yeas 49, nays 0, abs/exc 0 3/26 - Exec action taken in Public Safety
SB 5395	Modifying exemptions relating to real estate appraisals	Support	Roach	3/9 - PASSED - yeas 49, nays 0, abs/exc 0 4/1 - Scheduled to Exec State Gov
SB 5404	homeless youth prevention and protection.	Support	O'Ban	3/10 - PASSED - yeas 48, nays 1, abs/exc 0 3/26 - Executive action taken Early Learning & Human Srvc
SB 5463	Concerning access to and creation of cultural and heritage programs and facilities.	Support	Hill	3/4 - PASSED - yeas 44, nays 4, abs/exc 1 3/26 - Referred to Rules
SB 5482	Addressing the disclosure of global positioning system data by law enforcement officers.	Support	Roach	3/5 - PASSED - yeas 48, nays 0, abs/exc 1 4/1 - Scheduled to Exec State Gov
SSB 5585	Granting counties and cities greater flexibility with REET proceeds.	Support	Dansel	3/23 - Senate Rules X file
SB 5609	Protecting waterways from pollution from synthetic plastic microbeads.	Support	Bailey	3/11 - PASSED - yeas 49, nays 0, abs/exc 0 3/23 - Heard in Environment
SB 5656	Enhancing public safety by reducing distracted driving incidents caused by the use of personal wireless communications devices.	Support	Rivers	3/10-PASSED - yeas 35, nays 14, abs/exc 0 3/30 - Scheduled for Exec in Transportation
SB 5694	Allowing assessments for nuisance abatement in cities and towns.	Support	Padden	3/10 - PASSED - yeas 40, nays 9, abs/exc 0 3/24 - Referred to Finance
SB 5987	Concerning transportation revenue	Support	King	3/2 - PASSED - yeas 27, nays 22, abs/exc 0 3/26 - Heard in House Transportation
SB 5988	Concerning additive transportation funding and appropriations	Support	King	3/2 - PASSED - yeas 41, nays 8, abs/exc 0 3/26 - Heard in House Transportation
Neutral				
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.	Neutral with Amendment	Chase	3/11-PASSED - yeas 28, nays 21, abs/exc 0 3/24 - Referred to Rules
Oppose				
SB 5921	Preserving the common law interpretation and application of the vested rights doctrine.	Oppose Actively	Honeyford	3/11-PASSED - yeas 29, nays 20, abs/exc 0 3/25 - Heard in Judiciary

SB 5363	Prohibiting the use of eminent domain for economic development.	Oppose	Padden	3/11-PASSED - yeas 30, nays 19, abs/exc 0 3/25 - Heard in Judiciary
SB 5914	Addressing local authority in the regulation of fireworks.	Oppose	Benton	3/5 - PASSED - yeas 33, nays 14, abs/exc 2 3/18 - Heard in Local Gov
SB 5923	Promoting economic recovery in the construction industry.	Oppose	Brown	3/5 - PASSED - yeas 33, nays 15, abs/exc 1 3/24 - Referred to Rules
ESB 5994	local permitting of WSDOT activities	Neutral - lean oppose	King	3/5 - PASSED - yeas 39, nays 19, abs/exc 0 3/30 - Scheduled to Exec from Environment

Bill #	Bill Short Title	Position	Companion	Notes	Leg Comm Review
HB 2084	Imposing fines, withholding taxes, and other measures to encourage local jurisdictions to timely file state-required reports.	Neutral		Senate floor amendment addressed the City's concern.	27-Mar
HB 2193	Modifying the property tax exemption for property used to provide housing for eligible persons with developmental disabilities.	Support		Seems reasonable. Since the tax exemption would cut into tax revenue, it would be good to solicit comments from Finance.	27-Mar
SB 5665	Reinstating tax preferences for high-technology research and development.	Support	HB 1769	Part of WTC2 which is on City's Support Items agenda.	27-Mar

Local and Community Projects

(Dollars in Thousands)

Projects	Amount
AHCC Reclaimed Water Project	709
Appleway Trail	1,000
Basin 3 Sewer Rehabilitation Center	1,000
Bellevue Downtown Park Inspiration Playground and Sensory Garden	500
Bender Fields Parking Lot and Restrooms	1,000
Blackhills Community Soccer Complex Safety Projects	750
Bremerton Children's Dental Clinic	396
Brewster Reservoir Replacement Project	1,000
Brookville Gardens Community Park Improvements	1,200
Camas-Washougal Babe Ruth Youth Baseball Improve Louis Bloch Park	10
Cancer Immunotherapy Facility-Seattle Children's Research Inst	5,000
Caribou Trail Apartments	100
Carnegie Improvements for the Rapid Recidivism Reduction Pgm	1,000
Cascade Mental Health Care Evaluation and Treatment Unit	2,992
Cavalero Park - Region Park Facility/Skateboard Park	500
CDM Caregiving Services: Clark County Aging Care Resource Center	900
Centerville School Heating Upgrades	46
Chambers Creek Regional Park Pier Extension and Moorage	2,500
City of Lynden-Riverview Road Construction	850
City of Lynden-Safe Rtes to School and Kaemingk Trail Gap Elim	300
City of Mt Vernon Downtown Flood Protect Proj & Riverfront Trail	1,500
City of Pateros Water System	1,500
City of Stanwood Police Station/City Hall Relocation	300
Confluence Area Parks Upgrade and Restoration	1,000
Covington Community Park	2,000
Critical Roof Repair - Edmonds Center for the Arts (ECA) Gym	250
Cross Park, Pierce County	500
Dawson Place Child Advocacy Center Building Completion Project	161
DeKalb Street Pier	500
DNR/City of Castle Rock Exchange	80
Drug Abuse Prevention Center	96
DuPont Historical Museum Renovation	46
East Tacoma Community Center	1,000
Emergency Generator for Kidney Resource Center	226
Enumclaw Expo Center	350
Fairchild Air Force Base Protection & Comm Empowerment Project	1,500
Federal Way Performing Arts and Conference Center	2,000
Franklin Pierce Early Learning Center	2,000

Local and Community Projects

(Dollars in Thousands)

Projects	Amount
Gateway Center Project	900
Gratzer Park Ball Fields	200
Grays Harbor Navigation Improvement Project	2,000
Green River Gorge Open Space Buffer, Kummer Connection	750
Guy Cole Center Revitalization	450
Haggis Museum and Colony Institute	1,000
Historic Renovation of Stucco and Roofs	300
Hopelink at Ronald Commons	750
Institute of Blue Tarp Research	1,968
Irvine Slough Stormwater Separation	500
Kahlotus Highway Sewer Force Main	2,750
Key Pen Civics Center	50
KiBe High School Parking	125
Kitsap Humane Society - Shelter Renovation	90
Lacey Boys & Girls Club	29
Life Support	1,250
Main Street Revitalization Project	1,000
Martin Luther King Jr. Family Outreach Center Expansion Project	85
Mercer Arena Energy Savings & Sustainability Funding	450
Meridian Center for Health	2,250
Minor Road Water Reservoir Replacement	1,500
Mt Spokane Guest Svcs Bldg & Pres/Maint of Existing Facilities	520
Non-Shellfish Natural Resource Investments	1,000
North Kitsap Fishline Food Bank	750
Onalaska Community Tennis and Sports Courts	80
Opera House ADA Access	356
PCAF's Building for the Future	350
Pe Ell Second Street	197
Phinney Neighborhood Association Accessibility Project	750
Pike Place Market Front Project	800
Police Station Security/Hardening	38
Port of Centralia-Centralia Station	500
PROVAIL TBI Residential Facility	450
Renovate Senior Center	400
Rochester Boys & Girls Club	38
Rockford Treatment Facility Improvements Project	600
Roslyn Renaissance-NW Improve Company Bldg Renovation Proj	500
S 228th Street Interurban Trail Connector	500

Local and Community Projects

(Dollars in Thousands)

Projects	Amount
Sammamish Rowing Association Boathouse	500
SE 240th St Watermain System Improvement Project	700
Seattle Theatre Group	131
Sentinel Way Restoration	450
Snohomish Veterans Memorial Rebuild	10
South Sound Shoreline and Heritage Protection	900
Splash Pad/Foundation: Centralia Outdoor Pool Restoration Project	200
Springbrook Park Neighborhood Connection Project	300
SR 532 Flood Berm and Bike/Ped Path	85
St. Vincent Food Bank & Community Services Construction Project	400
Sunset Neighborhood Park	2,000
The Gathering House Job Training Café	14
The Salvation Army Clark County: Corps Community Center	1,200
Tulalip Water Pipeline	3,000
Twin Bridges Historical Museum Facility Rehabilitation	62
Twisp Civic Building	500
Veterans Center	600
Washington Green Schools	105
Washougal Senior/Comm Ctr Roof/HVAC Replace & Kitchen Improve	300
Water Meter and System Improvement Program	500
White River Restoration Project	850
Willapa Behavioral Health Safety Improvement Project	75
Yakima Children's Museum Center	50
Yelm Community Center	500
Yelm Senior Center	80
Statewide Total	\$76,500



Washington State Budget FY 2015-17: Impacts on Cities

This summary describes some impacts to cities in the state's FY 2015-17 budget.

For more information, please visit the LEAP website at: <http://leap.leg.wa.gov>

State Shared Revenues		
	Governor Proposed Book #2	House Proposed
Liquor Profits (Liquor Revolving Account)	Funded at \$98.9 million. Retains current local liquor profit sharing at \$49.4 million per year.	Funded at \$98.9 million. Retains current local liquor profit sharing at \$49.4 million per year.
Liquor Taxes (Liquor Excise Tax Account)	Funded at \$48.2 million. \$650,000 is transferred to fund the Local Government Fiscal Note program. No additional diversions beyond the permanent \$2.5 million per quarter.	Funded at \$49.1 million. No additional diversions beyond the permanent \$2.5 million per quarter.
Marijuana Excise Tax	Provides marijuana excise tax revenue to cities and counties: \$2.1 million in 2013-15 and \$13.3 million in 2015-17.	Provides \$6 million in marijuana excise tax revenue to cities and counties per year.
Streamlined Sales Tax Mitigation	Fully funded at \$47.7 million.	Fully funded at \$47.7 million.
Municipal Criminal Justice Assistance Account	Fully funded at \$33.6 million.	Fully funded at \$33.6 million.
City-County Assistance Account (6050)	Fully funded at \$21.7 million.	Fully funded at \$21.7 million.
Annexation Sales Tax Credit	Left intact.	Left intact.
Local Public Safety Enhancement Account	Funded at \$10 million. Per statute, 50% distributed to jurisdictions with LEOFF 2 members and 50% transferred to the LEOFF benefits improvement account.	Not funded.
Capital Budget		
Public Works Trust Fund	Provides only \$70 million for the 2016 construction loan list. No money for pre-construction or emergency loans. \$6.4 million is diverted to fund Growth Management technical assistance and grants. \$7.6 million diverted to fund Voluntary Stewardship Program under the Conservation Commission. \$2.8 million diverted to fund several projects under "Local and Community Projects."	Provides only \$69.7 million for the 2016 construction loan list. No money for pre-construction or emergency loans. \$4.5 million is diverted to fund Growth Management technical assistance and grants (not new revenue for Growth Management, just a shift in where the funding comes from). \$7.6 million diverted to fund Voluntary Stewardship Program under the Conservation Commission.

Capital Budget		
Stormwater	\$74 million	\$63 million
Remedial Action Grants (Toxic Clean-ups)	\$75 million	\$5 million
Coordinated Prevention Grants	\$29.6 million	\$15 million
Eastern WA Clean Sites Initiative (Toxic clean-ups)	\$11 million	\$11 million
Clean-up Toxic Sites - Puget Sound	\$28.0 million	\$15 million
Drinking Water State Revolving Fund Loan Program	\$120 million	\$204.4 million
Water Pollution Control Revolving Loan Program	\$191 million	\$191 million
Centennial Clean Water Grant program	\$40 million	\$20 million
Community Economic Revitalization Board	\$20 million	\$10 million
Puget Sound Restoration and Salmon Recovery Grants	Puget Sound Acquisition and Restoration - \$50 million, Puget Sound Estuary and Salmon Restoration - \$10 million	Puget Sound Acquisition and Restoration - \$40 million, Puget Sound Estuary and Salmon Restoration - \$10 million
Washington Wildlife & Recreation Program	\$70 million	\$75 million total, \$28 million is for Outdoor Recreation
Floodplain Management and Control Grants	Floodplains by Design - \$25 million	Floodplains by Design - \$43 million
Washington Heritage Grants	\$5 million	\$10 million
Housing Trust Fund	\$75 million	\$80 million
Energy Efficiency and Alternative Energy Grants	\$30 million in grants for improvements to facilities and related projects that result in energy and operational cost savings. \$10 million in grants for purchase and installation of solar energy systems.	

Programs		
Pensions	No changes to pensions assumed.	No changes to pensions assumed.
Training for Law Enforcement	During FY 2015-2017, law enforcement agencies will continue to directly pay 25% of the cost to send officers to training. Agencies will also continue to pay the costs of ammunition.	During FY 2015-2017, law enforcement agencies will continue to directly pay 25% of the cost to send officers to training. Agencies will also continue to pay the costs of ammunition.
Auto Theft Prevention Authority	Retains biennial funding at \$8.6 million.	Funded at \$7.74M.
Public Defense Grants	Office of Public Defense is funded, and public defense grants are expected to continue at current levels.	Office of Public Defense is funded, and public defense grants are expected to continue at current levels.
Gang Prevention Grants	Retains funding at \$250,000 per year.	Retains funding at \$250,000 per year.
Sex Offender Address Registration	Decreases funding to \$4.9 million per year.	Decreases funding to \$4.9 million per year.
Impaired Driver Safety Account	Funded at \$1.7 million - a small increase over the 2013-15 biennium.	Funded at \$1.7 million - a small increase over the 2013-15 biennium.
Public Health	Retains funding at \$73 million.	Retains funding at \$73 million.
Transitional Housing	Transitional Housing and Operating and Rents program is funded at \$7.5 million for 2016 only.	
Oil Train Funding		Some funding provided.
Hydraulic Project Approval Program	Funded at \$676,000 - 2/3 of 2013-15 funding.	
Growth Management Activities	\$6.4 million for grants and technical assistance. Funding comes from Public Works Assistance Account	No additional resources, but funding shifted from General Fund to Public Works Assistance Account
Municipal Research and Services Center	Funded at 2013-15 levels.	Funded at 2013-15 levels.



CITY OF KIRKLAND
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123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
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MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Kathy Brown, Public Works Director

Date: March 27, 2015

Subject: DOWNTOWN PARKING—PUBLIC OUTREACH AND NEXT STEPS

RECOMMENDATION:

It is recommended that the City Council receives a briefing on the public outreach and input related to parking in downtown Kirkland. It is also recommended that Council provides direction on near-term actions and long-term options for improving downtown parking.

BACKGROUND DISCUSSION:

On January 6, 2015, the City Council received a briefing on a draft downtown parking study conducted by Rick Williams Consulting under the direction of the Public Works Department. An overview of draft options was provided, with the intent of seeking direction from the Council on potential options to discuss with the public.

Options considered fell into two categories:

- **Increasing supply.** Example strategies included: building new parking lots; partnering with developers to build public parking; or providing more on-street parking.
- **Improving operations.** Examples of operational improvements included: creating a “brand” for easy recognition; improving wayfinding; expanding pay parking; upgrading the Library Garage; and implementing various applications for paying by phone or other uses of smart phones.

Council gave direction to move forward with the planned public outreach, with the full range of options identified in the draft parking study. Below is a synopsis of the public outreach efforts and a summary of comments that were received.

Public Outreach

Over the past several months, the City Manager’s Office and the Public Works Department have conducted extensive public outreach to solicit feedback on the options identified in the draft report, as well as other ideas from residents, business, and parking users. The public involvement process included a survey and four facilitated discussions to gather what the public saw as benefits, challenges and concerns, and questions. Additional ideas related to the nine options and comments on parking in general were also collected.

At the request of interested stakeholders, following the facilitated discussions, a summary of the public comments were present at the following meetings:

- March 16, 2015 Kirkland Chamber Public Policy Committee
- March 16, 2015 Moss Bay Neighborhood Meeting
- March 18, 2015 Market Neighborhood Meeting
- March 27, 2015 Downtown Merchant Meeting
- April 1, 2015 Norkirk Neighborhood Meeting

Public input fell generally into three categories: 1) Feedback on the specific options identified in the draft study, 2) Additional ideas on new options, 3) Feedback on the public involvement process itself and general policy considerations.

Feedback on Study Options:

Below is a brief summary of public input on the advantages and disadvantages of each option.

Option 1: Increased Supply - Surface Lot South of City Hall

Advantages:

- Large parking supply close to downtown.
- Good location for employees of downtown as well as customers of Central Way businesses.
- Convenient parking for commuters that are currently parking on Market Street and in the neighborhoods surrounding downtown.

Disadvantages:

- The lot is not close enough to downtown.
- The lot would only serve people who are able to climb the hill.
- Some felt that surface parking lots are not attractive.
- Concerns were raised regarding the magnitude of potential costs.
- Potential impacts to surrounding neighborhood (lighting, noise, visual impact, security).

There were many ideas on how to address the concern that the location was too far from downtown. A few pilot ideas were suggested to understand the potential usage of the location: promoting City Hall as a place to park on nights and the weekends; requiring City employees to park at an offsite location to see the usage of the current City Hall lot during the week; use the lot as a gravel parking lot before paving it.

Merchants were interested in a valet service so shoppers could be transported to and from City Hall to downtown. A golf cart trolley service was also suggested. Others suggested an improved pedestrian connection to downtown and wayfinding to encourage usage of a City Hall lot.

It was suggested to start with some of the less expensive solutions before spending the estimated amount of funding needed to build a new lot south of City Hall. It was also suggested that the City sell the property and use sale proceeds to pay for other parking supply closer to downtown.

Option 2: Increased Supply - Lake Avenue West***Advantages:***

- It is a public street close to downtown.
- Opinions were voiced that opening this street up to public parking would not continue to dedicate a public asset to the exclusive use of the residents of the street. Citizen inquiries regarding this option included questioning the reasoning behind removing general public parking from this location in the first place.

Disadvantages:

- Potential impacts to the neighborhood, including home security.
- Traffic safety: vehicle turnaround difficulty; lack of sidewalk; curbs and line markings for heavy pedestrian use of street; poor lighting; Central Way and Market Street intersection traffic safety.
- Lack of space for added parking.
- Environmental concerns: impact on hillside prone to erosion; shoreline area impacts; eagle nesting; increased litter; and added traffic congestion on Market Street and Central Way intersection. Comments received also noted that if all concerns were mitigated it would not be a low cost solution.

A suggestion was made to time the existing Lake Ave West parking that is suspected to be used all day by commuters taking buses.

Option 3: Increased Supply- Waverly Way***Advantages:***

- It is a public street close to downtown.

Disadvantages:

- Potential impacts to the neighborhood: home security; difficulty for residents backing out of driveways; view obstruction of park.
- Safety: passengers exiting on a steep hillside at some locations; narrow street at some locations; heavy pedestrian use; speed of traffic on street; traffic challenges exiting onto Market Street; restriction of a Bike Lane. An opinion was expressed that mitigating the safety concerns would significantly increase the cost of this option.
- Some felt that the location is not close enough to downtown.

A suggestion was made to better sign and expand parking in Heritage Park.

Option 4: Increased Supply - Shared use with private parking

Many people believed this was a good idea because the supply would be in downtown where the parking is needed and there is a current underutilization of existing private lots. Some people questioned why the draft study noted this option as a high cost, noting that the cost should be shared or passed to developments by requiring or incentivizing new developments to increase parking supply. There were no specific disadvantages identified.

For purposes of the discussions this option was broken into three sub-categories: 1) existing developments 2) new developments 3) faith based or other office locations that may have available parking at certain times during the week.

1. Existing Developments

It was suggested to inventory all of the existing developments and monitor the use of these developments and then create unique individual agreements with each supply. A suggestion was made to pilot the leased space to see if it would be utilized before entering a long-term agreement.

2. New Developments

Suggestions included taking advantage of the current opportunity in partnering with developers of Park Place and the Antique Mall to add additional public parking. Right Size Parking policies were also mentioned as restricting rather than adding parking supply.

3. Faith Based and Office Parking Lots

It was suggested to arrange agreements with faith based organizations that own parking lots in the downtown area. The concept would be to allow public use of these lots at times they are not in use by the organizations. While some mentioned these locations are too far away, it was also suggested that they could be used as employee parking locations. It was also suggested to work with office buildings that may have parking availability at night.

Additionally, it was suggested to partner with Sound Transit or King County Metro in developing solutions for bus commuter parking.

Option 5: Improved Operations - Pay Parking

Advantages:

- Some felt that pay parking would help create customer turnover and improve the visitor experience.

Disadvantages:

- Some people believed that free parking is needed to attract businesses and shoppers and to stay competitive with neighboring cities of Bellevue and Redmond.

Suggestions related to this idea included making paying for parking more convenient, consistent pricing, merchant validation and resident exemptions, as well as many ideas on how to implement pay parking.

Option 6, 7 and 9: Improved Operations - Branding and Marketing/Communications, Wayfinding Dynamic Signage, and Parking Application phone app including pay by phone

Advantages:

- Would increase the visibility of parking locations and reduce the amount of time people spend driving around looking for a spot.
- Some people thought a parking phone app would be useful. Suggestions were made to take advantage of existing electronic map applications (Google, Bing, Yahoo, off-the-shelf phone apps.)

Disadvantages:

- There were no noted disadvantages regarding signage and wayfinding.
- Some thought a phone app would be too complicated, expensive and would encourage people to look at their phone while driving.

Specific suggestions for improved communications and wayfinding included:

- Better directional signage to lots and improving signage for the Antique Mall and Merrill Gardens parking areas.
- Distribute parking brochures to downtown businesses.
- Create better walking connectivity and signage between parking locations and downtown.
- Use parking enforcement to help people find parking locations.

It was suggested that dynamic signage might only be useful if there were multiple locations with large parking inventories.

Option 8: Improve Operations at the Library

Generally people thought that both improved maintenance and a change in signage for better utilization of stalls was a good idea. In general, this option was not fully discussed in the facilitated discussions due to time constraints.

Additional ideas related to this option included:

- Adding a blinking light at entrance to address pedestrian safety concerns.
- Using the red zones painted on the curbs on the garage driveway for parking.
- Giving employees a key to use the elevator so it is not used for other activity.
- Improving enforcement.

Additional Parking Solution Ideas Presented:

In addition to the comments received on the options presented in the draft study, many other ideas were suggested:

- Instituting a Parking Shuttle.
- Building a garage downtown, possibly at the Lake and Central Lot or under Peter Kirk Park. The concept of a connected parking garage under all of downtown was suggested as well.
- Expanding the Marina Park Lot with "lid parking."
- Reducing the Demand for Parking

- Promotion of bus routes
- Installing more bike parking
- Creating more parking for carsharing such as Zip Car, Car To Go, etc.
- Creating better pedestrian access
- Improving bus service
- Creating more affordable housing

Policy Feedback:

Below is a summary of the policy feedback received:

- Responsibility of Solving the Parking Problem: While there are many different perspectives on who should pay for parking, the majority of respondents and participants felt that the City should have an active role in leading the efforts.
- Neighborhood Spillover Policies: Two of the options presented increase parking supply on neighborhood streets and many comments were received regarding the City's policy on protecting the neighborhoods and finding parking solutions within the business districts to protect all surrounding neighborhoods from downtown parking spillover. Right Size Parking Policies were also mentioned in this regard.
- Commuter Parking Policies: Comments were received regarding many non-regulated streets being used for all day commuter parking and that solutions and policies to manage commuter parking on any neighborhood street should be implemented.
- Employee Parking Policies and Management: Comments and discussions regarding employee parking included how much employee parking is needed and better communication and accountability in enforcing effective employee parking regulations.
- Parking Regulations and Enforcement: Comments included that regulations are inconsistent and confusing. It was felt that time allowed is not enough for different activities and that the strict enforcement is not welcoming to visitors. Additionally, seasonal parking needs differ and regulations should be reflective of the seasonal demand.
- Preserving Kirkland's Small-Town Character: There were a few comments on how the parking decisions would impact Kirkland's small town feel and keep the City green.

RECOMMENDATIONS:

Participants in the outreach effort are eager to work together to make progress toward parking solutions. Staff recommends continued public engagement as the City moves forward with parking solutions. Staff also recommends development of a Parking Work Program, with the following elements:

In the near term (2015), it is recommended that the City take the following actions:

- Improve static wayfinding signage to the Park and Main lot (former Antique Mall site), City Hall and other parking facilities downtown.
- Improve lighting and maintenance of the Library garage.

- Evaluate timed parking along Market Street and other areas of potential commuter bus access parking.
- Provide parking maps to downtown businesses.
- Evaluate potential improvement to parking enforcement practices.
- Explore options for shared parking agreements.

In 2016, after the above measures have been implemented, further explore the following options:

- After the City Hall renovation project has been completed, evaluate options for use of the area south of City Hall for parking.
- Further evaluate the advantages, disadvantages and costs of parking options on Lake Avenue West
- Evaluate dynamic wayfinding and mobile technology options

Staff is seeking Council input on the recommendations

Attachments:

A – Draft Downtown Parking Study Public Comments (Summary and Complete Collection)

B – Outreach Schedule and Participants

C – Emails, letters and documents submitted to City Council or staff

Draft Downtown Parking Study Public Comments Summary

Below is a summary of comments received on the Draft Parking Study presented to Kirkland City Council on January 6, 2015. Comments received include Council comments, emails to council and staff, stakeholder meetings, survey responses and notes from four public facilitated discussions. A summary of previous input was presented in each facilitated discussion in order to encourage new input on the options versus repeating input already collected. A best effort was made to capture and categorize the comments appropriately in order to illustrate the themes of community comments. The collection of all comments follows the summary.

Option 1: Increased Supply - Surface Lot South of City Hall

Benefits

- Large amount close to downtown
- Good option for employees of downtown
- Good option for customers of Central Way businesses – gyms in particular
- Good option for commuter parking

Challenges/Concerns

- Not close to Downtown
- Steep Hill in between parking and downtown
- Needs better pedestrian access
- Surface parking is not attractive
- Impact to surrounding neighbors (lighting -lot and automobile, noise, vegetation buffer needed)
- Safety on 3rd Ave (blind spot on corner, narrow road, business delivery trucks block street).
- Increased traffic around Central Way
- Cost of Solution

Potential ways to address these challenges or concerns

- People are already parking on the streets up the hill
- Add an escalator
- Institute a valet service
- Implement a Golf Cart/Trolley Service with designated pick-up/drop off spots
- Try a pilot of having city employees park somewhere else and promote parking in City Hall lot to see how much it is utilized
- Better enforcement of downtown employee parking
- Good wayfinding and pedestrian connection with downtown
- Work with surrounding neighbors on design and operations to mitigate impact

Additional information is needed

- Before large investment in this option see if some of the small solutions have an impact
- Would it be used
 - Promote and see if people will use City Hall on nights and weekends
 - Have City employees park somewhere else to know if it would be used
- How would it be operated – where would the entrance be?
- Cost estimate calculations

Additional Ideas related to the option

- Use of Current City Hall on nights and weekends
- Use existing gravel lot
- Sell the property and use revenue for other parking solutions
- Make it larger - build a structured or underground garage that you could enter from Central Way.
- Use the location as affordable housing

Option 2: Increased Supply - Lake Avenue West

Benefits

- Readily available unused space
- Certain neighborhoods shouldn't be exempt from street parking

Challenges/Concerns

- Safety
 - Fire truck turn around difficulty with increased parking
 - No sidewalks, curbs or line markings
 - Turning onto Market Street is challenging
 - Poor lighting on street
 - Home security
 - Heavy pedestrian traffic
 - Market/Central intersection traffic safety
- Added traffic congestion
 - Market and Lake Ave West is a five way stop
- Not enough space
 - Width of street is narrow and varies
 - Street shoulder condition is not suitable for heavy parking – people would just park on street
 - Inadequate turnaround - cars turning around in driveways is illegal
 - Heavy pedestrian traffic would be at risk with more cars
- Environment concerns
 - Increased traffic impact on hillside prone to erosion and landslides (history of landslides/liability)
 - Shoreline area
 - Increased traffic impacts on Eagle nesting
 - Garbage left by increased traffic
- Neighborhood streets should not be parking lots for the business district
- Cost is not low if all of the concerns are mitigated

Additional information is needed

- The reasons parking was removed at this location
- 2007 Market Street Traffic Study
- Public policy criteria that established the private use of a public right of way for "Permit Parking Only" for the exclusive use of the residents of Lake Ave West.

Additional Ideas related to the option

- Lake Ave West existing parking spots are being used by commuters and should be regulated

Option 3: Increased Supply- Waverly Way

Benefits

- Need the parking

- Useful for Heritage Park usage

Challenges/Concerns

- Safety
 - No safe way for passengers to exit on steep hillside
 - Not enough space – Narrow street with heavy pedestrian traffic
 - Speed of traffic on Waverly Way
 - Home security
 - Resident difficulty backing out of driveways
 - High pedestrian use street
- Traffic challenge exiting on Market Street
- Restriction of a Bike Lane
- Already a narrow road
- Not close enough to downtown
- Signature Park and community asset would be cluttered with cars
- Neighborhood streets should not be parking lots for business district
- Cost is not low if all of the concerns are mitigated

Potential ways to address these challenges or concerns

- Grade slope to address passenger safety concern

Additional information is needed

- Cost of engineering slope to mitigate safety concern
- How the park parking lot enforced.

Additional Ideas related to the option

- Better signage and expand parking in Heritage Park

Option 4: Increased Supply - Shared use with private parking

Benefits

- It would be in Downtown where parking is needed
- Current underutilization of existing private lots
- Requirement for new developments to provide parking takes burden off tax payers

Challenges/Concerns

- The city should not pay for parking in private garages
- Zoning restrictions are preventing redevelopment in downtown – height and set back restrictions

Additional information is needed

- Why the option is a high cost
- How are right size parking regulations being monitored
- Monitor existing development parking requirement usage – are the requirements being used as intended?
- Create a system for individual parkers to pay

Additional Ideas related to the option

- Use of Faith Base Parking Lots
- Create Partnerships/Pilot leases with Existing Private Parking Lots – Microsoft, Bank of America
- New Development Requirements
 - Park Place
 - Antique Mall
 - Residential Developments
- Better coordination and partnership between developments and city to address the problem.
- Monitor existing development parking requirement usage – are the requirements being used as intended?
- Partner with Sound Transit or King County Metro on an Park and Ride for transit center
- City should invest in purchasing a floor of parking in new developments
- Give incentives to property owners to add parking
- Find shared use arrangements with largest employers first starting with City Employees parking off site.

Option 5: Improved Operations - Pay Parking

Benefits

- If there is not enough parking, parking is too cheap. Prices should be highest in the most in demand spots
- Fiscally responsible option for the City of Kirkland
- Those visiting are will to pay
- Helps create turnover
- People are willing to pay for the amount of time they need – ½ hour to 8 hours
- Opportunity when gas prices are low
- \$1 is not expensive and people are willing to pay
- There is not privately provide public parking in Kirkland because the City gives parking away for free

Challenges/Concerns

- Free Parking is needed to attract shoppers and businesses – pay parking will drive them elsewhere and won't support businesses
- Competing against free parking in Bellevue and Redmond
- It won't change parking habits or needs
- Community sees pay parking as taboo
- Not welcoming
- Increased pay parking would increase spill over into the neighborhood
- Last time pay was implemented quality of businesses declined

Potential ways to address these challenges or concerns

- Merchant Validation of Parking
- Resident Exemptions

Additional information is needed

- Look at past study on pay parking
- What are the challenges in managing free Parkplace parking and paid downtown parking
- If the library garage is paid can the payments go to improvements?
- Other models to study
- More Business Perspective

Additional Ideas related to the option

- Consistent Pricing
- Make paying more convenient
- Pay parking should fund a garage
- Pay Parking should reflect demand
- Single Space meters on each block
- Pay stations need to be marked better
- Time limits create challenges for certain experiences that may take longer
- New Supply should be pay parking

Option 6: Improved Operations - Branding and Marketing/Communications

Benefits

- Increase visibility of available lots so people are aware and spend less time driving around
- Signage improvements are needed (Antique Mall and Merrill Gardens in particular)
- People currently don't know where to park

Challenges/Concerns

- Helpful but can be done inexpensively
 - Don't need a new brand – just put up more signs
 - Current signage in Kirkland can be confusing
- Won't help the problem of parking availability

Potential ways to address these challenges or concerns

- Add additional current "brand" signage

Additional information is needed

- Cost benefit study before investment

Additional Ideas related to the option

- Antique mall needs better signage. Measure before and after to know impact
- Parking enforcement should capture available spaces and act as a concierge informing where to park instead of only giving tickets.
- Create better walking connectivity between parking locations
- Distribute parking brochures to businesses
- Better directional Signage to locations
- Look at case study and creative solutions

Option 7: Improved Operations - Wayfinding/Dynamic Signage and Sensors

Benefits

- Reduce time spent looking for a spot and help advertising locations

Challenges/Concerns

- Not a good use of funding
- Would need to work with all private lots as well to
- Number of spaces in each lot is small so wouldn't be helpful to parkers and just increase people driving in circles

Potential ways to address these challenges or concerns

- If City Hall lot is built revisit idea
- Work with private developments to institute

Additional information is needed

- Cost/benefit study

Additional Ideas related to the option

- Should also include dynamic pricing of parking that is available
- Video base sensing and wireless technology
- Distribute parking brochures to

Option 8: Improve operations at the library**Benefits**

- Additional spaces when demand is high
- Inexpensive new capacity by just changing signs
- Encourages employees to use it

Challenges/Concerns

- Even if clean, people don't like parking garages
- The garage traffic flow is very poorly laid out so why bother
- Need longer time limits

Additional Ideas related to the option

- Pedestrian safety concern at library garage entrance. Could a blinking light be installed?
- The driveway coming out of the library parking lot onto Kirkland Way has red zones painted on the curbs – could we use those for parking
- Give employees a key fob to use the elevator so it is not used for other activity.
- Better enforcement needed

Option 9: Parking Application app including pay by phone

Benefits

- Simple, easy and convenient
- Would show the parking locations and direct people to them via apps
- Great way to merge private and public lots

Challenges/Concerns

- Too complicated
- Encourages people to look at their phone
- Technology is always changing
- Too expensive
- If no spots are available it is not helpful

Potential ways to address these challenges or concerns

- Public/Private partnership to share the cost of app – business advertising opportunities

Additional Ideas related to the option

- Valet Ap service for City Hall
- An app should be Market driven
- Use already established apps – Spothero
- Register parking on Google
- Ap presented by Kirkland Chamber
- Quick Pay Technology
- Parnav Technology

Additional Themes in Comments

Amount of Parking Needed

- Who are we trying to find parking for: Customers/Visitors, Employees or Commuters
 - Different solutions depending on what group
 - What amount is needed for each group
- City doesn't provide adequate parking for its own assets – parks and swimming pool
- What causes the parking problem
- Change the perception of amount of parking available.
- How to mitigate Loss of Current Parking
 - Park Lane
 - Antique Mall
 - Park Place Construction

Parking Responsibility

- City should commit to help bring investment to downtown.
- Both city and developers
- The people who use it

- Shared between business owners, building owners and residents
- Everyone benefits from a healthy, vibrant downtown
- Whoever needs it the most should pay
- City should lead but cost should be shared – use incentives
- Businesses
- City – responsible for fostering a thriving business core to provide taxes
- Developers
- Not the City – Let Market forces solve the problem
- Explore/encourage free enterprise solutions and public private partnerships like shuttle services.
- Public private partnerships
- Parking investments should be compared to other investments like the ARC and the Houghton CKC property.
- Come up with an ROI formula to help convince the tax payers that it is the best investment
- Better Parking Downtown equals better businesses with Better tax receipts
- The City needs the right policies moving forward with new developments but also address the existing problem.

Enforcement/Regulations

- Regulations are inconsistent
- Signage is confusing
- 2-3 hours is not enough time for visitors
- Enforcement is too strict
- Seasonality of Parking
 - Summer need is different than winter need
 - Sunday Parking should be regulated
 - Better coordination w/summer events in directing visitors to parking locations

Employee Parking

- More fringe parking locations
- Need better and consistent communication to foster corporation and accountability among businesses
- Explore move to evade regulations
- Pay parking would help to solve this problem
- New developments need to provide employee parking
- There should be no dedicated parking for employees – paid parking for everyone
- Encourage other ways for Employee's to get to work – bus passes
- Some employees need to use their car throughout the day
- Need to know how many employees need parking
- How do we know if employees will park in particular locations

Commuter Parking

- Market Street and existing Lake Ave West parking is used for commuter parking
- We need transit parking or they will move into neighborhoods
- Work with Sound Transit and Metro on a solution – currently no dedicated parking for commuters
- Use the antique mall for commuter parking
- Measure the number of commuters using parking.

Neighborhood Spillover Problem

- Affects character of neighborhoods
- Business parking belongs in business district – build a garage downtown
- City should protect the neighborhoods

- City policies discourage it
- Right Size Parking increases spill over
- All spill over should be treated equally
- Street spots around downtown are no longer available – resident permit parking and enforcement is needed
- Add 4 hour parking on streets surrounding downtown

Parking decisions impacting Kirkland Character

- Keep small town feel
- Keep the city green

Right Size Parking

- Right Size Parking regulations contradict this study

Additional Parking Solutions Suggested

- Parking Shuttle
- Lake and Central Lot
- Build a Garage downtown
- Marina Lot “lid parking”
- Underneath Peter Kirk Park
- Under all of downtown
- Free Enterprise Solutions
- Reduce the Demand for Parking
 - Advertising taking the bus
 - More Bike Racks
 - Parking for Zip Car/Car to go
 - Better Pedestrian Access
 - Better Bus Routes and Transit Center
 - More Affordable Housing

Feedback on the Study

- Stakeholders comments were not accepted prior to draft study being released so options are misleading
- Not great data on the costs related to each option so options presented and feedback received are misleading
- Not all the spaces are counted – Who and how do we determine the goal we are trying to reach
- Pleased that an outside firm was brought in to provide unbiased input
- Need to know priority of parkers
- Options outlined don’t event start to address the problem - City needs to put all options including the big ones on the table and seriously consider them
- Ask citizens if they will pay for a large parking investment – Compare interest of ARC vs Parking
- History of lots of community time and input regarding parking with very little change to show for it has led to frustration in the community
- City needs to set a vision and stick with it
- Need to bring back a parking committee that City will listen to, study just has what the Council wants.
- Focus on things that can be done quickly or on an experimental basis
- What is the neighborhood vs business interest balance and what solutions are reflective of that?
- Have City employees take the survey

Draft Downtown Parking Study Complete Public Comments

Below is the collection of all comments received on the Draft Parking Study presented to Kirkland City Council on January 6, 2015. Comments received include Council comments, emails to council and staff, stakeholder meetings, survey responses and notes four public facilitated discussions. A summary of previous input was presented in each facilitated discussion in order to encourage new input on the options versus repeating input already collected. A best effort was made to capture all comments and categorize the comments appropriately in order to illustrate the various themes of the community comments. An annotated essence of emails and material sent is included rather than the document in its entirety. The comments are either sited or color coded based on the channel of collection.

- *Survey Responses*
- *Feb 24 Facilitated Discussion*
- *Feb 25 Facilitated Discussion*
- *March 2 Facilitated Discussion*
- *March 4 Facilitated Discussion*

Option 1: Increased Supply - Surface Lot South of City Hall

1. How would this option be beneficial to the downtown parking problem?

Large amount close to downtown

- *It is close enough to downtown where the parking is an issue.*
- *This is the clearly preferred alternative if more parking is required to serve downtown.*
- *This seems like a good option.*
- *Despite the high cost, I believe this is a good option. Joyce Kirk, 216 Waverly Way, Kirkland*
- *Amount of parking created would be good.*
- *B-- we have so many nice shops and businesses in Kirkland-- we just can't get to them on our 1 hour lunch when you consider all the time involved with finding parking or walking. A shuttle service would be ideal when you consider I live in Kirkland, work in Kirkland and yet it takes me a half hour or more to get to work by 8*
- *I would support this option. The space is already owned by the city. It's close to the downtown business corridor, and it won't infringe on current homeowner space (this space already exists)*
- *This at least seems like the best long term solution.*
- *Clear it and make it available for parking before they start on the Antique Mall project.*
- *Option A please*
- *Good. Close to downtown and mixed business and residential. Safe for evening walking to and from parking.*
- *A paved parking lot adjacent to the existing City Hall is a far better option than encouraging transient people (workers and visitors to Downtown Kirkland) to park in the Market Neighborhood.*
- *Excellent option and location, appropriate to services' locations*

Good option for employees of downtown

- *-South of City hall is an option for employees of downtown (1/6 Council Comment)*
- *City Hall lot is a good location for employees of downtown (2/13 Stakeholder meeting)*
- *City Hall lot would work great for employees but not shoppers (Downtown Merchant)*
- *A new supply is great, but that location likely will only be for employees given the distance and climb for customers is a big negative, especially if it's paid parking*
- *Reasonable idea -- lot is a little far from downtown for customers, but might be great for employees of businesses and commuters.*

Good option for Customers of Central Way Business

- The parking lots are full at 6am when the only thing that is open is the gyms. If the gyms used the city hall lot then that would free up a lot of parking (Downtown Merchant)
- Have central way businesses – especially gyms direct customers to the City Hall lot (Merchant Meeting)

Good option for Commuter Parking

- Option is still far away from downtown but could be a good option for commuters

2. What challenges or concerns might there be with the option?

Not close to Downtown

- *Would be of marginal use to the more general downtown case.*
- *its a bit out of the way for visitors but easier parking is always welcome*
- *This option makes sense, but the drawback is that it's not actually in the core of downtown.*
- *Is this location close enough to the downtown shopping and restaurant core to be a relevant and convenient parking source for same.*
- *Concern that it would only serve City employees*
- *Site: Inconvenient location for downtown retail employees and shoppers. Too far unless trolley or other shuttle options were available. Often employees have supplies to carry from personal vehicles.*

Steep Hill Challenge

- *The cost of this is significant, and would only provide benefits to a small number of people who can climb the hill.*
- *The need to climb a steep hill is objectionable to older shopper and people with mobility problems.*
- *Might be useful. It's a hilly walk from there to the downtown waterfront/retail core.*
- *With the distance, hill and weather people won't use it – need something downtown*

Surface Parking is not attractive

- *Surface parking is an eyesore and inappropriate for a downtown area.*
- *This would also eliminate the beauty of the greenery around City Hall, making it just another urban building and parking lot*
- *I think this option would be an eye sore and disturb nearby residents by increasing traffic in what is a dense residential area.*
- *It would be a shame to see this beautiful, natural green space that is often used by wildlife turned into a parking lot. More thought needs to be put into the decision to use this property. I'm not in favor of it. Kirkland is becoming increasingly urban, manmade, and therefore ugly, diminishing its longstanding natural beauty. We don't need more of the same.*

Impact to surrounding neighbors

- *Lighting – look at LWIT new lights*
- *Vegetation buffers needed*
- *Automobile lights should be mitigated*
- *Current light issue at City hall needs to be addressed*
- *There would be an increased noise issue with 150 more spaces*

Safety

- *Third avenue traffic Safety*
 - o *Blind spot on corner*
 - o *Narrow Road*
 - o *Business deliveries “beer trucks” block street*

- Valet operation speed concern
- Safety Concerns on 3rd Ave
 - o 3 way stop sign is never adhered too

Increased traffic on 85th and Market Street would need to be managed

Cost concern

- Who is paying for this?
- Explore better management solutions first
- Try Gravel Lot first
- *I don't think this option should be used until all other options that cost far less more are in place.*

3. How could the city address these challenges or concerns?

Institute a Valet or Golf Cart Trolley Service

- Valet option would be valuable to shoppers and a great use of the City Hall lot (2/6 merchant meeting)
- Has the city explored the valet Ap used in Seattle and San Francisco to implement in the city hall lot (Chamber Meeting)
- Golf Cart/Trolley Service with designated pick-up/drop off spots

Pilot Project

- Try a pilot of having City Employees park somewhere else and promote parking in City Hall lot to see how much it is utilized.

People are already walking parking in the neighborhoods up the hill

- Many people say they don't want to walk uphill to park at City Hall or Waverly, yet people are already parking in the neighborhoods, which are uphill (1/14/15 KAN meeting)

Add an escalator

- Add an escalator on Second Street to facilitate/encourage access from Central Way to City Hall (1/6 Council Comment)
- Better pedestrian path to downtown: Perception vs Physical Challenge of distance. How can we make available parking locates more integrated with Downtown (Harbor Steps)

Work with surrounding neighbors on design and operations

- If the city moves forward with this, we should all collaborate – City, Brezza, Marina Heights, Point Overlook, the Livengood firm and the Waterview – so that we can work together to discuss and mitigate impacts of noise, lighting (lot lighting and headlights) and security so that this can be done successfully from the get-go. (email to council jan 2)
- *I would ask that it be attractively landscaped so as to be sympathetic to the surrounding residential neighborhood.*
- ** Lighting on the site needs to take into account the people who live across from the lot. Today, lighting around City Hall is difficult to take--it often looks like a landing strip. I believe we have excess light pollution plus it is annoying to have to look into the lights constantly--the thought of more isn't merrier. * How will people from downtown Kirkland access the lot. Today I see people using the stairs going to/from the gym on Central. The steps are not well maintained. * The traffic flow down 3rd connecting into Central is very dangerous with the blind corner. If this lot draws more people, this situation needs to be improved.*
- Access on 2nd street would be needed
 - Lighting – look at LWIT new lights
 - Vegetation buffers needed

- Where would the entrance to the lot be 2nd street would be preferred for safety
- To move forward on this option meet with the 4 condos in a group to start conversations focusing on just this option on how to address concerns

Wayfinding and Pedestrian Connection to Downtown

- Pedestrian Egress with City Hall Lot needs to be improved. People don't know how to enter or exit
- The City must be committed to properly sign the available parking. This option will only work if it is signed and City doesn't sign other lots well.

4. What other information would be helpful in considering this option?

Before investment see if some of the small solutions have an impact

- *See if other solutions work before spending this amount of funding.*
- *This question does not provide enough information, such as the cost "Medium" and how many surface parking spaces will be provided.*
- Tenants with gyms may change so need to think about long term use of lot

Would it be used?

- Before investment of a high cost better understanding of how it would be used
- Pilot with shared lots to have City Employees park off sit to see if lot will be used for DT.

How would it be operated?

- How would it be operated pay or not?

Cost Calculations

5. Additional Ideas related to the option

Use of Current City Hall

- *Can the city designate the current city hall spots that were reserved for KPD as public parking? (Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)*
- *Implement Parking at existing city hall lot on evenings and weekends (1/6 Council Comment)*
- City Hall lots - A parking lot on the south side of City Hall is too inconvenient to be useful unless a number of other changes are made so that the numerous alternatives are all less desirable. I suggest getting some idea of potential usage by first heavily promoting the City Hall and Annex lots as free evening and weekend parking. Although they are a little bit further from downtown, they are proposed as public parking anyway, so they would provide useful data. (Email to Council/Staff)
- Pilot with shared lots to have City Employees park off sit to see if lot will be used for DT.

Use Gravel Lot as is to start to see if it will be used

Sell the property and use for other solutions

- *No discussion of alternative uses for this land...Land this close to downtown has considerable development potential. Adding parking here may be comparable to the cost of having the City purchase additional underground spots at new developments. How much are we willing to spend subsidizing parking on a surface lot that depreciates the rest of the neighborhood? ... A developer could come up with something more productive. (1/4/15 Citizen email to Council)*
- *It's sad that the city owns valuable property by city hall and is considering just storing cars there. What is the opportunity cost of that versus adding something to downtown? (email to staff 2/27/15)*
- *I think this is a fantastic short term option and might be a good long term option (we should wait until we see how it works out short term). If we don't turn this into parking we should sell the property and use the money to create parking elsewhere.*
- *Refining cost estimates is fine, but please don't build anything until all parking downtown is paid parking.*
- *This looks too expensive. It's a poor use of a valuable piece of land. The value of the land needs to be included in the cost numbers - it isn't. You're only counting construction costs. We can do more for the city by redeveloping it for multifamily residential. It's likely too far from the core, and uphill, to get the use that would justify the cost.*
- *Sell City Hall property and use the funds for a garage downtown*

Make it larger

- *Dig down to Central Way south of City Hall and make it accessible from Central Way (1/6 Council Comment).*
- *That looks like the old KPD offices and lot. If you were to go to the trouble of demo-ing the building to make way for parking, then I would rather see a higher capacity parking structure than just surface.*
- *A better (and more expensive) development would be multilevel parking with underground and aboveground parking space. The walkways to downtown from there might need to be upgraded to provide good access to Central Way. Charging for parking would help pay for the construction and maintenance.*
- *Why not build a structure on this site that would provide more parking lot spaces.*

Use the location for affordable housing

Option 2: Increased Supply - Lake Avenue West

1. How would this option be beneficial to the downtown parking problem?

Readily Available Space

- *Open some up to free customer parking and some to paid employee parking*
- *Seems reasonable*
- *b- we want MAX parking/walking opportunities!*
- *This is an excellent option.*
- *Good to me!*
- *Good idea. I live right across the street from City Hall on the east side and I am amazed at the number of employees who park on the streets surrounding my building. There is a great need for employee parking.*
- *sell the permits for day use.good idea*
- *This is a great solution. Space in the public right of way should be available to all. So definitely don't lease it, and definitely open it up. I also think the residential permit system should go. If residents want a place to park, they should build themselves a place to park and not expect the city to provide it for them on public land.*
- *Option B. Lease the spots to employees who will leave before residents return makes more sense.*
- *Allowing permitted residents and others to use the spaces makes sense.*

- *Seems reasonable, no big opinion on this one.*
- *I support using this strategy.*
- *A please*
- *Good idea, employees of local businesses need to have available convenient parking*

Certain neighborhoods should not be exempt from street parking

- *Certain neighborhoods should not be exempt from parking (2/13 meeting)*
- *remedy the anomalous treatment of Lake Ave West (Email to council 1.4)*
- *Residents do not own the street in front of their homes, so yes I believe this space should be used if it exists. (email 2/27/15)*
- *One of the most ridiculous parking situations in Kirkland is the posting of "permit parking only" signs on Lake Avenue West. Years ago some property owners there prevailed on the City to give them special dispensation from having to deal with the common folk. The City should revisit that unfortunate agreement and reclaim the 60 to 70 parking spaces that would be made available. Why should these residents have both sides of the street reserved for them and their visitors? (comment on Kirkland Reporter)*
- *It appears that there are well in excess of 60 possible public parking places available on both sides of Lake Ave West that currently benefit only the 19 single family residences that are adjacent to this quarter mile plus the stretch of public right of way. Attachment pictures: There is a vehicle parked in the public right of way under a car cover that has not been moved in months. I have also attached a picture of the road where 2 trucks are double parked with a car parked across the street demonstrating the wideness of the street which would allow for public parking on both sides of the street less than a block from Marina Park. (3/6 Email to City Council)*
- *This is a no-brainer. Lake Ave should never have received this concession. Also, there's a park at the end of Lake Ave W which few people can use because it only has two or three allowed spots. There need to be more open spots at that end of the avenue for park users.*
- *Residential users should be exempt from time limits. But parking on that street should not be exclusive to them. It's a public street-- taxpayer funded-- and other taxpayers should be able to use it instead of it being treated like a private club property. Allow employee permits on that street and don't let the residents have a monopoly anymore.*
- *A good use of spaces that already exist. The time has passed for this special permission zone. There is NO reason that this area shouldn't be used on an everyday basis for general parking. The residents have actually had both sides of the street restricted. They're rich and have valuable properties so how does this entitle them to have "privileges"? Not only that but it seems to me that there's more than 45 stalls available.*
- *Right now Lake Avenue parking is virtually 100% unused as nearly all of the residents park off street. Although it would be an adjustment for the local homeowners, they don't own the parking rights there, the city does. I'm enormously in favor of adding parking along there. I'd be willing to constrain it with time limits as long as it was 4 hours or more and ends at 6PM.*
- *I think that public streets must be shared, whether those of us who live on them like it or not. This location is too valuable to not be fully utilized for parking.*
- *I assume you mean the lot on Waverly Way? I don't see a 45-spot surface lot on Lake Ave W. Sure, making better use of existing parking capacity makes sense. It is crazy to talk about building a new lot when we have peak period unused parking capacity already .*
- *No brainer, Just Do It*
- *I do not agree with option "A" or "B". I would like to know the public policy criteria that established the private use of a public right of way for "Permit Parking Only" for the exclusive use of the residents of Lake Ave West. Is there anywhere else in Kirkland that is "Permit Parking Only" for resident parking on a public street? This should be public parking for all Kirkland residents and visitors not the use of public resources for the private benefit of a few. Simply removing the signs would be low cost and provide much needed additional parking close to downtown. This street is on my walk route, I rarely see anyone parked there. The street that is signed to allow only residents to park there is extremely wide and has parking on both sides with ample room for cars to pass. In addition, over 90% of the single family residences located on the west side of the street have 3 car garages with parking in front of the garages, for a total of 6 parking places per house with additional ample on street parking. It appears that there are well in excess of 60 possible public parking places available on both sides of Lake Ave West that currently benefit only the 19 single family residences that are adjacent to this quarter mile plus the stretch of public right of way.*

2. What challenges or concerns might there be with the option?

Safety

3. *Reduce the ability for fire trucks to turn around and get on the next call, an issue that presents a safety risk to the larger community (Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)*
 - There are no sidewalks along Lake Avenue West yet the street is often used by families from throughout the area as they walk, jog, experience the lakefront, eagles and outdoors.
 - *Lack of pedestrian safe walk facilities (trails, lighting, sidewalks) is one reason to keep vehicular traffic volume to a minimum (email to council 1/4/15)*
 - Pedestrian safety – there are no sidewalks yet is a heavily-traveled street. People walk down the middle of the street. It is not unusual to have several hundred people on a single day walking down the center of the street. (Handout in 2/26/15 meeting)
 - The current street is already inadequate for current fire regulations and Waste Management. Allowing increased parking sacrifices the safety of all residents if emergency vehicles trucks do not have adequate access. (Handout in 2/26/15 meeting)
 - In surrounding area where there is parking there are sidewalks (Handout in 2/26/15 meeting)
 - Access to and from Lake Ave West is located at an awkward intersection. Increasing the volumes of traffic will only mean an increase to the probability of accidents at that intersection. It would behoove the City to limit traffic to and fro the Ave to the residents of that area. In other words, the Average Daily Trips generated by the residents should not be increased by inviting others to travel through that intersection (email to council 1/4/15)
 - *Doesn't seem appropriate on a one way in only street without sidewalks. I have public safety concerns.*
 - *This is a heavily-used pedestrian area -- tons of people walking down the middle of the street every day. There are no sidewalks, no curbs, no place for people to park. I'd be worried about safety. Why do you want business people to park in the neighborhoods anyway? Shouldn't there be adequate parking in downtown?*
 - *I am a home owner on the lane, and oppose opening this narrow, dead end lane to the public. The reasons are: 1. the street is not wide enough for two cars to pass safely now, and this is before cars are parked on the side of the road. 2. The side that would be used for parking is undeveloped, and would need to be paved, curbs installed, etc (and probably would not meet the city regulations relative to parking areas today without considerable upgrading). 3. this lane is used now by the walking, running, biking, skating public. Having cars use this on a full time basis, would create a safety hazard. Not sure but this would also create an undesirable habitat for our resident bald eagles.*
 - *There are A LOT of people who walk on Lake Ave W every single day. There are no sidewalks here. There are no curbs. There are no lines. It is kind of a narrow road. And nearly impossible to get out of -- have you ever tried to turn left or go straight out of Lake Ave W? Rediculous!*
 - *driving onto market from lake can be very challenging and this should also be a consideration.*
 - *The road is far too narrow on Lake Washington Avenue West to allow transient parking. That road should only be used for parking, other than the small park, by those local residents. My husband and I walk along there quite frequently and it really shouldn't even be considered a public road! It's more like a one-way private residential road all along there!*
 - Safety Concerns –
 - o Fire truck turn around. There are 3 parking spaces that are supposed to be monitored. They are not currently monitored and parked cars prevent a fire truck from being able to turn around
 - o There is heavy walking traffic on the street and no sidewalks
 - Parking would increase car volume and speed presenting a pedestrian safety risk
 - Cars park in the road, not on the shoulder which would narrow the street even more
 - The street as a walking route and community asset is more important than parking
 - o There is poor lighting
 - Home Security Concerns
 - One of the only flat streets in town and a high volume of walkers walk down middle of street
 - It's not just residents that use it for pedestrian use, visitors walk from parks.
 - No curbs or line markings to create separation from cars and pedestrians

- Market and Lake Ave West is a 5 way intersection with bicycles. An extra 45 cars would increase safety risk. It would be safer with a light
- Close proximity to downtown makes it a great pedestrian street, not parking lot. Safety of Kirkland's residents and visitors is critical. Lake Ave W offers a quiet, safe, beautiful pedestrian walk. Increasing vehicle traffic and parking endangers people and eliminates this special environment. Pedestrian Friendly because it is flat, level street access from downtown, wide enough for walking with strollers, small children, close proximate to downtown, public waterfront access at park, quiet, safe place for people to enjoy, Heavily-used pedestrian street: hundreds of people walk on Lake Ave W every day. There is no separation of vehicles from pedestrians.
- Environmentally sensitive, steep slope and shoreline area concerns.
 - Increased parking = increased traffic = less safety for pedestrians
 - No curbs
 - No lines
 - No sidewalks, planting strips
 - Insufficient width for traffic (typical street in Kirkland is 32', Lake Ave W is frequently 20' wide or less)
- "Parking" exists only on raw land off pavement
 - Significant erosion at south end of street where current parking is
 - Open drainage ditch, utility poles in off-street area as well
- Dead-End street
 - o Vehicles turn around in private driveways
 - Does not meet minimums for Fire Safety turnaround
 - Known hazardous intersection: Lake Ave W and Market
 - Per City's 2007 Market Street Access Study
 - Still awaiting installation of recommended traffic light (Handout in March 2nd Session)

Traffic Challenges

- Hazardous intersection (Lake Ave W-Market St – Central Way) cannot support additional traffic without mitigation (signal already recommend per Market Street Traffic Study, 2007) (Handout in 2/26/15 meeting)
- *Bad idea. Moving traffic onto a dead end street that is very difficult to exit onto market seems like a recipe for a real mess.*
- *The corner of Market and 85th continues to become more congested, primarily with cars driving through our city, not coming to spend money in the downtown area. At some point a light will be needed to allow residents of Lake Ave west to merge onto 85th and Lake Ave*
- Market to Lake Ave West is already a difficult traffic corner, addition volume would impact traffic throughout Kirkland

Not enough space

- The width of Lake Ave West varies long its length and in places is less than the City's minimum standards (2/18 email to staff)
- The traffic movement in and out of houses on the west side, cars pulling out of garages, could be greatly impeded by cars trying to located a parking space on the east side (email to council 1.4)
- The shoulder condition (gravel, undefined edge) is not suitable for heavy parking volumes (email to council 1.4)
- Most homes on that street lack the necessary driveway depth to allow for guest parking. (email to council 1.4)
- The Ave is a dead end street with inadequate turnaround near the park. Most cars will most likely use driveways to turn around which, in addition to being illegal, is a safety issue for the residents trying to use their driveways. (email to council 1.4)
- Pavement on Lake Ave W is primitive, with no curbs, no line markings, and width varies considerably throughout the length of the street. Current conditions are insufficient to meet current fire and Waste Management guidelines. 17-20' (or more) additional width required over current paved area to create a safe parking area for non-residents along Lake Ave W. This area would be cut out of the high-hazard landslide zone below Heritage Park. (Handout in 2/26/15 meeting)
- *There is very limited space on this street for any additional parking. The parking is too close to the homes on this street and offer no to little privacy if there were added parking. Timed permits would encourage only those in the area that are going to bars/restaurants to park on this area.*
- *Increased traffic on this residential street is not desirable. Turn-around is difficult.*

- *not enough parking very tight street*
- Street would need to be wider to meet City Standards
- Garbage access issues
- Additional cars would increase the volume of cars turning around in driveways which is illegal
- Cars turnaround in Driveways
- Trash left by parked cars
- This is an issue in all of downtown

Environment concerns

- Lake Avenue West lies near the shore of Lake Washington and below a hillside which is prone to erosion and landslides. (2/18 email to staff)
- Eagle nest and perch directly above the west side of Lake Avenue West. (2/18 email to staff)
- The Ave is home to a bald eagle nest. Inviting traffic by opening that street for public parking will increase noise. (email to council 1.4)
- Environmental Factors include Landslide Risk, Shoreline area and Bald Eagle Roosting and Nesting Area (Handout in 2/26/15 meeting)
- Increasing street width to allow for parking eats into a known hazardous area
- Any change in current pavement (impervious surface) coverage impacts shoreline regulations
- Additionally, increased parking allows for contaminants (oil, hydraulic fluid, etc.) from vehicles to seep into the soils and drain directly into Lake Washington
- Lake Ave W has a pair of resident bald eagles which nest yearly. Increased vehicular traffic is disruptive. More disruptive would be any further street development to allow for parking and safe pedestrian passage. (Handout in 2/26/15 meeting)
- *What shoreline permits would be necessary – city should have to submit same permits as other developments*
- **Land Slide Issue**
 - o Liability issue with extra people parking
 - o History of Landslides on slope
 - o Public property needs to be managed
- Lake Ave W is a High Hazard area for seismic disturbances and landslide – also is a dead-end street – no escape if street is blocked. Development of this street to allow for safe pedestrian use would require significant disturbance to the hillside. Sharp 40-50+ foot elevation gain from south end of Lake Ave W all the way past Waverly Park. History of landslides from 1947 that killed two to a 2015 landslide on the slope. Reference to the 3/3/15 council presentation on hazardous slopes. (handout in March 4th session)
- The entire length of Lake Ave W is a seismic hazard area and high landslide hazard area – which makes it unsafe for the City to encourage increased vehicular traffic or parking. (Handout in March 2nd session)
-

Neighborhood Streets shouldn't be parking lots

- Finally, and yes selfishly, residents on that street pay more than fair share of property taxes, and it is only fair to be able to find guest parking next to their houses. If we lose that parking area, then it is us or our guests that will be driving around block after block, and street after street to find parking. (email to council 1/4/15)
-
- *Address downtown parking in the downtown core, and don't turn a neighborhood street into a parking lot.*
- *Encouraging employees to park in neighborhoods is a failure by the City to appropriately plan for sufficient parking supply in downtown. Solve the problem in downtown, rather than degrading the nearby neighborhoods.*
- *Pushing business parking into residential neighborhoods is wrong -- business parking should occur in business areas!*
- *Keep the resident permit program in effect. I think the residents of Lake Avenue West should have relative ease of use of their street for parking. (No I don't live on Lake Avenue). I would be very frustrated if my street was full of commercial parking. These are our fellow Kirkland residents and hefty taxpayers. Who would benefit from the "sale" of permits? Not the Lake Ave residents. Sounds like a losing proposition for these residents.*

- *I am a bit unclear on the location of these spaces, but I don't live in the area, but perhaps some spots should remain by permit for resident use only, depending on the history of the area.*
- *This should remain "permit only" for residential users. Joyce Kirk, 216 Waverly Way, Kirkland*
- *Not great. This is an encroachment on the rights of that neighborhood. They pay higher taxes to be in that location and rightfully expect parking to be available at most times. IT would suck for them to have to find paid parking if there was none available in their neighborhood!*
- The City has a stated goal of reducing reliance on single-occupancy vehicles – why is the City even considering this option. This is a low-density residential zone, not commercial or office zone. Parking should be for residents and their guests, not business employees, commuters and business customers. (Handout in 2/26/15 meeting)
- *It is a low density neighborhood. Parking should be in commercial districts*

Cost isn't low if you address and mitigate all of the concerns

- *Mitigation need would make it a high cost*
- *There is no such thing as existing stalls. There is already erosion in current allowed parking*

4. How could the city address these challenges or concerns?

5. What other information would be helpful in considering this option?

- To create additional parking for non-residents in the low-density residential neighborhood, additional street width, curb and sidewalks would be required to keep a safe environment. An additional 17' or more of width to allow for parking, curb, sidewalk and planting strip will disrupt the landslide zone and shoreline area. (Handout in 2/26/15 meeting)
- *Reflect back on when there was parking and why it was removed*
- *Community is doing a time Lapse Photography of street*
- *Look at the reasons it is restricted*
- *Look at 2007 Market Street Study*
- Kirkland City Council Members; I would like to know the public policy criteria that established the private use of a public right of way for "Permit Parking Only" for the exclusive use of the residents of Lake Ave West. Is there anywhere else in Kirkland that is "Permit Parking Only" for resident parking on a public street? This should be public parking for all Kirkland residents and visitors not the use of public resources for the private benefit of a few. Simply removing the signs would be low cost and provide much needed additional parking close to downtown. This street is on my walk route, I rarely see anyone parked there. The street that is signed to allow only residents to park there is extremely wide and has parking on both sides with ample room for cars to pass. In addition, over 90% of the single family residences located on the west side of the street have 3 car garages with parking in front of the garages, for a total of 6 parking places per house with additional ample on street parking. (3/6 Email to City Council)

6. Additional Ideas related to the option

- *Existing Lake Ave West parking is used by Commuters – how to prevent*
- *Should the regulations address a regular or busy event day?*
- *Not productive to spend time on this option*
- *Why are we talking about it if there were reasons to restricted in the first place*
- *If ordinance change need a hearing in front of CC*
- *Need to time existing spaces on Lake Ave West*
-

Option 3: Increased Supply- Waverly Way

1. How would this option be beneficial to the downtown parking problem?

Need the parking

- *Yes that end of Kirkland needs spaces desperately. Build it.*
- *Heritage Park is underutilized, and additional stalls could be added without impacting the park itself too much.*
- *Likely most useful in the summer when the Heritage Park lot is most impacted.*
- *This sounds a lot better than building a \$2M lot beside city hall. Although again, I would say that the city should implement a dynamic market-rate parking demand management system first before we go and spend money building new parking lots.*
- *Sounds good. Pay for Marina Park users!*
- *Reasonable*
- *Simple. Yes, do this.*
- *This option makes a great deal of sense. The space is already available and it's close to downtown and adjacent to the park. Residents might not like it, but again, this is a taxpayer-funded public street. If this is done, please be sure people know to park the same direction as traffic flows. It's the law, but people park haphazardly all over Kirkland.*
- *Could be useful.*
- *I would support this measure. The space is already there, and not properly utilized.*
- *If they are safe, use them.*
- *Please do this*
- *Good. Close to downtown and in an area already used for downtown parking. Reasonably safe.*
- *i think this also should be used for Public Parking for all the residents of Kirkland.*

2. What challenges or concerns might there be with the option?

Neighborhood Streets should not be parking lots

-Market neighborhood already hosts a number of parking-related needs for the City, including boat trailer parking, parking for Heritage Hall events, parking for Heritage Park, including two tennis courts and hosting numerous events. (Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)

- *I am opposed to parking on the south side of Waverly Way. Joyce Kirk, 216 Waverly Way, Kirkland*
- *again, downtown parking should be in downtown, not the neighborhoods. But at least there are curbs, parking areas, and sidewalks here. Seems a better idea than the previous one.*
- *"Festival City" We have always felt that Kirkland was a special place to raise a family and to be able to enjoy a certain quality of life with family and friends due to Kirkland's small town appeal. We are now feeling that certain people are trying to turn Kirkland into ""Festival City"" with an event every weekend thus destroying the local homeowners sense of community. Why do we need more parking on Waverly Way contributing to the "Festival City" mess? Over the past several years, we the Waverly Way property owners, have seen an increase in the number of people parking in front of our homes, throwing their trash in our yards and allowing their dogs to pee all over our property. Several times we have even had people walk up on our deck and sit in our chairs, and when we ask them why they are there they often reply ""Oh we didn't think you would mind"". As Waverly Way property owners, paying high taxes, we do mind our personal property invasions. If the Kirkland promoters really want to create "Festival City" then why not develop the Totem Lake mall area to create their "Festival City" and use their parking spaces? Property Values To my knowledge many of the Waverly Way property owners pay rather high taxes due to their ""water views"". If the Waverly Way property owners continue to have their "water views" blocked by additional cars then they should pay lower property taxes. "*
- *Do not develop Waverly Way!*
- *"Festival City": We have always felt that Kirkland was a special place to raise a family and to be able to enjoy a certain quality of life with family and friends with Kirkland's small town appeal. We are now feeling that certain people are trying to turn Kirkland into "Festival City" with an event every weekend thus destroying the local homeowners sense of community.*

Why do we need more parking on Waverly Way contributing to the “Festival City” mess? Over the past several years, we the Waverly Way property owners, have seen an increase in the number of people parking in front of our homes, throwing their trash in our yards and allowing their dogs to pee all over our property. Several times we have even had people walk up on our deck and sit in our chairs, and when we ask them why they are there they often reply "Oh we didn't think you would mind". As Waverly Way home owners, we do mind our personal property invasions. If the Kirkland promoters really want to create “Festival City” then why not develop the Totem Lake mall area to create their “Festival City” and use their parking spaces? (Email to staff 2/26/15)

- Property Values: To my knowledge many of the Waverly Way property owners pay rather high taxes due to their "water views". If the Waverly Way property owners continue to have their “water views” blocked by additional cars then they should pay lower property taxes. The city’s lack of attention to trimming trees on the waterside of the park is already decreasing the property values on Waverly Way as a neighbor recently discovered during an appraisal. (Email to staff 2/26/15)

Restriction of a Bike Lane

-Waverly way has a bike lane that would be compromised with parking. This is a community asset and consistent with the City’s goal on non-auto transit. (Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)

- Parking on the west side of Waverly Way would directly disrupt a bike lane used for non-automotive transit- directly contradicting the Council goal of encouraging non-automotive transit (email to staff 1/5)
- Two sided parking would negatively impact bicycle traffic, and quality of life for residents and visitors. (email to staff 2/24/15)
- *This removes the bike lane and crowds the street.*
- *I'm concerned about the impact to cyclists here. If it can be done in a way that maintains safe bike access we should do it. Otherwise no.*
- *Adding parking here would mean deprecating a bike lane, which is contrary to the City's goal of promoting non-vehicular transit. Re-routing bikes through Heritage Park is not an option, as the bikes would be competing with baby strollers and dog walkers.*
- *Cascade Bicycle Alliance is against the option because it removes a bike lane*

Safety

- There is no safe egress for passengers of parked vehicles. This cost has not been scoped and is currently unknown. (Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)

- The consideration of the West side of Waverly way between Market and 2nd fails to consider that passengers in these parked vehicles would be exiting directly onto a steep hillside (email to staff 1/5)

There is no safe way for passengers to exit their vehicles if they parked on the west side of Waverly Way, as there is an immediate and steep hillside down to Heritage Park. The City would end up spending significant money to address this safety issue, for a location that's not even near downtown

- *This is a unsafe and very concerning idea for many reasons. Cars drive VERY fast down Waverly Way and adding additional parking stalls would jam up this road and could be very unsafe for additional cars to park. There is NOT enough space to add stalls along this side of this road. This space along the road is used mostly by bikers and runners. This would take away the safe area that bikers have to ride their bikes. This is already a very crowded space and adding parking spaces would be a terrible choice and would add to the safety concerns that we already experience in Kirkland. This idea is a significant liability concern, and does not offer a safe option.*
- *This makes the least sense since we witness several people use this street to jog, walk strollers...events and in the summer with all the extra traffic and boat trailers which spill into the street..the would be very unsafe unless you plan to widen the street. and it only provides a small amount of spaces.*
- *The Waverly option is VERY unsafe and a liability to the city.*
"Thoughts & Concerns About Additional Parking on Waverly Way I feel this is a very bad idea and will only add to more traffic congestion on Waverly Way. Accident Waiting to Happen Many drivers of cars and motorcycles

come off Market Street onto Waverly Way at a high rate of speed. Many of these drivers are trying to avoid the traffic backups on Market Street. Adding more parking on the lake side of Waverly Way will greatly increase the danger of someone getting out of their car and being hit by one of these fast and reckless drivers. The chances of an accident or death will be greatly increased after dark due to many people having had too many drinks downtown and being somewhat incapacitated as they stagger down Waverly Way trying to find their car.

A steep hill on the 100 block of Waverly Way will make vehicle disembarkation dangerous, especially for the disabled and families with strollers. (Email to staff 2/24/15)

- Accident Waiting to Happen: Many drivers of cars and motorcycles come off Market Street onto Waverly Way at a high rate of speed. Many of these drivers are trying to avoid the traffic backups on Market Street. Adding more parking on the lake side of Waverly Way will greatly increase the danger of someone getting out of their car and being hit by one of these fast and reckless drivers. The chances of an accident or death will be greatly increased after dark, especially during the summer, when many people, having had too many drinks downtown, are somewhat incapacitated as they stagger down Waverly Way trying to find their car. (email to staff 2/26/15)
- Home Security Issues
- Narrow Street
- With street parking on one side it is already dangerous for residents backing out of driveways. With additional parking on the other side of the street it would make it more difficult and dangerous
- It is a heavy Pedestrian and Bike round
- Pedestrians cross street to us sidewalk. Additional parked cars would make it difficult
- High Pedestrian Traffic
- Narrow road
- Hillside Challenge
- Safety concerns

Narrow Road

- Homeowners don't have driveways and park on the street

Traffic Challenges

- *This seems like it has potential to make traffic around those already slightly confusing intersections more confusing, but maybe 25 stalls wouldn't have much impact.*
- *Again, exiting onto Market can be challenging so should also be a consideration.*
- *Difficulty in exiting to Market street from the west of market area where some additional parking is being considered*
- *Again bad idea! At present, the way that the parking facing east on Waverly would be accessed is to travel directly through a residential area. Down either 5th or 7th West and down 2nd or 3d. Please keep in mind that after the 25 spaces are full, traffic will still be driving through the neighborhood looking for parking. This in effect will direct drivers into our residential area West Of Market. Not to mention the increased danger of frequently speeding drivers onto our streets. Seems like a lot of potential trouble for 25 spaces.*
- *Terrible idea, very narrow, cars enter too fast off Market street, long fall down, congested area with pedestrians etc.*
- *Totally unacceptable! Where would you find the room? The City is already negligent in maintaining the weed trees and bushes which are growing so tall that they are ruining the beautiful view! Also it would devalue the neighborhood. This valuable area of Kirkland should NOT be made to look like a parking lot. There is SO MUCH litter from transients! As it stands there are too many vehicles during the summertime parking illegally and diminishing the appearance of the neighborhood! This is currently one of the nicest looking neighborhoods that Kirkland has - don't make it worse than it already is - PLEASE!*
- *Strongly opposed to this option. There is already significant available parking on this street. Only infrequent demand would benefit. People already drive much too fast on this street and adding parking on the other side would increase traffic, speeds, and dangerous traffic to an area enjoyed by many walkers and park users.*

- Two sided parking would increase traffic and traffic jams and make commuting from homes more difficult. (Email to staff 2/24/15)
- Do not want increased traffic on our street by thinking of additional west side parking. Clearly, employees of several businesses park in the park all day. Even in the rain with no one in the park, the parking stalls are half full. Why not put a time limit on the park parking and leave the street parking as is. There should only be parking on the east side of Waverly Way. Market Street parking is like a park and ride. The same cars park every weekday and ride the bus and take up all the merchant parking and customer parking for the entire day. If you want to do something about that just put time limits on it. (Email to staff)

Not close enough to downtown

- *Waverly Way isn't even near downtown. Why is this option on the list? Are we expecting visitors to downtown to walk this far, and up a hill?*
- *There is already public parking space along Waverly Way. These spaces are only full during the busy summer weekends. They spaces are not used 90% of the year because it is too far from downtown to provide relief. This area would NOT be a natural area for those wanting to park downtown.*
- *This option shouldn't even be on the list, as it's not close enough to downtown. Do you really expect to walk a half mile from their car to Hectors??*
- *Rather far from town, and not likely to be used by quick visitors into the city.*
- *A little off of the beaten path, but probably a good option for those who use the park and boat launch*
- *Ok option for recreational users (dog walkers, joggers, etc). Those coming into downtown for lunch, dinner, coffee meeting, shopping are not going to park that far away.*
- *this sounds like it would only benefit people going to the park and that immediate neighborhood*
- *Good idea, but again without knowing the cost it is hard to determine if I agree with it.*
- *Waverly way is too far away (2/13 meeting with stakeholder)*
 - *Waverly way is actually further away from downtown, with similar elevation gain from the south side of City Hall (email to staff 1/5)*
 - *Too far away for downtown customers – people won't park and run down for apt or errand*
 - *Too far away – 8 minutes to sur la table which is the closest business*

Affects Character of Park

- *This is a signature park and it should be seen and not hidden by cars.*

With the improvements needed it is not a low cost option

- *Cost was changed on survey after draft study came out*
 - *Mitigation would increase cost of solution*
- 3. How could the city address these challenges or concerns?**
 - 4. What other information would be helpful in considering this option?**
 - *Does Parks enforce who parks in the parking lot?*
 - 5. Additional Ideas related to the option**

Better signage and expand parking in Heritage Park

- *There is capacity in Heritage Park but no signage. Counter: when there is nice weather after 4pm it is full.*
- *Tennis court Parking is not used.*

- Need additional no parking on street by Tennis Court
 - o for pedestrians to see traffic
- Could you expand parking in the Heritage Park lot by cutting into the embankment?
-

Option 4: Increased Supply - Shared use with private parking

1. How would this option be beneficial to the downtown parking problem?

- *This should be done immediately if the stalls are located downtown. I believe those needing the parking would happily pay for the cost of parking in privately held stalls. This is a much better option than pushing the parking options out into the residential areas of Kirkland.*
- *As long as the parking is in the business district, why not?*
- *I think it's a great idea to expand parking stall use under many scenarios. This sounds like another good idea.*
- *Yes - this should be the top priority. Saying the cost is "high" seems wrong. What costs? The focus should be on smart incentives for developers to add shared or public parking.*
- *If there is current underutilization during peak times of these stalls, this should definitely be pursued.*
- *the cost of NOT having parking downtown Kirkland is higher. Look at all the "For Lease" signs in the windows*
- *New property owners should be required to add public parking with building permits*
- *Excellent idea! Why is the cost high?*
- *Yes. Let incentivize developers to add more parking capacity to downtown. Kirkland is a vibrant market for development and I don't believe our city council or planners are requiring these new developers to contribute to our city's infrastructure, as is commonplace in other municipalities. Instead, the residents and business owners are stuck with the burden of school overcrowding, traffic congestion, intersection failures and...insufficient parking, which are becoming the hallmarks of our new, denser Kirkland.*
- *Private lot owners in the crowded downtown area need to contribute to the community's needs by providing open parking in at least part of their property. If they wish to charge a bit to anyone who is not a resident/patron/whatever that is fine but space is at a premium. Opening parking to the general public would demonstrate that they value Kirkland residents. Plus some of the attendants are threatening and rude. A friend of mine parked in Hector's lot for lunch but had to leave before being seated due to an emergency call from her child's school. The lot attendant started screaming at her to "never come back, I got your plate number!" and she is a Kirkland resident too.*
- *Yes, this should be done. Particularly with Park Place redevelopment. Get agreement to put paid city parking in their lots, allowing them to build more underground parking if required. Park Place should be a very transit, walk, bike oriented development so please do not force them to build a bunch of parking that will not get used. Instead the development should be built to encourage car-lite and car-free people to live there and provide great options for getting there by bike from the CKC and other directions.*
- *We need to explore all options, as far as I'm concerned I would be willing to fund through taxes alternative parking projects*
- *When the opportunity presents*

2. What challenges or concerns might there be with the option?

- *Can we ensure Antique Mall parking supply stays? (1/14/15 KAN meeting)*
- *The city should not pay for parking in private garages, but should encourage private owners to open up their excess parking for paid public use. I would support the city providing wayfinding signage for private garages available to the public.*
- *I believe this would be expensive and difficult to arrange. Joyce Kirk, 216 Waverly Way, Kirkland*
- *sure*
- *Downtown Kirkland is mostly a social gathering destination (meet up for food) - long term parking is only necessary for employees. If it becomes too difficult to park, visitors will choose to meet in Bellevue where plenty of options and parking exist.*
- *I prefer public parking or transit growth*

- *This should be investigated but it will be complicated and expensive, as well as possibly confusing for those seeking public parking.*
- *Not acceptable!*
- *This is not a viable option.*

3. How could the city address these challenges or concerns?

- *Zoning set back requirements is preventing redevelopment in downtown (downtown merchant)*
- *Let the antique mall have an extra floor to have more parking (downtown merchant)*

4. What other information would be helpful in considering this option?

Why is this option "High" cost? It should be accurately labelled as "No Cost" as it involves partnering with the developers to build shared parking. Specifically, Park Place and the Antique Mall are once-in-a-generation opportunities to add significant public parking in downtown. It appears the City is trying to bias against this option by labelling it "high cost" when there don't appear to be any actual costs involved.

- *Not sure why the cost is high? This scenario is highly problematic. Ask the property owners how many of the ALREADY have parking agreements to serve employees downtown. Many probably do, the City just doesn't know it.*
- *Need more information*
- *I would need to know more about locations. Worth investigating.*
- *I am not sure how this would work and without more information I am not in favor of it.*
- *For example, where? Not enough info here to provide feedback*
- *Perhaps. Depends on cost. However, we should not be requiring excessive parking minimums in order to turn around and ask for shared use afterwards.*
- *Monitor Existing requirements of developments*
 - o *What are these current requirements and how are they being used?*
 - o *Better coordination between City and Development parking of monitoring and utilizing spaces*
- *Heathman parks employees in library instead of their garage*
- *Bank of America/101 building has 40 spaces that could be better utilized*
- *Should new developments have to pay for existing parking problem*
- *Ask private parking management companies what their occupancy trends are*
- *Can we give incentives to property owners to turn buildings into increased*
- *With development agreements, don't only make parking a requirement but have regulations that make employees of that development required to park there. Businesses need to supply enough parking at their location for employees and customers*
- *Heathman hotel has parking but employees take up space in Library garage.*
- *How can be partner with Sound Transit for Park and Ride capacity?*
- *How is right size parking regulations being monitored?*
- *Find of more on current parking supply and how to maximize*
- *Microsoft Leases in downtown*
- *There needs to be better coordination and partnerships between developments and City to address the problem.*
 - o *Planning commission discouraging Talon to have as much parking as they proposed*
- *Parking revenue needs to go to additional parking*
-

5. Additional Ideas related to the option

Faith Base Parking Lots

- *Faith base groups and businesses have parking available. There is supply which should be coordinated with parking owners to let parkers know space is available (City Council Comment).*

- Church parking is too far away (2/13 meeting with Stakeholder)
- Like the suggestion for more efficient use of Church parking lots (email to council 1/4/15)
- *One suggestion has been to contact churches in the area and discuss options of using these underutilized parking areas during non-religious times*
- Faith Base
 - o What's the cost
 - o Some are used for tent City of Kirkland
 - o Lots are too far away – in the “spillover” zones
 - o There would need to be better enforcement of employees
- Direct employees/commuters to shared use options
- To address the employee parking start with the biggest employees to find off site parking.
-

Existing Private Parking Lots

- Use of Microsoft lot on after hours/weekends (Council Comment),
- Make office parking lots pay parking lots at night
- Pilot leases with existing developments to see how it could best be used and promoted
- Create partnerships unique based on each development
-

New Developers

- Park and Main/Antique Mall and Parkplace (1/6 Council Comment),
- Partner with developers to include some public parking in anything built in Downtown (email to council 1/1)
- Development of Park Place office a unique opportunity to provide convenient parking of the businesses and customers of the new park place (email to staff and council 11/25)
- Transition the tenants of 434 Kirkland Way to the New Park Place and increase the size of the footprint and associated development and parking of the New Park Place (email to staff and council 11/25)
- Incentives for Park Place and the Antique Mall locations to add public Parking for “once in a generation” opportunities to add a healthy supply of off-street parking to downtown (email to staff and council 11/24)
- *Work with new developers to build public parking.*
- *Much more emphasis needs to be placed on the once-in-a-generation opportunities created by the development of Park Place and the Antique Mall. By providing appropriate incentives to the developers of these properties, a significant number of public/shared parking spaces could be created. This would be a lasting legacy of the current City Council and City Manager, and something future Kirklanders will be thankful for.*
- *Require the developers to share in minimizing their impact to our infrastructure and for those in the downtown area to add to the public parking supply.*
- *Don't miss out on the opportunity to influence the Park Place development, to add shared or public parking!!*
- *General unease about how Parkplace redevelopment will affect density and parking options.*
- *I think new construction should require adequate parking. Some parking issues are created by residents needing additional parking. I know some of this is a push for use of transit, but unless you restrict the ownership of vehicles, all that happens is pushing parking out to public areas. If you want to build less parking for residents, perhaps actual vehicle limitations should be in the lease or condo rules.*
- *I hope whatever development is coming to Park Place will include a significant parking structure.*
- Partnership with Talon on increasing parking Supply at Park Place
 - o Would it be used
 - o Who should pay for the increased supply
- New Developments
 - o City should invest in floors of parking in new developments
 - o Dig under the Antique mall and tunnel under the city owned streets – may have infrastructure challenges
 - o Needs to be okay for the City to spend money on parking solutions

- The concept of the city providing free parking is outdated
- Businesses and development should share the cost of parking
- Systems for individual parkers to pay for parking in shared environment instead of the City of Kirkland
- Right Size Parking – reducing parking in park and ride zone does not work. Need to increase the amount of public parking
- The city should have purchased the antique mall. Would have been the best location for a large supply of parking.

Option 5: Improved Operations - Pay Parking

1. How would this option be beneficial to the downtown parking problem?

People will pay for in demand parking

- *Any place where parking is this heavily used has parking that is too cheap. Land in downtown Kirkland is highly valuable. If people really want their cars to be that convenient, they need to pay for it, and the cost needs to be high enough that there is always space available.*
- *Yes, this is the right approach for the city to take and is really the only fiscally responsible option. Of course when you ask voters: "Do you want parking to be free or cost money", most people will say free and complain if you suggest charging for it. And businesses will say the sky will fall and they will go out of business if their customers have to pay for parking. But downtown Kirkland is a desirable destination that will not be harmed (neither the public spaces nor the private businesses) by paid parking everywhere, including on street. There are many many more examples of successful transitions by cities from free to paid parking. Failures are tough to find. The city should do this (and not just because I never park a car downtown so I don't want to subsidize those that do if the city builds more free parking).*
- *Those visiting downtown will be willing to pay to park and fund additional spaces from private locations or by building a lot/garage.*
- *Parking downtown is too cheap. This is obvious because it is full.*
- *The days where it makes sense for Kirkland downtown to have free parking are long gone. The city should have switched to charging for all city parking spots years ago. Gas prices are low right now. Great time to talk about adding a bit of extra cost to people who want to drive downtown.*
- *Keep considering it.*
- *I would support a study. Joyce Kirk, 216 Waverly Way, Kirkland*
- *Probably necessary -- no one likes to pay, but if it keeps people moving and opens up spaces, sure*
- *Kirkland's welcome mat is already tarnished with the parking enforcer's ticketing reputation and policies enforced. It says - we don't want you to be here long!*
- *Charging for on-street parking in high-demand areas is critical. We should not consider any further public provision of parking without getting this right. Many on-street spots are more popular than the city lots. It's completely backwards that we don't charge for them. As for the other city lots, that should be demand-driven. If you're over 85% occupancy, you need to be charging (or charging more if there is a current fee).*
- *I would be fine with changing downtown street parking to pay parking. It would give people the flexibility to park downtown for longer periods of time if they need to, plus it would encourage more biking and walking. One downside - it might push more people to park in nearby residential neighborhoods.*
- *Good!*
- *Good idea*
- *Good. If the demand is high enough, then Kirkland needs paid parking in it's downtown core.*
- *Yes! Institute pay parking as a disincentive for driving only habits, we all need to use more public transportation*
- *Are we sure people aren't willing to pay to park? (1/14/15 KAN meeting)*
- *The report takes a very timid approach with respect to paid parking, particularly on street. Many of the most desirable parking spots in town are free on-street locations. Prices should be highest in the most in-demand spots... Charges would mean that*

parking would be available for those who are unwilling or unable to walk further. Today, it's a random lottery with far to much cruising for parking...(1/4/15 Citizen email to Council)

- *Look at metered parking downtown instead of free parking (1/6 Council Comment)*
- *Pay parking is needed and would help the problem. A 2008 retail consultant said pay parking is needed to create turnover.*
- *Lake and Central needs to be pay parking all day (2/13 meeting)*
- *Why is pay parking a problem – Merchants can use parking tokens as validation (Downtown Merchant)*
- *\$1 an hour is not expense (Downtown Merchant)*
- *There is not much privately provided public parking in Kirkland. It's because the City gives away so much parking for free (Kviews comment)*
- *I'm strongly in favor of using pay parking. (email to staff 2/27/15)*
-

2. What challenges or concerns might there be with the option?

Free Parking is needed to attract shoppers and businesses

- *Unlimited free parking is important to Kirkland shoppers.*
- *I grew up in a city where the malls offered free parking. This act of hospitality was so profound that it destroyed the shopping areas where paid parking was required. I think that Kirkland will attract more business if it keeps parking as free as possible. I know that it is a revenue stream, but I avoid most shopping in Bellevue and Seattle where I have to pay to park. And it's not at all about the money for me. It's about convenience, and in Seattle, about safety. I don't like arriving and then having to fuss about getting out cash or a credit card, going to the pay stations, dealing with a machine that more often than not has function issues, returning to my car with the slip, etc. Keep Kirkland Convenient! And you'll have more stable businesses and more tax from them if they have a steady stream of happy visitors to Kirkland.*
- *we don't need more pay parking. The shoppers will go to Bellevue where it is FREE*
- *Parking issues are already an issue for visiting Kirkland. If I couldn't find free parking, I doubt I'd ever go there.*
- *I'm opposed to pay parking because it further penalizes Kirkland businesses, which are already struggling to compete with other more "full service" nearby shopping districts that offer not only a wider range of stores and businesses, but have free parking (Redmond and Bellevue).*
- *I will never pay to park on a downtown street. If that means the local businesses suffer, so be it. If I want a cup of coffee or a meal, there are many more choices with free parking. Sure, you can reduce demand by forcing people to pay. You might as well just kill half the people in Kirkland - that would reduce demand too!*
- *Free unlimited parking is important to Kirkland shoppers. They can feel free to follow their interests, walk through the Downtown shops, stop for lunch or diner, etc., if they do not have to worry about getting an expensive ticket for exceeding parking time limits or having to pay for potentially unnecessary parking time just-in-case they stay longer than expected.*
- *I would prefer fewer pay for parking options.*
- *I guess I don't often try to get to town during hours of peak demand. I must admit that paying for parking would really discourage me from visiting businesses casually. Seems like it might also push people further into residential streets or abusing free parking elsewhere.*
- *I would do business elsewhere rather than pay for parking in some of the areas during the day.*
- *Honestly, as a Kirkland taxpaying resident, I really, really resent the paid parking downtown. I think it is confusing and inconsistent. (The marina lot is free until 5pm, the lot by the antique mall you pay until 9pm...or something like that). So I have to pay \$1 to park and ship a box through UPS. Does the impact of the \$1 break the bank. No. Does paid parking create more efficient parking. No. People park where they can, when they can. Time limits are the sole factor to influence turnover. Sure the city likes the parking revenue, but please do not imply that paid parking helps turnover. Paid parking just hurts your businesses.*
- *Free parking is a witness of welcome and hospitality*
- *Free to the public Adequate to support Kirkland businesses. Available to people who work in Kirkland as well as customers. Accessable to people with mobility problems (avoid hills or long walking distances. Well lit for nighttime security. Easy access and exit. Close to businesses. Unlimited time for people to enjoy the city, take a cruise, etc. No meter maids. Consider larger parking garages in Downtown. (I can always find parking at Bel-Square and Alderwood Mall).*
- *parking is free at the mall! that's an unfair burden to downtown shops*

- *By putting in pay parking I'm sure there would be even fewer shoppers coming to Kirkland! This option makes no sense at all! I will not shop here at all if I have to pay for parking! Also, parking has never been a problem for me here day or night! I completely don't understand why anyone would complain. Seattle is the place with a parking problem, NOT Kirkland!*
-
- *We're competing against free parking at Bellevue Square and other local shopping areas. Is there technology that allows free parking for the first 30 minutes (for example)? (1/14/15 KAN meeting)*
- *Love free parking. (1/14/15 KAN meeting)*
- *Other cities have better shopping options in terms of variety and costs, so if we want to encourage people to shop here, pay parking hurts Kirkland (1/14/15 KAN meeting)*
- *Most people only need short-time parking. (1/14/15 KAN meeting)*
- *Pay parking is taboo in Kirkland (Chamber Comment)*
- *Would pay parking turnover come at a cost where visitors leave sooner than they would otherwise or cause them not to come at all (email to council jan 2)*
- *Adjacent cities have abundant free parking- Kirkland must be considered in the suburban context not in relation to urban cities (email to council jan 2)*
- *Parkplace is proposing that their retail parking will be free. Assuming that is the case, having free parking a few blocks away from the downtown core for that retail experience and then having pay parking downtown, causes us to compete with ourselves (email to council jan 2)*

It wouldn't change parking habits or needs

- *I don't believe this would change the parking habits or need for parking.*
- *Increasing paid parking will not necessarily increase the amount of parking available.*
- *I don't understand how this measure will solve the parking supply issue*
- *The issue is that there is not enough capacity, moving and charging differently does not deal with the central issue of not enough parking.*

Increase demand in other areas

- *This will increase demand too much in non-pay areas.*
- *This is going to force day long parkers in the residential streets - which makes no sense if there's not demand during the day downtown for short term parking. Balance it, is ok. Push all long term parking onto surface streets - not ok, I may as well live in Capitol Hill. There had better be a substantial reduction in my property tax if the City wants to offset parking investment this way.*

3. How could the city address these challenges or concerns?

4. What other information would be helpful in considering this option?

-If Parkplace is free but downtown is pay, will people avoid downtown in favor of Parkplace? How do other cities handle this dichotomy? (1/14/15 KAN meeting)

- *Why is pay parking at night – for restaurant turnover*
- *Monitoring is difficult with free parking. How can permit parking be implemented to achieve desired results.*
- *Library garage is paid off – where is investment going to?*
- *What is the impact on spillover? Permit parking in neighborhoods could address this?*
- *What models can we study, did the Consultant propose options or best practices? Answer: There is a set of tools but not one best practice option.*
- *If Park place has free retail parking and the city has paid parking will we be competing with ourselves.*
- *Business Perceptive*
 - o *Residents want free parking but business want turnover*

- Some metered parking is needed
- Would help control employee parking

5. Additional Ideas related to the option

Resident Exemption

- *One thing you could do is issue Kirkland residents a hang tag for their rear-view mirrors. Then you can put in all the pay parking you want as long as you exempt local residents, identified by the hang tags. That way as tourist parking demands increase, revenue will increase but local businesses would suffer much less. In general, as I'm sure you know, pay parking is very bad for businesses.*

Consistent Pricing

- *If the city is looking to turn more paid parking, they should make the terms consistent from lot to lot.*
- Pay station need to be better marked
-

Merchant Validation of Parking

- *Validation of Parking (1/6 Council Comment)*
- *Pay parking, even to the extent that we have it now, would be better perceived if there was a parking validation program downtown for shoppers and diners. (email to council jan 2)*
- *Expanding pay parking, but with the potential of coverage (validation) by local merchants makes some sense.*

Make paying more convenient

- *Decrease amount of time it takes to pay, using monthly passes, coupon books, pay by space vs. pay and display, and especially use technology rather than credit cards and coins (1/6 Council Comment),*
- *Quick suggestion: I was parking at Marina Park the other evening, and found myself standing behind an older gentleman who was trying to get the parking purchase machine to work (the instructions about which way the magnetic strip is supposed to face are incorrect, incidentally). It was raining, and we all were getting wet while I helped him. Seattle uses www.paybyphone.com for its parking, which is much more convenient than waiting in line in the rain for the machine. They charge an extra 35 cents or whatever, which is well worth it. It would be great if Kirkland could do the same thing. Thanks for reading this. (Email to staff 2/16/15)*
- *Parking and Security Management Software Solution www.ops-com.com (Email to staff 2/20/15)*
-

Pay parking should fund a garage

- *Kirkland shouldn't go the downtown Seattle path... if we expand paid parking it should be in a parking structure, not expanding pay stations on street parking*
- *While I'm generally in favor of pay for parking but know that it has mixed effects on urban settings. I think on-street pay stations are a good model, far better than parking meters. I think lots of people are used to them in other cities, such as Seattle, However, I think it might get in the way of some people coming downtown. An alternative: I lived in Salem, Oregon a number of years ago when they decided to improve the downtown business district by providing more free parking. They developed two parking facilities. One was a parking garage very near the center of down town. The other was a gravel lot a couple of blocks away from the center of town that was free for permitted employees of public and private employers in the downtown area. This provided lots of parking for each and really supported a robust development. Another alternative for paid parking is technology that allows people to pay with their smart phones. Years ago, I observed this method in Tallinn, Estonia. The people seemed comfortable with it and there was no need to build on site ticket stations or parking meters.*

- *I do believe adding more pay-to park meters is a good idea if this idea funds a parking garage or additional spaces.*
- *If you want to satisfy the demand for parking, build a parking garage. It can be free, paid, or otherwise. But businesses need parking for their customers, and the City should be able to provide that within the Business District that those businesses serve.*

Pay Parking should reflect demand

- *I think it is reasonable to adjust the hours and/or add pay stations to support more parking availability. Please make signage clear, though, so each vehicle's driver is clear about the requirements. Pay stations for numbered spaces seem to work well. An option to extend time by 30-60 minutes using a phone app or similar would be ideal. Sometimes service is slow or there is a long wait to be seated at a restaurant so a hard limit might not work. Especially on weekend evenings.*
- *Parking in Kirkland is seasonal. The plan needs to reflect that.*
- *Pay parking needs to reflect the seasonality of Kirkland. Demand varies dramatically between summer and winter, and the pay parking strategy should reflect that.*
- *Free unlimited street parking. Residents should have minimum off-street parking provisions. Replace meter maids with a downtown bus service.*
- *The money generated from paid parking downtown should be required to stay downtown. e.g. paying for downtown amenities other than parking like benches, bike racks, park improvements, even public concerts.*
- *add meters to on street parking, institute penalties for move to evade*
- **Meters** - I feel that Single Space Meters are far preferable to multispace pay stations, and it appears that their purchase price would be even cheaper on a per space basis. SSM's can be used to selectively put a few meters in one block, or even just a single meter. I have previously advocated for "One Metered Space Per Block" as a way to introduce a small amount of pay parking spread evenly through the downtown. I can provide details on that concept if there is interest. (Email to staff)
- **Balance between creating turnover vs people going to another neighborhood?**
- **Time limits create challenges for certain experiences that may take longer**
- **Shoppers will Pay**
- **No pay before 5pm**
- **Pay lots and frees streets**
- **Increased pay parking in downtown would increase spill over into neighborhoods**
- **Why is the City afraid of pay parking – what is the big deal.**
- **Would pay parking increase Spillover**
- **It should be pay during high demand periods**
- **New supply should be pay parking**
- **\$1 an hour is reasonable to pay**
- **Need to have pay parking on streets – single space meters**
- **When increased parking supply downtown need to implement the Residential permit zone.**
- **Look at past parking study on Pay parking**
- **Last time pay was implemented the quality of downtown locations dropped**
- **Need to get the landlord and tenets into the conversation**

Option 6: Improved Operations - Branding and Marketing/Communications

1. How would this option be beneficial to the downtown parking problem?

- *This could be very helpful to visitors, and give Kirkland a more advanced feel than it currently has for shopping and infrastructure. Ease of use draws folks to a town, and this could add to ours.*
- *This could really help people understand where they can park. It can be VERY confusing for visitors to find parking.*
- *Great idea. It would help people find existing and new parking. I've noticed unused spaces in existing parking garages that people did not appear to know about.*
- *It seems likely that increasing the visibility could reduce people driving around confused.*

- YES
- *Improve signage*
- *I support this option. Joyce Kirk, 216 Waverly Way, Kirkland*
- *Clear communication is always good. In our family, we are frustrated with not understanding the options and often paying on average \$70/month in parking fines. It's unfortunate this has become a regular budget item.*
- *Seems harmless, but I don't see this helping much. Needs to be simple.*
- *worth a try*
- *This is a good idea. Better signage should reduce frustration.*
- *Good idea*
- *agree, essential. most visitors don't know the library parking exists.*
- *I support*
- *B*
- *Yes, clarity always helps, more downtown garages, well marked and directed to will ease demand because supply is more obvious*
- *People don't know they have to pay in the Antique Mall – can there be better signage and marked stalls so people don't have to go back to their car (Downtown Merchant)*
- *\$1 an hour is not expense – a big attractive sign stating its only \$1 would help. (Downtown Merchant)*
- *Better education of number of parking stalls to help change perception that there is never any parking (Merchant meeting)*
- *We more attention to detail at the windshield level – The antique mall doesn't advertise public parking and you can't see the public parking sign as you drive in to Merrill gardens – both signs have remained the same for a year (1/4 email to council)*
- *I have no expertise in marketing vs signage vs whatever else, but I agree with improvements in communication in general. (email to staff 2/27/15)*
- *I agree that a lot of frustration with parking is from the experience of driving to a particular spot and then discovering it is full. This circling around also contributes to the traffic unpleasantness in downtown. So better communication about available spots (or even better the current price of spots) would almost entirely be a good thing. (There's still the negative that anything done to make parking easier will encourage more of it, counter to walkability goals, but I would concede that this kind of efficiency is *far* better than doing things like increasing capacity in every corner of downtown. As such, it's kind of misleading to talk about these improvements leading to a "greener city" when it's far less sustainable than not driving and parking.) (email to staff 2/27/15)*
- *The signage needs to be taller and easier for those who are NOT familiar with downtown to where parking is available. (Kviews comment)*
- *Difficult to find parking, not enough signage to locate parking. (Kviews comment)*
- *I think the signs are a step in the right direction but more advertising needs to be done. (Kviews comment)*
- *You can park FREE for four hours in the library garage, which is only a stone's throw from the heart of downtown. Perhaps the city and downtown businesses need to do a better job of publicizing this. (Kviews comment)*
- *Certainly anyone who lives outside of Kirkland (or at least downtown Kirkland) may not be familiar with where the public library is and the free parking along with the availability at the marina. Forget about the different parking guidelines for each. You would need a cheat sheet to keep up with it. (Kviews comment)*
 - *People don't know where to park*
 - *Big Branded Signage is needed for all lots*
-

2. What challenges or concerns might there be with the option?

Helpful but can be done inexpensively

- *What opportunities are there to use standard brand/signage for City-Owned and private owned lots (1/6 Council Comment),*
- *The brand and visual package are just fine. Please don't spend more money on a new brand. Just put up more signs with the current brand.*

- *Yes this should be done, but don't spend a bunch of money on consultants. Just look at other cities to see what they have done.*
- *Parking that people cannot find is useless. Adequate signage would help. Still, who wants to spend the day driving around town looking for parking that is already full? Maybe just post signage telling people that Kirkland does not appreciate people who still drive cars, and if they insist on driving cars they should take their business elsewhere.*
- *It's as basic as adding parking signage that helps drivers find public parking options. I live in Kirkland and I can find parking because I know where the lots are. Add signs to help visitors. This seems like a no brainer that the City should do immediately.*
- *I think too much time is spent on branding. I do think some common sense should be applied to signage. Current signage in Kirkland can be confusing.*
- *Sounds like a boondoggle. I'm sure something like this would help visitors find parking areas. I don't think it will have any positive effect on the availability of parking stalls. Adding parking stalls, (full size, not compact, please) is the only thing that will positively impact parking availability downtown. Residents and merchant clients will know where to park, with or without signs.*
- *unnecessary expense. Invest in new parking places, not fancy signage and branding*
- *There should be standard signage so it's obvious where to park. We don't need to go overboard with it, though, and create cutesy logos, commercials, or mascots.*
- *Quick implementation of signage – A professional should be able to come in and do it quick and inexpensively*
-

Won't help the problem

- *Seems like a waste of time and won't increase the amount of parking available.*
- *Not a good ROI for a city the size of Kirkland. If we charge dynamic market-rates for street parking it will not be hard to find parking at all. So that option completely saves the money we would spend on this option.*
- *Waste of Time, Energy, and Money.*
- *Somewhat silly - to continue further studies and marketing - when you build the Parking, they will come.. it's not like Kirkland is so large that people will get lost in the CBD. People will find parking...*
- *Not worth spending money on this idea. I don't see how this provides additional parking or relief.*
- *I don't think the City should spend much money developing a "Brand"... just get some simple signs pointing to parking. And if you build a parking garage, don't you think it would be pretty obvious where the parking is?*
- *(A) is described in terms too abstruse for my comprehension. Way too many specialized buzzwords. I thought in my ignorance that branding was something you do to cattle. "Wayfinding"? Isn't that what street names and addresses are for? And how does communication get a single additional parking space? And I don't think consistency among parking signs is worth spending a penny on, if that's what (B) is about)*
- *Branding sounds great, ie., KEEPING KIRKLAND KONVENIENT*
- *This sounds like 'consultant speak' for a feel-good project that accomplishes nothing. This does nothing to alleviate parking shortages, and as presented appears to be a waste of my tax dollars*
- *Isn't this already done? I find downtown to have too many parking signs that have created sign confusion about parking.*
- *I REALLY DON'T find parking a problem here. The extra signage would probably drive more people into Bellevue and Redmond!*

3. How could the city address these challenges or concerns?

4. What other information would be helpful in considering this option?

- *I would like to see a cost/benefit study on this before I would spend a lot of money.*
- *I don't get this.*
- *I don't understand how this measure will solve the parking supply issue*

5. Additional Ideas related to the option

- *Part of the brand should be "our employees are not parked here."*

Antique Mall Signage

- *Difficult to know it is public parking*
- *Before measurement and after signage measurement to see how much it works*

- Construction workers are taking up spaces in lots
- Antique Mall is not clearly signed as pay public parking. Pay station is hard to find

Better Signage

- Better/Consistent signage needed. Generic Signs are \$150
- Make aesthetically pleasing signage

Case Study/Creative Solutions

- Whatsapp Video from Korea of balloon showing available parking – S Oil Here Ballow
- Look at other towns as case study/examples – Port Townsend
- Make sure solutions will work before implementing

Better Pedestrian Connectivity

- Better Walking connectivity between parking locations

Distribute Parking Brochures to businesses – merchant meeting

Option 7: Improved Operations - Wayfinding/Dynamic Signage and Sensors

1. How would this option be beneficial to the downtown parking problem?

- *Time spent looking for a parking place takes away from time spent shopping- support of technology that shows available parking. Signage is important so that people know about all parking options. Some places are poorly signed, so people don't know they're legal. (1/14/15 KAN meeting)*
- *Its hard to know the layout of all the parking lots. How can we work with public and private lots to show where all the parking is located. (2/13 meeting)*
- *The reader board would be updated dynamically to reflect available spots in this lot.*
- *This could reduce the frustration and mindless circling (where people do not pay attention to other cars and pedestrians while they are focused on finding parking).*
- *We will need this eventually. Plan for it.*
- *I support this option. Joyce Kirk, 216 Waverly Way, Kirkland*
- *This we should certainly do. (If nothing else, it will stop the whining about not enough parking as people drive past the sign that says "50 spots here"). But if people are more confident about entering an unfamiliar garage, that has to drive some efficiencies in utilization.*
- *worth a try*
- *In the long term, this would be ideal. I find these signs incredibly useful in the Bellevue Square parking garage and other parking places that use these digital parking signs.*
- *Knowing where parking was full and where it wasn't would be very helpful and save time/emissions from driving around looking for spaces in full lots.*
- *. And where to park needs to be more obvious-- simple signs could do the trick. Many people might not know they can park at City Hall on the weekends either.*
- *Agree, essential for more effective flow in summer.*
- *support*
-

2. What challenges or concerns might there be with the option?

- *Seems like a waste of money and still does not address the short/long term need for additional spaces.*
- *This is cute, artsy downtown Kirkland. Not an airport. We really shouldn't have the overhead for Wayfinding or Dynamic Signage and Sensors in downtown Kirkland. Sounds obnoxious and expensive.*
- *Too expensive to make much of an impact.*
- *Ridiculous use of public money. First charge for all parking. Until the city does that, this is not a fiscally responsible option. If charging market rates for parking everywhere still leaves us with a parking problem, then we can explore these options.*
- *Same comment as before - Kirkland isn't Gotham or a mega metropolis that is difficult to navigate... people will find parking. Why does Govt and leadership make things so complicated... space is infinite, parking is finite.. we have boundaries and parking isn't worth anything with out a business to visit. Parking should be on a 2-3 stalls per 1000 of space - Business and retail have different needs... study that then calculate based on the finite space Kirkland has for parking - revisit study every 5 years thereafter..*
- *This works in a small area (e.g. SeaTac parking), but may be of limited value in a large area like Kirkland.*
- *I'm skeptical about this one. I've often seen signs that say a lot is full when in fact it isn't, so people may be inclined to ignore the signs. I'd be more inclined to support onsite signs vs. remote signs.*
- *I like the idea of increasing efficiency of finding a stall, but if cost is high I'd likely put my dollars elsewhere. I like this better than paying private owners for more stalls at a high cost.*

- *Unless much more parking is being added, I can't see the need for dynamic signage. The number of spaces in each lot is quite small compared to bigger cities. Are you really going to say 2 spots available on Waverly, 2 on lake, 25 in the library garage, etc.? Especially when parking rules in all these places varies.*
- *Not sure how necessary this is. I would rather focus on a parking structure.*
- *don't bother. Invest in new parking places, not fancy signs*
- *Don't over complicate a simple problem.*
- *Not in favor of due to the cost.*
- *Wasteful use of tax dollars. We don't need a nanny to help us find an open slot. We need more open slots.*
- *No. This is just more manmade garbage and more unnecessary visual distractions to clutter up the already somewhat claustrophobic-feeling downtown area.*
- *This would be an unnecessary expense. How about improving the roads! They are too bumpy!*

3. How could the city address these challenges or concerns?

- *If you're going to do this, you should also be able to do dynamic pricing of the parking that is available.*
- *This only makes sense if there is actually adequate parking available. It would still be frustrating to drive around town only to find that all of the parking lots were full.*
- *When the property south of City Hall is turned into a parking lot, it makes sense to have a reader board in downtown informing visitors that there are ~100 parking spots available in this new lot.*
- *Ok for large parking garages*

4. What other information would be helpful in considering this option?

- *would like to see a cost/benefit study.*
- *Sounds interesting. I would like to understand the technology a bit better*

5. Additional Ideas related to the option

- *Video-based sensing, use wireless technology to save money, (1/6 Council Comment)*
 - *Its good to work now with future private parking developments like Parkplace to plan for coordinated branding. Like technology approach but need to see costs for each option (1/14/15 KAN meeting)*
 - *Businesses need to educate their customers on private underground parking options (2/13 meeting)*
- *Parking Enforcement cameras should be able to pick up the spaces available and the Parking Enforcement should act more as a concierges of informing people where to park instead of only giving tickets*
 - *Ask me about Parking in Kirkland signs for Businesses*

Option 8: Improve operations at the library

1. How would this option be beneficial to the downtown parking problem?

Benefits

- Elevator needs to be cleaned at least once a week. (Downtown Merchant)
- Maintenance of library lot is awful – the city needs to be responsible for a public place (Downtown Merchant)
- Library garage was dark, creepy and felt unsafe to me. The lighting needs to be brighter. The City of Kirkland should provide adequate lighting in and around public buildings and walkways to assure the safety of all your citizens (Email to Council 2/8)
- this offers additional parking spaces at the time of day when demand is high.
- signs are cheap. Losing business customers because the City won't build adequate business parking the business district is expensive, in the short term and in the long term.
- Again, terribly worded. If you mean should the spots in the garage which employees park in during the day be available to the general public at night, then of course. As for maintenance, I have no idea what you are describing, sorry.
- Yes, have as much multi-use spaces designated by times as possible. All stalls should be available at all times, either to staff during business hours, and then to all others during off times.
- I agree, it is not well maintained space so don't feel comfortable using it plus it is not clear when you can park there in the evenings.
- Yes this should definitely be done.
- Absolutely a good idea. This is a core parking location, and should draw well.
- women will NOT park in parking garages..they have seen to many movies where something happens in the parking garage. Don't build underground parking they won't use it.
- The signs there are horrible. Also many of those same spots are empty on the weekend and frustrating to come across.
- Yes, fix the sinage
- Signage improvements are a GREAT idea! The library garage signs are VERY confusing! We must provide safe pedestrian access at the garage entrances. The west exit onto the sidewalk is dangerous because neither drivers nor pedestrians can see what's coming.
- Yes! I have often wondered if I can use those stalls after hours. This is a great way to better utilize what we have. Do this before building a new lot at city hall.
- Signage is important. Kirkland may make a lot of money on parking tickets, but people do not like to take a chance on getting a ticket when signage is not clear. Even if they can get the ticket reduced, it still takes time to go to court. Probably not worth the effort when there are other places to shop.
- All you have to do is install signs that let visitors and employees know when the parking spaces are available to whom.
- I support clear signage at the library.
- Good idea.
- I constantly see people who are not library employees parking in the library employee spots, especially for baseball games, etc. The library is open most days after 5:00, so I question whether these spots are underutilized at all. I am not a library employee, but a library user. I think if you are going to make moderation to the employee spots, they should be to restrict parking around library hours.
- Sounds like a good idea. Although I'm confused. How are you maintaining these stalls now? Why would they require an additional annual funding mechanism to continue said maintenance?
- Sounds like a better plan. There is not enough parking under the library available to non downtown employees. When you converted an entire row to permit only several years ago people stopped bothering to find a spot there. The garage traffic flow is very poorly laid out so why bother? As a parent of summer swim team participants, having to move my car because I'm there for 4.5 hours (thus just past the 4 hour limit) is incredibly annoying.
- "Optimizing the investment" sounds reasonable - except that it was our Tax \$ that create that investment for the City to optimize... feel free to "optimize" is - under a business case scenario - but have the optimization cover the annual maintenance

so there is no on-going annual funding - manage it like a business, at a breakeven + a % - be responsible and use the returns on the investment to care for the investment and not for other purposes... demonstrate responsibility in governance.

- *Do it!*
- *Improve signage and lighting*
- *Update the signage so visitors can use the stalls after 5:00 pm. Joyce Kirk, 216 Waverly Way, Kirkland*
- *sure*
- *Yes, please change this message. Our group used the conference space for a meeting on a Saturday and could not find parking. There were several floors of open spaces with signage restricting use for permit only with no hours which was ridiculous.*
- *Seems like an easy obvious fix. We must do maintenance. How can we even consider building new parking if funding for maintenance is uncertain?*
- *makes sense to update the signs to expand parking opportunities*
- *This sounds fairly straightforward and helpful.*
- *All stalls should be used to capacity.*
- *"on-going high quality maintenance" is what we are paying for already. With the information provided, this sounds like more waste. Adding signs on thoroughfares entering Kirkland that state 'park free at the library' make sense.*
- *Visitors often avoid this garage because people live in it, do drugs in it, drink in it, trash it, and use it as a bathroom, especially the elevator. It's unsafe. If more people are expected to utilize the garage, then we cannot allow people to party or spend the night in it, there needs to be better security, and it might even need to be locked down during certain hours. The garage is known as a cesspool of Kirkland, so new signage and such isn't going to solve the public health and safety issues that have existed there for years.*
- *A good idea.*
- *This is a no brainer. Good idea*

2. What challenges or concerns might there be with the option?

3. How could the city address these challenges or concerns?

4. What other information would be helpful in considering this option?

5. Additional Ideas related to the option

- *-The library garage west exit is a safety issue: blind exit with no pedestrian access. (1/14/15 KAN meeting)*
- *Pedestrian safety concern at library garage entrance. Could a blinking light be installed? (1/14/15 KAN meeting)*
- *The driveway coming out of the library parking lot onto Kirkland Way has red zones painted on the curbs, presumably for sightlines. I have long believed that these red zones are massively too large. I think you could add 2 spaces on either side of that driveway.*
- *Could we give employees a fab that gives them access to the elevator so only employees could use it. (Downtown merchant)*
- *Could the red curb in front of the library (on Kirkland Way at 3rd St.) be used for parking? There are two or three potential spaces there, and I don't know why parking isn't allowed there. (Email to staff 3/12)*

Option 9: Parking Application app including pay by phone

- **How would this option be beneficial to the downtown parking problem?**
- *pay by phone is simple and easy. But if there aren't any spots, who cares?*
- *It's time to catch up with Estonia.*
- *Probably very useful, if accurate and properly functioning. I would think there should be ways for the companies who are installing and implementing these programs to subsidize the start up costs for the city (similar to the red light cameras) based on a percentage of future revenue.*

- *Keep looking into this in the long term.*
- *This option should be approved. Joyce Kirk, 216 Waverly Way, Kirkland*
- *pay-by-phone does seem to be gathering momentum, so probably a good idea, especially if more spaces become pay zones*
- *In the long run, this would save time and frustration. I would use an app like that.*
- *Please please bring in pay by phone app.*
- *support*
- *It's only a matter of time, this will be standard stuff*
- *We have to do it*
- *Great way to merge Private and Public lots*
-
- **What challenges or concerns might there be with the option?**
 - *To complicated to use "on the move."*
 - *Good idea IF IT WORKS. I have had nightmare experiences with this in Seattle.*
 - *Skeptical if this really works well.*
 - *Limited use -- seems like more effort than value*
 - *As a Windows Phone user, I doubt you'd provide an app for my phone :P*
 - *Seems like something nobody would actually use*
 - *I don't like this idea because it encourages people to look at their cell phone while driving through a congested area. This seems very dangerous.*
 - *Don't spend money on an app, but do charge for parking in more places (everywhere)*
 - *I do not have a smart phone. And I still do not like to pay for parking. Especially for short stops. And it is very frustrating when the internet is having problems. The more we depend on online pay systems, the more chances of getting hacked. There is no such thing as a secure payment system using today's systems. Everyone eventually gets hacked. I would rather not have to worry about it.*
 - *Nice to have but not worth the ROI. Let's not buy the Cadillac and explore the Honda (sorry Ford Focus?) options instead. We definitely need to take credit cards. Anything above and beyond that is a nice to have but we have much better things in Kirkland to spend that money on.*
 - *Meh...*
 - *Sounds like a good concept, but my hesitation is that it may encourage people to be looking at their phone instead of watching where they are going. Pedestrians and other drivers could be endangered. If this can be resolved then it would be a more attractive option.*
 - *I don't use apps while driving, and I'm not sure I want the driver next to me doing that either. But maybe I'm just over 50.*
 - *I doubt the cost of this would every justify the benefit.*
 - *Too expensive. Will be underutilized.*
 - *I would hate to see Kirkland follow the Seattle model with New York parking rates. Don't over-invest in mobile apps that are likely to have limited use.*
 - *Doesn't seem necessary.*
 - *I personally would not waste time with a special app just for parking in one area, let alone feel comfortable with data being collected about my habits or other information.*
 - *If we do the on-street signs right, I don't see that we need the parking apps. It doesn't seem like it should be expensive if we've built the infrastructure for the on-street signs. But we should prioritize those first.*
 - *Not sure the cost is reasonable.*
 - *Seems unnecessary. better signage will do just fine. No need to develop your own app during a time in our history when the technology is changing so fast that the app will be obsolete by the time it is complete. Consider simply waiting for some entrepreneur to commoditize it rather than waste city resources doing something 'one-off'.*
 - *It's a neat idea since it's convenient, but if the cost is high, no. There are better things to spend taxpayer dollars on.*
 - *Dislike. Encourages phone use while driving.*
 - *This should be but on the back burner.....*

- *Not even remotely interesting unless there was widespread paid parking AND data on driver frustration. Even so, not sure that it is a smart idea to distribute an app that takes away driver focus especially for those who are unfamiliar with the city. Sounds like increased risk of vehicle accidents to me.*
- *They have proven in larger cities to not work so well! This too is an unnecessary and extravagant expense that we don't need when there are more important issues!*
- A lot of people don't use phones
-
- **How could the city address these challenges or concerns?**
- *For this option, the City should reach out to a mobile app provider and offer to partner in a manner that requires the app provider to bear the costs of system implementation.*
- **What other information would be helpful in considering this option?**
- **Additional Ideas related to the option**
- *Definitely have mobile apps to see available spaces (Council Comment)*
- *Chamber heard a presentation from a developer who could create an app and it could incorporate advertising of local businesses. With this option there may be potential of parking enforcement cameras being able to pick up and feed open spaces into the app. – Merchant meeting*
- Chamber has a proposal from an app developer. The App is a map of all available parking and would lead drivers to parking locations. The initial investment is \$12,500. Could partially be paid by advertising. Instead of having instreet sensors as outlined in the study could the Parking Enforcement Technology pick up on available spots and send the data to the app to let parker know. When people parks ads could pop up for those business close by. Merchant meeting
[An app should be market driving – have the chamber do it](#)
- I noticed that the parking lot on the north side of Kirkland Ave & West of Main Street is using technology for wireless phone payment which is provided by QuickPay. This would be a quick solution for the City to look at. I see on QP's web-site Salt Lake City is a customer, which is larger government parking manager than is Kirkland. <https://qpme.com/> (Email to staff 3/10/15)
- I recently met with a company named Parknav that provides a mobile app to help parkers find parking spots. To give a sense for cost, I was told that the initial set-up and development cost is \$20-\$40K, which involves spending time with the City to inventory all of the available parking spots in the downtown core. Once launched, the operating/licensing costs are \$40K/year. There is an opportunity to offset these costs by allowing local business to advertise within the app (e.g. a visitor using the parking app could see an advertisement for Hectors). This is optional, if the City were interested in offsetting costs. From the company, "Parknav uses predictive analytics and machine learning to help drivers find available street parking in today's metropolitan areas. The free app is already available for drivers in Chicago, San Francisco, Munich and Hannover. Parknav is also already available in the top 30 cities of Germany as a B2B solution. Parknav will next be available as a B2B solution in the top 10 cities in the US by end of Q2/2015." Note that the service does not require real-time inventory of parking spots. Although this lowers the cost to operate the service, the trade-off is that the parking recommendations are educated guesses, rather than specific knowledge of open parking spots. (Email to staff 3/11)

Valet Service

Has the city explore the valet app services to use for City Hall? – Merchant Meeting

- Look at existing apps instead of creating new one.
- Register parking locations on Google or Spothero – quick/low cost solution!

Study Comments

Comments related to the study

- Council Comments from 1/6 meeting are not evaluated in Public Outreach survey nor do they have cost and time to deliver each option, which is misleading (2/18 email to staff)
- City characterization of projects is misleading and incomplete (2/18 email to staff)
- Market neighborhood comments were not accepted prior to the draft study being released(2/18 email to staff)
- Neighbors have been in ongoing contact with the city to try to get involved in the creation of the options. It was in the scope and didn't happen (1/31 stakeholder meeting)
- Study has design flaws the City should provide access to the consultant, to provide feedback on the study and its methodology and approach. (1/31 stakeholder meeting)
- If you don't know what the priorities of the parkers are how can you find a solution? Will they even park in the locations presented (1/31 stakeholder meeting)
- Need something to happen immediately Stop talking about it and do something. (Merchant meeting)
- So much hasn't happened with parking that there is a high level of frustration with constituents.
- Options outlined don't even start to address the problem Downtown merchants need a bold big vision with results from the City. Without a bold action the City is making a statement that businesses don't matter (Chamber)
- Even the consultant says in the report that some of these options won't solve the problem and event 150 spaces isn't enough. 98% capacity as stated in the report need a big solution to solve the problem. These options won't even have an effect. (Chamber)
- The city needs to put all options on the table and seriously consider them. (Chamber)
- Positive action plans must be implemented. Talking is not productive. (Employee survey)
- We have had a history of lots and lots of input regarding parking with very little change to show for it. (Email to Council 1/6)
- Study has bubbled up rather quietly through neighborhood communications and Chamber of Commerce members have no idea this study was done (Email to council 1/6)
- Very pleased that an outside firm was brought in to look at the situation and provide some unbiased input (email to council 1.4)
- Stakeholders - In the public process, I would urge the addition of several more groups for feedback. The Kirkland Downtown Association, the neighborhood associations of Moss Bay, Market and Norkirk, the Transportation Commission, the Planning Commission, and the former members of the Parking Advisory Board would be useful. I particularly suggest the last group for their extensive experience with this subject. However, the most useful person stakeholder that has not been mentioned is the *typical person parking here* - mostly people driving downtown to do business, shop, or just visit. I would also include employees, perhaps viewing their input in a separate way. If an ad hoc committee or working group is formed from among stakeholders, et al, I would gladly serve on such a task force. (Email to staff)
- Neighborhood should have been involved in the development of the initial options.
- I don't agree with the basic premise of the study that the amount of parking is a problem that needs to be solved. City council has repeatedly talked about improving non-car-based methods of transportation in the city, and the downtown density of services is the obvious place to start. It is not particularly pleasant to walk downtown until one is within a site such as Marina Park or Peter Kirk Park. The obstacle to parking at the library and walking to somewhere like Sur La Table is not the distance (for many people) but that the walk is kind of miserable. Biking is far worse. This is a direct result of encouraging all of the car traffic downtown. Part of this is the abundance of parking, and part is the heavy usage of downtown as a pass-through to go

somewhere else (beyond the scope of this study, but it contributes to the unpleasantness of downtown which leads to more driving there and the need for more parking). (Email to staff 2/27/15)

- Since the parking is controlled by an existing City Ordinance then any change to the Ordinance would have to occur through a Councilmatic action that would require a full public hearing and citizen input to discuss the specific ordinance along with any proposed changes (Prepared Comments in 2/26/15 discussion)
- *Have you actually talked with anybody who lives in Kirkland? To the businesses? To customers? Or did you just spend a bunch of money hiring some "consultant" who hides in an office? Have you actually walked around downtown and the neighborhoods? Gotten run over by cars searching for parking? Talked to former businesses who have left Kirkland because their customers can't park nearby?*
- Not great data on the options especially on the costs related to each option so options presented and feedback received are misleading
- Public input wasn't included prior to options being presented.
- Need new consultant to do study and not just include what the council wants
- Ask Citizens if they will pay for a large parking investment. Compare interest in ARC vs Parking Garage investment
- Focus on things that can be done quickly or on an experimental basis
- City needs to stick with a policy
- Meter maid is a sexist term
- City doesn't provide parking for its own assets – parks and swimming pool
- What is the neighborhood vs business interest balance and what solutions are reflective of that?
- Have City employees take the survey
- *Why are we increasing demand for parking*
- The information from the outside consultant must also take into consideration community input and info should be merged together
- Consultant didn't hear from stakeholder prior to option being presented to Council
- Need merchant voices – they feel like nothing happens
- Consultant did not interview/meet with stakeholders prior to options being presented.
- What experiences are we trying to serve?
- The problem is that people love Kirkland
-
-

Missing parking spaces

- The report should also include the lot at 2nd St and Central Way (north side of the street) where the city has an easement for public parking. (Email to council jan 2)
- The survey did not include the street parking on other downtown streets such as Central Way and Kirkland Ave (Email to council jan 2)
- To consider 85% utilization in our downtown wouldn't you also have to include all the on street spaces. (Email to council jan 2)
- I'm also a bit surprised by the lack of coverage of other on-street parking facilities. Anecdotally, in the past when I've driven to Sur La Table, I just drive up 1st until I find a spot. It might not be in the first block, but it's simple, it works, and I don't have to cross Central. I assume most of the streets headed north and south from downtown are full of available parking. These days I walk or bike across downtown unless I can just avoid the trip. (Email to staff 2/27/15)

What is the Goal?

- What is the goal and was there an accurate inventory of spots (1/31 stakeholder meeting)
- Specific Target Capacity - Adding a predetermined number of spaces would be arbitrary. Adding capacity is great, but that is only one possibility, and could be quite expensive. It has to be considered within the context of other changes. (email to staff)
- How much is needed?
- **Who is there not enough parking for?**

- Customers/Visitors
- Employees
- Commuters
- There are different needs/solutions for each group?
- What causes the parking problem?

Comments related to history of parking issue

- When the Parking Advisory Board dissolved there as a KDA parking committee and it was proposed to hold annual parking meetings (2/13 stakeholder meeting)
- Ideas are never listened too from the city so why waste time – frustrated with past processes and lack of solutions (Downtown merchant)
- Merchants are so used to talking about it and having nothing happen that they may be hesitant in participating (Downtown merchant)
- The end result of last parking studies has been that nothing happens (Downtown merchant)
- Parking study in 2011 collected information from parkers. (Downtown merchant)
- City needs to set a vision, create policies and stick with them (Downtown merchant)
- Parking operations is difficult for retail and you can see that in the turnover and downtown becoming a “food court” (Downtown merchant)
- Its time again to have a Parking committee, but one with some teeth (email to council 1/6)
- We need a committed effort to truly care about the traffic flow and parking in our downtown...this will lead to improved business at our retailers and restaurants... that leads to more tax receipts. (email to city council ¼)
- Parking Advisory Board poll data and reports - The Parking Advisory Board did a lot of useful work from 2004 when it was formed until 2012 when it was disbanded. There An easy way to get more useful data is to go back and look at back and look at the extensive polling done by the city for the Parking Advisory Board in 2007 and 2011. I doubt that the public sentiment has changed markedly since then, but in any case, these are reference points. There are also reports with recommendations that the PAB made that could be helpful. (Email to staff)
- It's not a simple solution
-

Policy Comments

Who's responsibility is parking?

- *-Both the city and developers have a part (1/14/15 KAN meeting)*
- Merchants bought Lake Street lot – city need to provide parking. – Merchant meeting
-
- *The people who use the parking should pay for it, not every taxpayer in the city subsidizing the free parking of downtown employees and visitors.*
- *Keeping costs down and providing more and/or maintaining existing no cost options.*
- *When implementing any such programs in the CBD - primary focus should be on the Business Owners, then the Building Owners, then the residents. Outlying areas would be the inverse.. think about incentivizing a private developer and/or Land owner to turn their structure into a multi-level parking complex - provide them some tax subsidies for a period of time, work with them on permitting and design... let the private sector solve your finite parking issues...*
- *The City should be responsible for providing parking, but it should not be free. In order to keep the downtown area alive and thriving, there should be parking options. The public is accustomed to paying to park.*
- *If the City wants businesses, then the City AND those Businesses should fund the necessary parking. They should invest enough to get the return they want (successful businesses pay taxes. Unsuccessful businesses don't)*

- *The city should invest a lot of money in creating convenience. It is what will keep visitors coming to Kirkland. All residents in Kirkland benefit from a healthy downtown, so we should have a bond measure or higher taxes to pay for this.*
- *I think the City should take a leadership role in this. Without a good plan, we will never encourage the right development of the downtown.*
- *buy property close to the downtown area...this will increase business revenue*
- *The City should use smart incentives for developers to add parking. Park Place and the Antique Mall are incredible opportunities to be forward thinking in this area.*
- *Given that automobiles are a key part of Kirkland's economic and aesthetic future, the City should be actively involved. Some of the options also include significant investment, which can only be supported by the City.*
- *The city should invest and use funds from parking fees.*
- *If you want the property taxes to keep going up you must help the small business survive. Hence you must provide parking.*
 - *With as many older buildings filling their whole property the City absolutely has the responsibility to make sure those building tenants are viable. How much should they invest. I don't know how to answer that question since you haven't really proposed hard dollars yet.*
 - *The city had charged impact fees to downtown businesses for years. The city has an obligation to support businesses especially as they receive taxes from them. Visitors should have a positive experience. It is in their best interest to provide parking stalls either paid or free.*
 - *balance investment with return -- the businesses provide income to the City, and to the extent that the City wants that income to stay the same or increase should determine the amount of investment the City should make. I do think that businesses should provide 80-90% of the funding, as it benefits them most. And if the City wants to increase the number of visitors (to the beaches and parks) then the City should fund that parking.*
 - *Parking is a core feature that effects leasing, the type or business attracted to the area, who visits, length of stay and ultimately revenue. The City should be very involved financially, influentially and in planning.*
 - *The City has a responsibility that needs to be balanced against its other urban development goals. That might mean larger investments, if we exchange today's surface lots for buried structures. The City needs to charge more for parking, and more carefully manage street space which is never going to grow much above its current level. Investments to expand capacity need to be tied to demand as demonstrated by willingness to pay. If we can't get the price above a buck an hour for three hours a day, then drivers have already told us how much they value the parking (not much!), and the city's investment should be sized accordingly.*
 - *Safety should be the City's first concern-- Juanita Dr needs to be improved first*
 - *Downtown businesses should be working just as hard as the city to find parking solutions. This needs to be a public-private partnership, not something that's handed to these businesses on a platter. They're already treated differently than other Kirkland businesses, with the downtown area getting more attention from Public Works, etc. Also think about how to make Totem Lake the thriving center it could be. Downtown can only expand so far and just keeps getting more congested as these big ugly California-style view-blocking condos go in. We claim to be so green but are just getting more artificial by leaps and bounds.*
 - *I have occasionally avoided shopping/eating downtown because of the hassle of finding parking. Improving the parking situation would bring more business back downtown, which is in the city's interest. Parking fees and taxes could be used to pay for the improvements and maintenance.*
 - *I think the city has the responsibility to provide parking, but the business owners should be responsible to financially help in the development of additional parking as the downtown area attracts more consumers.*
 - *The City needs to balance spending on parking against other opportunities to develop downtown. Surface parking, in particular, needs to be eliminated. There are some creative ways to build above-ground structured parking, but we shouldn't be building lots that don't have businesses facing the streets. Even then, we should be careful not to have above-ground lots taking up space that would be better used for office or residential. We need parking because many customers will always want to drive here. But the City needs to lean against catering only to today's uses. We have opportunities to have many more people living and working around downtown in a few years, and they won't want to drive everywhere. They'll walk within downtown, even if they are parked at their office or residential garages.*

- *Look at the events and the number of visitors expected on a typical summer night; plan for that volume; or don't promote for that volume. Pretty simple, we all plan the same way in our businesses. Customers want to drive, park buy dinner and ice cream - simple. Provide a facility for the customer.*
- *I believe we should require/partner (whatever works) with development to provide parking options at McLeod's, the antique mall, parkplace, any new mixed use development. It might cost us some money but probably worth it.*
- *Take it our of things like the cross corridor funding. Take it out of any bike lane funding.*
- *Parking is an essential city amenity and should be looked at the same as roads, sidewalks etc. For new business construction, parking has to be high on the list so that every new development doesn't dump more anxious drivers into the parking mess. As I said before, Kirkland needs paid parking and a lot of it. In fact, I think downtown parking should be two types - business-supplied and highly restricted, and paid. It makes no sense that there are businesses that employ numerous people AND have many customers yet they have insufficient parking for either one of those needs.*
- *Forget it!*
- *Pay parking is fair, charge the user*
 - *We pay a fortune in property tax for the amenity to live here vs. Capitol Hill, Queen Anne, Wallingford, Fremont, etc. A big part of that for me is the street in front of my house and the ability to park there. If you want to see my parking, please reduce my property tax to five bucks. I am very serious, this was a big consideration in my investment in this community.*
 - *Require condo's and apartments to provide parking spaces for every registered driver that lives there.*
 - *With new business construction, Kirkland has to step up and require more parking. The delta between demand and availability is often a joke. In the summer, I have very often had to park 6 or more blocks from my downtown destination. I believe Kirkland needs paid parking garages, just like a real city.*
 - *Providing a larger portion of parking in new developments not less parking. Despite all the surveys and studies the reality is, people own cars and where parking is not provided, parking is pushed to the streets leaving no room for visitors frequenting the businesses. If this weren't the case, the streets would be bare.*
 - *If the City Council would make the downtown area more conducive to a VARIETY of small and larger businesses that would improve the whole situation! I hear over and over again that the main problem is the lack of a variety of shops and businesses here! Most everyone I know shops outside of Kirkland for the majority of their shopping!*
 - *require developers of these new projects to provide parking for the increased number of households*
 - *Solving the downtown traffic jam in summer from 7th & Lake through 85th. Free park and ride at South Kirkland P&R? Active signage at 520 & Lake directing to this. Ice cream/gelato credit for kids if this is used. Likewise off 85th street? Park on the street in the industrial zone on 7th?*
 - *It's going to get worse before it gets better. All of these options are worth exploring at this time.*
 - *No problem with the parking. I have NEVER not found a free parking or low cost parking spot in the last 7+ years!*
 - *There are more important issues in Kirkland to consider!*
 - *do not develop Waverly Way*
 - *cost and effectiveness*
 - *The city should also require major developments to provide public parking (all the new mixed-use multi story complexes going up).*
 - *The city should require developers to provide adequate parking. Any city investments in parking pay for themselves because more parking equals more shoppers and visitors.*
 - *Yes, we have some need to provide parking. But, it must be paid for. Taxes for this purpose must be raised and the Bob Styles' of the community must be silenced with the reality of the situation. You either pay for improvements or you don't get them!!*
 - *The city is not responsible for providing parking except for at city amenities. The city should not invest in parking. Please don't invest in parking, you have way too many more important things to do with that money. If parking is needed, the private market will provide it, provided the city is not undercutting the market with free parking. The city can help by providing consistent signs, and perhaps even real time availability information, but the parking providers really ought to pay for that. How much nicer would our waterfront be if it were a park and not a parking lot? I can't believe we are wasting such a beautiful public space storing cars on it!*
 - *Keeping costs down and providing more and/or maintaining existing no cost options.*

- *again - parking is finite - no matter what - we have a boundary for the CBD - and only so much can be done... eventually, a building/land owner will see the need make a value decision - remove their structure and build a parking lot/facility... when the natural economic forces are left to their own, a solution will be created. Why does Govt believe they need to get involved - if it takes someone 5-15 minutes to locate a parking stall and they have to drive around the block a couple of times... When a need is there.. it will be solved through the natural forces of business and economics - unless the City would prevent a private parking facility to be built that would solve the problem... then the City would be standing in the way of a solution for the greater good...*
- Fostering a thriving business climate is one of the few core responsibilities of a local government. The more successful our businesses are, the more they will pay in taxes and less homeowners have to pay (Kviews comment)
- Downtown parking is in a critical situation, contributing to a difficult retail environment, constant vacancies, endless turnover and inability to attract quality destination retail business. (Kviews comment)
- We suffer with lower economic development as consumers rationally choose easier alternatives to the difficult reality that is parking in Kirkland. (Kviews comment)
- Where are the impact fees that have been collected?
- City should lead efforts
- Everyone benefits from a healthy, vibrant downtown
- Whoever needs parking the most should pay the most
- The City of Bellevue doesn't do anything regarding parking
- Developments need to provide their own supply
- City should commit to help bring investment to downtown.
- Kirkland has a "true" downtown and the city needs to committee to keep it alive.
- The solutions have to address both Grandfathered Development Parking and New Developments
- Need to make sure new developments add adequate plus additional parking to compensate existing problem.
- It is a lot of \$ to ask tax payers to spend
- Sales taxes will increased and city should put that against parking cost.
- Parking investments should be compared to other investments like the ARC and the Houghton CKC property.
- Come up with an ROI formula to help convenience the tax payers that it is the best investment
- Better Parking Downtown equals better businesses with Better tax receipts
- The City needs the right policies moving forward with new developments but also address the existing problem.
- Explore/encourage free enterprise solutions and public private partnerships
 - Shuttles
 - Other solutions that people can turn into a profit center

Loss of Parking Mitigation plans

- Park lane
- Antique mall
- Park Place during construction

Right Size Parking

- Central Way developments are increasing street parking
- Right size parking is contradicting this study that says parking is needed
- Right size parking doesn't work if there is not the necessary infrastructure of buses etc.
- Right Size Parking contradicts this study

Perception Challenges

- Do we need more parking or do we need a perception change.
- Understand people's decision points. How much availability is needed to have people come and shop.
- Need better education/communication of available parking

- Distribute parking maps to businesses and employees
- Change conversation about parking/shift perception.
- Design and Message Kirkland as one connect Downtown so the perceptiveness of distance of parking is shifted.
- The perception of the problem can be even worse than reality. We should educate the public about the parking options and how the city is making difficult and unpopular decisions to assist in alleviating the problem (March 6 merchant meeting)

Neighborhoods as “Spillover” parking

-Neighborhood continues to be concerned that our streets serve as “spillover” parking for downtown, and potential City parking changes may further exacerbate this issue. *(Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)*

-*The city should be protecting the neighborhoods (1/31 Stakeholder meeting)*

-*We are concerned about a plan that reduces parking downtown and encourages it in adjoining neighborhoods. There appear to be multiple initiatives underway that reduce downtown parking:*

- *Reduction in parking spots on Park Lane*
- *Potential reduction in parking requirements for multi-unit development*
- *Constraints on employee parking downtown that leads to overflow to surrounding areas (if library not available or desirable).*

(Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)

- *- In Bellevue on some streets no parking is allowed (the city controls this.) (1/14/15 KAN meeting)*
- *-We don't want parking fed into neighborhoods (1/14/15 KAN meeting)*
- *Spill over is becoming more and more of an issue from both traditional multi-family and new single family housing (email to council 1.4)*
- *To help “protect” the neighborhoods surrounding downtown from increased overflow parking, one option is permit parking – City of Bellevue example (Email to staff and council 11/24)*
- *We want to be planful about the change, and have appropriate protections in place so that the neighborhoods don't become spillover parking lots (email to staff 8/29/14)*
- *The City of Kirkland's 2015 Pre-Approved Plans document, explicitly states the need to mitigate spillover parking from downtown to protect the surrounding neighborhoods. (Email to staff 2/24/15)*
- *It is a downtown problem, but the solutions are being dumped in the laps of the surrounding neighborhood (prepared comments in 2/26/15 discussion)*
- *This is clearly a “downtown issue” and the downtown business people along with the City need to figure out how to handle the issue without encroaching on the surrounding neighborhoods and their way of life. (prepared comments in 2/26/15 discussion)*
- *Please do NOT penalize the residential areas by pushing the parking options out of downtown.*
- *Business parking belongs in the Business District. They shouldn't park in surrounding neighborhoods.*
- *Keep parking downtown. Asking visitors to walk up and down hills and up to half a mile to get to their restaurant won't be effective. Don't impact the neighborhoods.*
- *Don't turn the neighborhoods surrounding downtown into parking lots. This would be a failure by the City to respect the character of the neighborhoods. A variety of options have been proposed by the parking study that contain parking to the downtown core, and these should be pursued.*
- *Business parking belongs in the Business District. Don't push business customers, business employees, and commuters catching transit into the residential neighborhoods.*
- *why do you think that downtown parking should be allowed in the neighborhoods (Waverly, Lake Ave)? Neighborhood parking is for residents and guests. Downtown commuters, employees, and customers are NOT residents or guests. Focus downtown parking in downtown areas*
- *Not allow parking on residential streets except for owners and their guests.*
- *Home security concerns*
- *All spill over should be treated equally.*
- *2nd Ave South needs to be regulated*
- *Street spots around downtown are no longer available*
- *Resident Permit Parking and enforcement is needed*
- *What is the enforcement area?*

- Expand 4 hour spaces on all streets around downtown
- When 2 hr street parking ends add a 4 hr time limited buffer
- A garage in downtown is what is needed.
- All the neighborhoods around DT should be protected and permitted
- Right size parking increases spillover
- Unbundled Parking – tenets are parking on the street instead

Commuter Parking

- *Talk to Sound Transit and Metro: are there commuter parkers downtown? (1/14/15 KAN meeting)*
- *We should discourage transit parkers. Signs are a cheap solution. We could use them to change the allowed parking time, for example. (1/14/15 KAN meeting)*
- *If transit parkers can't park downtown they'll move into neighborhoods. We need transit parking (1/14/15 KAN meeting)*
- *We could survey bus 255 riders to ask where they park. This would give us an idea of the magnitude of the problem. It may be bigger or smaller than we think. We can get info from Metro. ORCA card data shows where riders live and where they board. . (1/14/15 KAN meeting)*
- *To address transit riders one side of the street could be 4 hour parking and one side could be unrestricted (2/13 meeting with stakeholder)*
- *Market Street is a park and ride (Merchant meeting)*
- *Consider making Market Street limited time parking. Use Waverly Way (already curbed and painted -- just remove a couple of signs) Heck, use Waverly Park for parking. Focus less on "near term" and more on SOLUTIONS, not temporary fixes*
- *Commuter Parking- make Market Street and Lake Ave West Timed parking*
 - *Is a big problem especially on Market and Lake Avenue West.*
 - *Measure the volume of commuters – would preventing commuter parking open up the capacity for customers*
 - *There needs to be a Park and Ride Solution, currently there is no designated parking for this. The dedicated parking should be away from downtown.*
 - *You could use ½ the antique mall for commuter parking*
 - *With one bus route how do we encourage commuters to park in certain locations*
 - *Should add time limits on Market Street*
 - *Work with Sound Transit on a solution for commuters*
 - *The Commuter Parking Issue needs to be addressed*
 - *Add 4 hour parking to streets around downtown*
 - *Buses and Transit Center without Parking causes a problem*
 - *Need a solutions that addresses commuter parking*
 - *There is not enough time limited parking. Parking around downtown should be resident permitted*

Employee Parking

- *Is the city handling employee parking? This has always been the #1 problem. . (1/14/15 KAN meeting)*
- *Employees are not registering for the parking program because they will be fined for parking when they are not working downtown (2/13 meeting with stakeholder)*
- *If it was all pay parking the employee parking would be solved (2/13 meeting with stakeholder)*
- *Merchants have to enforce it. There must be buy-in from merchants on regulating their employees. An ordinance as once proposed to fine employers instead of employees(2/13 meeting with stakeholder)*
- *Need to keep businesses from letting employees park in lots (downtown merchant)*
- *Need consistency, repetitiveness and a presence in messaging to downtown employees where to park (downtown merchant)*
- *People that hang out in coffee shops all day just swap places because there is no law that makes them move blocks (downtown merchant)*

- Need better corporation among businesses to direct employees and customers to park in certain locations. (downtown merchant)
- More fringe parking locations - There are more options for the use of other lots and areas around downtown, both city streets and private lots. For example, Lake Street South and Kirkland Avenue beyond the downtown time limited zones could be reserved for employee parking. Those streets would be convenient for people who worked in the adjoining parts of downtown. Indeed, many of them are used by employees already (Email to staff)
- Employee parking problems will not be solved by these suggestions. I don't believe that employees will pay for parking, especially on Waverly Way or the City Hall block. Even with the library garage with adequate free stalls, many have steadfastly refused to register as employees. Were most of the business owners and managers proactive in preventing their employees from violating ParkSmart rules, this problem could be reduced. (Email to staff)
- How many employee parking permits do we give out and for what busiessses (email to staff 2/19/15)
- *Employees are ok with paying for a designated parking option (similar to the antique shop parking). Consideration of cost would be necessary for those who only work less than full time (3 days/ week) but often 8-9 hrs/day).*
- *There should be no dedicated parking for employees. It should all be paid and it should be paid by visitors and employees alike. This will have a huge effect on the demand for parking because a significant number of people who have other viable options for getting to work (bus, walk, bicycle, CKC, ...) will choose those options rather than paying for their parking every day (which residents like me are fully subsidizing for them). Be equitable. People who don't use the parking downtown should not be paying for it (which is the opposite of how it has always worked in Kirkland).*
- *New construction should provide off-street parking for employees.*
- *Institute ticketing move to evade*
- *Workers need off street paring provided by where ever they work.*
- Encourage other ways for Employee's to get to work
- Give away bus passes for employees
- Some employees of downtown need to come and go throughout the day. Parking should be conducive of this.
- How do we know if employees will park in particular locations
- Need more downtown affordable housing for employees so they don't need to drive
- How many employees need parking
- Employee Parking Policy Challenges
- Move to Evade Law
- Site business owners in addition to employees
- Budget Cuts resulted in a lack of enforcement
- Let's move employee parking out of downtown.
- Need better enforcement of employees
- Currently there is no move to evade regulations
-

Small town

- Keep the city green -- urbanization is everywhere, let's keep a small town feel if possible.
- *Kirkland is special. It is the only town on Lake Washington with an historic waterfront. So, it attracts visitors, lots of them. If Kirkland fails to preserve this asset by destroying the charm of downtown, visitors will opt for the bland boringness of Bellevue, Redmond, or Totem Lake. So getting more parking for Kirkland is a delicate balancing act of preserving charm and creating convenience. All of the options mentioned in the survey sound very wise. Thank you for your hard work.*
- *I don't want to waste any more space downtown on parking. I don't want the city to spend money on parking. I'd prefer less parking. Downtown is an unpleasant place to be in any mode because of the number of cars. Encourage other methods of traveling downtown, and perhaps provide parking way on the outskirts with pleasant, well signed and safe ways to walk into downtown. If there were safe bike routes into downtown (there currently are none) and plenty of convenient bike parking, we wouldn't need as much car parking. Encourage private owners to offer their space to the public. If I am going to drive downtown (which I don't like to because it's a pain), I want to park in one spot (happy to pay for it) and walk to all of my stops. I don't want*

to move my car from shop to shop because there's a sign in the lot that says "only for customers while they are doing business here."

- How can we keep a small town feel while accommodating visitors
-

Enforcement/Regulations

- *Move to evade is bad for visitors (stakeholder meeting)*
- *Inconsistent signage. Confusing and hard to understand. People get tickets and don't come back. (downtown merchant)*
- *With no enforcement on Sundays people park all day – especially employees (downtown merchant)*
- *The parking regulations and signage is confusing. (Merchant Meeting)*
- *Disabled parking regulations need to be clarified/posted/consistently enforced (council meeting and email to staff 2/23/15)*
- *2-3 hours free on the street is not enough time to do much to support the economy without paying more or moving your car to another parking spot and the rules are somewhat confusing. (Kviews comment)*
- *The cost and time limit vary so much between city-owned lots and streets that it's confusing for infrequent visitors who aren't aware of the parking situation. (Kviews comment)*
- *More people would come shopping here if were not for these silly parking restrictions. (Kviews comment)*
- *Count the "FOR LEASE" signs in the windoes cause and effect*
- *Stop giving so many tickets – its chasing the customers and businesses away*
- *The aggressive, threatening lot attendant my friends encountered (Hector's) has resulted in many in our circle refusing to go to Hector's or Milagro anymore. So if parking attendants or valets are like that one, it will negatively affect business downtown. Make sure you only have polite, competent folks working at any monitored lots.*
- *The single biggest problem is that hypercontrolled pay parking drives people away. Even local residents don't stop or shop in their own town because of this. Time limits on parking, yes. But expensive high tech pay parking for the elite who can afford pay parking-- no. And where to park needs to be more obvious-- simple signs could do the trick. Many people might not know they can park at City Hall on the weekends either.*
- *Even local residents don't stop or shop in their own town because of this. Time limits on parking, yes. But expensive high tech pay parking for the elite who can afford pay parking-- no*
- *Regulations needs to be simplified, consistent and not change.*
- *Is the problem the same all year long or should we look at peak season solutions only?*
- *Sunday enforcement to create turnover is needed.*
- *If people haven't gotten a ticket before- just give the a welcome to Kirkland warning – Merchant meeting*

Seasonal Parking needs are different

- *The study assumes that winter and summer are the same, but in fact Kirkland is tow different cities. Boat owners in the summer, plus swimming pool, farmer's market. The weather impacts how/where people want to park. We need seasonal signage. (1/14/15 KAN meeting)*
- *Sunday parking in the summer is free all day so there is no turnover. This hurts merchants. (1/14/15 KAN meeting)*
- *Why is Sunday parking different? . (1/14/15 KAN meeting)*
- *The greatest need for parking spaces are during the evenings and weekends, especially during the summer months.*
- *Be supportive with seasonal differences – (downtown merchant)*
- *Little league in the spring/summer is a problem. (downtown merchant)*
- *Seasonality of Parking*
 - o *Better coordination w/summer events in directing visitors to parking locations*
-

Additional Parking Ideas

Parking Shuttle

- *Have we looked at the potential for a downtown parking shuttle, so people would be willing to park farther away. Especially employees of downtown businesses? (Council Comment)*
- *Do more parking spots = more traffic? Could there be a shuttle from outlying lots? . (1/14/15 KAN meeting)*
- *Have mostly short term parking downtown and longer term parking away from there with pleasant walking from long term to businesses and employers that need long term. Shuttle buses from greater distance parking on days when parades, festivals, tree lighting, etc. are going on. Parking and/or shuttle buses for people with disabilities.*

Lake and Central Lot

- We should explore the sale of Lake and Central (1/6 Council Comment)
- Lake and Central lot: some have said that it is time to trade it for something that will give more parking value but that presupposes that the dollars will buy more spaces in a nearby location and that is not supported. If Lake and Central is sold or redeveloped, that process must start with the community and its vision (1/14/15 KAN meeting)
- Parking, and highly visible surface parking in particular, should not be cluttering up the heart of the city. If there's a perceived need to add parking elsewhere, perhaps the proceeds from a sale might go to that. (1/4/15 Citizen email to Council)
- Perhaps it's time again to consider turning the Lake/Central parking lot into a below-grade parking garage. (Kviews comment)
- Should sell the Lake/Central lot so it could be redeveloped and the sale proceeds go toward building the structured Marina lot that we've talked about for years. (Kviews comment)
- It's a shame that some of the best land in downtown is used for cars rather than for the people who are actually there – the Lakefront Lot and Lake Shore Plaza itself – the area is so much nicer when it is full of vendors for running races or festivals! Park Lane is another spot like this – the redesign is good in that it will be a people-first area (e.g., not confined to sidewalks), though it could be so much better if it were solely for people (especially the western half). (email to staff 2/27/15)
- Merchants paid for lake street lot – build a garage – merchant meeting

Garage

- *Funding the construction of a garage and not just spaces.*
- *I avoid going to downtown Kirkland whenever I can because the parking situation is abysmal. What you really need is a strategically placed parking structure (with at least 4 stories of parking - the library lot is inadequate.) The city of Pasadena had a number of structures on the outskirts of the downtown area that were inexpensive to park at and were only a few blocks from the main downtown area.*
- *Remember, what looks "cheap and easy" often isn't, so don't overlook the real solution (a parking garage at the Marina and/or Lake St and Central" for temporary band-aids (Waverly Way or Lake Ave W open parking for businesses), a bunch of parking signs, and big money wasters like "parking branding". If you want more people to have easy access to downtown, put more parking in downtown (not neighborhoods).*
- *I think the City is missing a great opportunity in not buying the old antique mall property. It looks like an ideal central garage location for the entire downtown*
- It is absolutely obvious that Kirkland merchants and restaurants need clients and the clients need a place to park. We all know that the Kirkland parking situation at the present time is very inconvenient and needs to be solved appropriately. A few street parking spots won't solve the problem, so Park Lane should be closed to traffic. People should be able to enjoy what Kirkland has to offer: shopping, walking, resting with ice cream, having a coffee outside, and more. Currently there is no such place and leaving the street open will definitely take away the Kirkland charm. Kirkland needs a large parking garage that could be located where the big antique store used to be or by the Heritage Hall - that may take a small part of the park but for a good reason. Yes, it is going to be expensive! We will have to find the funds for it through taxes, donations, loans, or future pay for parking. Be creative! Finally the conclusion mission statement is: Think about the future of the growing city of Kirkland. Be creative with finding a way to build a parking garage. Close Park Lane for people to enjoy. (Email to staff 2/23/15)

Marina Lot

- Like any structured parking, it's expensive but it comes with significant public benefits in the form of added park space and space for business around the edge. It deserves a look even if it's a more ambitious project than the others in this portfolio. (1/4/15 Citizen email to Council)
- Continue to consider the "lidding" of Marina Park as a parking option. As a joint venture involving both parks and parking we might someday be able to find a way to afford it. (Email to council 1/1)
- The four spaces on the west side of Marina Park, above the boat ramp, say no parking Friday-Sunday & Holidays. Why? This space is not needed for boats. Those are prime spots that go unutilized three days a week. (Email to staff 3/12)
- *Build a lid on top of the parking lot at Marina parke, including 2-3 large levels under the lid for city parking. This would enhance Marina Park and provide lots of parking very close to businesses.*
- *angled parking at the Marina park towards the beach*
- *The one way arrows at Marina park have turned into a Gerbil Maze. Lets go back to the two way streets*
- *Also revisit the rejected plan to redevelop the Marina Park are to be double decked.*

Peter Kirk Park

- *Long term-- consider a large pay parking garage underneath PeterKirk ball field. At least propose it--this will expose those complainers who are unrealistically opposed to paying for ANY improvement.*

Other

- The city needs to add full sized parking stalls. Many residents who routinely frequent downtown, will be driving personal vehicles and will continue to do so for the future. Expense and utilization. It takes a long time to change a routine. I don't think the average Kirkland DT shopper is going to bother with an app or any other elaborate option. We want to get in and out quickly and we don't want to pay for it.
- *Listen to the business community... they are the draw for the CBD - help them be successful and in-turn the city/cbd will be successful.*
- *Improved signage Impact of construction on existing parking (and where those employees should park) Impact of events on existing parking*
- *None -- many thanks for the thoughtful and well-articulated study.*
- *The heavy traffic in mornings and late afternoons does not mix well with use of on-street parking. Cars trying to park mess up traffic flow and heavy traffic makes it harder to park. The city has a lot of work to do if they want to dispel the impression that visitors with vehicles are unwelcome.*
- *Concerns: it's really bad. I will choose a Bellevue or Redmond shopping or dining location rather than Kirkland because, particularly during summer dinner hours, it will take too long to find a spot to park. I might as well have endured traffic to go somewhere where I can park. And walking isn't an option for my family. We have younger kids and they aren't going to walk 4 miles round trip, up and down hills, so they can eat a taco. It seems there's quite a lot of business turnover in downtown. Perhaps because the access and parking are so lacking.*

Multiple strategies were suggested to reduce demand for vehicle parking: Advertising to take the 255 bus, additional bike parking, dedicated parking for zip car or car to go and incentives not to use cars. Please provide comments on these strategies in helping to alleviate the parking problem or other strategies to encourage people not to drive you think the city should explore.

- *Stop talking about each minor point --just do it!! Incentives not to use cars include incentivizing living in the core. More apartments/condos (ParkPlace and more). Use tax/zoning incentives to bring more necessary businesses to the core (hardware store, bread bakery, TraderJoes, etc.). Let the naysayers move on, or back to the rural zones they remember.*
- *Waste of time and funding. People will drive to Kirkland despite advertising. The public system into and out of Kirkland is not easy and is complicated.*
- *Those types of ideas don't work out here in the suburbs. Great ideas if you are in downtown Seattle -- but remember downtown Seattle isn't a residential neighborhood. If Kirkland wants to be a big City, sure. Push out the single-family houses and build a big highrise. If Kirkland wants to be a beautiful welcoming town, then act like that. If the only people who are going to use*

- downtown are the people within walking distance, then that's who you'll get utilizing downtown. Nobody comes to patronize these businesses on a bicycle (outside of a few lovely summer days, and no business survives on those people alone) ZipCar-parking-spots take up just as much space as regular parking spots, so I fail to see how that is helpful at all. And unless you can convince King County Metro to run twice as many buses to and from downtown just to serve our City, why on earth would you count on bus service to get anyone to/from here? The bus takes Kirkland residents to their jobs elsewhere, not visitors to here.
- People in Kirkland are suburban residents. We drive cars. Get used to it. We have to take kids to day care and go haul sacks of concrete home from Home Depot and we are *never* going to do those things with zip car to go or some fancy app.
 - People do what they do based upon choices they have made for other reasons. Nobody will ride a bike or use Zip cars because Kirkland recommends it -- they will do it for myriad other reasons. This approach would not change any behavior that is not already being changed for other reasons.
 - Even at \$4.50 per gallon people did not out of their cars. This will NEVER work...the car is an extension of the person
 - Kirkland is not that great of a destination to bother with public transit to get to.
 - Most small business owners need a car to run their business. Public transit is not viable for everyone and many who do take transit still own a vehicle. Service reps, repair reps, contractors, consultants, landscapers, house cleaners, caterers, lawyers, accountants, property managers, sales reps, etc. all need vehicles for their jobs. The city needs to realize that many people do not go to the same office everyday. A car is still a necessity for most people for their job
 - Useless suggestions -- people use buses to get out of the City, not to come in. Nobody in the suburbs wants a ZipCar or Car-to-Go, so don't waste spaces for them. If Kirkland gets as big as Seattle, then those are reasonable suggestions. But it isn't and I really hope it doesn't. Kirkland is a lovely small TOWN, not a big CITY. So act like a TOWN. Put in a parking garage if the downtown area needs it. Otherwise leave it alone
 - Also known as the Seattle strategy which is an abject failure. Face it, most people do not want to take the bus, riding a bike is a non-starter for most people in our weather (other than hipsters), incentives not to use cars will basically kill downtown, which sure isn't as vibrant as it once was. The only one of these worth consideration is zip car/car to go.
 - Really people do need to drive their cars on the Eastside quite frequently. To try to lesson that like they are doing in downtown Seattle would be a big mistake for Kirkland's economy. Like I said there really isn't that much problem parking here. Maybe it's because I'm used to larger cities?!
 -
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 - We really need a zip car alternative in the downtown. We would go down to one car if there was that alternative. Doing grocery shopping is not practical on a bike or bus or when I need to go to the office and my wife needs the car to do errands. I am underwhelmed with what Seattle has done to accommodate bikes--ruined Broadway and 2nd Ave. These are misplaced priorities. While I like buses, they have very defined routes which don't address my personal needs many times.
 -
 - Yes, but then why is one of the options to remove the bike lane on Waverly Way? That is contrary to the goal of encouraging bikes.
 - The city should also invest in pedestrian accessibility, bike accessibility/parking and transit... perhaps a new park and ride near the new trail on the rail corridor. There aren't many places to chain up a bike in downtown Kirkland.
 - Bus is great except there isn't enough transit parking. Also, the bus is slow. Many people don't have time. The logistics can also be tough. (Carrying groceries? Kids? In the rain?) A car is a car, whether it's Zip or private, so providing dedicated spaces doesn't reduce the number of cars parked downtown at any given time. I don't like this idea. What kind of incentives to not use cars? Other than the bus (which serves a limited area) it's hard to get to downtown without a car.
 - The most important thing the city MUST do is provide safe travel into downtown for people walking and biking. This means reducing the amount of car traffic THROUGH downtown. Most of the traffic in downtown Kirkland is not going TO downtown Kirkland but THROUGH it. Keep the through traffic out and downtown Kirkland becomes safe and pleasant for people. I am not comfortable riding my bike downtown among all of the cars. You have not provided a safe way for me to get my bike into downtown Kirkland. Do that, and I won't need to park a car there. The next thing the city must do is charge for all parking. I can pay \$2.50 for the bus, or I can drive and park for free. Parking for zip car is still parking. Please don't do that.
 - Return on investment....or not. The need to get people out of their cars and encourage them to walk, bike or bus to their destination. Whether the Park Place development plan will provide the parking and business space needed. If so, the downtown area could remain a nice place to live, walk and work but not an important place for visitors to come to. Whether

the Totem Lake development plan will provide the parking spaces planners say we need for business, office, retail and residential. More affordable residential development in the center of town would make it possible for employees to live, work, shop and walk and not depend on cars to get to work....and need places for them to park.

- I would love a better way to access Kirkland Transit Center. Since my house is a mile and uphill from the nearest bus stop, late at night or in bad weather I need to find parking in order to use a bus to get to a theater downtown, for example.
- *I'll just repeat that we need much more affordable residential development for people who work in downtown Kirkland. This would be a great way to reduce the need for employee parking. I'd like to see the residents of north Kirkland or Juanita who work in Bellevue and Seattle given incentives to get on a bus and/or otherwise avoid driving to work via Market and Lake Streets.*
- *While walking in Downtown Kirkland last summer, I noticed a large group of young people in what appeared to be gang dress. There were no police visible in the area, and I avoided the gang by choosing a different route. Other people have also mentioned encountering threatening situations on Downtown streets at night. Where are the police at night? Maybe more police visibility would make walking in Downtown Kirkland, especially off the main streets, more attractive. More walking means fewer cars.*
- *Is there some reason we don't have a bus route on Lake Street?*
- *It will never be perfect and there will always be those folks who insist that it's every American's right to park directly in front of their objective. (Or their place of employment.) Keep insisting that we want Kirkland to be a walking, biking town (more bike zones/racks) even though it falls short on these issues.*
- *Consider Shuttle buses from Google to downtown Be careful not to believe that other modes will provide adequate CUSTOMER access to downtown. They won't. Some zip cars in mixed use projects should be required if not already.*
- *It is a great idea to offer car service options for those who go out in the evening besides reducing drinking and driving. Companies of regular staffed hour employees should have incentive programs. Business meeting people don't have the time to coordinate bus schedules with their lunch/coffee meeting nor would they use a bicycle. Employees have supplies and irregular shifts that make alternative transportation options difficult. Service industry workers make low wages and those who live outside the area complain of complicated bus trips that are very lengthy already. On top of that, the parking lots at bus transfer stations are already overfilled.*
- *The City could do more to encourage bus ridership (and not just the 255; there are several other buses that go downtown frequently). We have hardly any bike parking near businesses, so that's an obvious opportunity that would have minimal cost.*
- *YES! If there was a zip car option I would definitely use it. I presently have to walk more than a mile to catch a bus- 234-- and then get a transfer, walk some more before I can get on the 255 in time to get to work. I rarely shop outside of Kirkland- but I always have to take my car to go just a few miles-- seems like a commuter bus or ride share would be worth looking into*
- *Improving busing and bike usability should be an equal priority to increased parking. Kirkland should not encourage cars over alternate transportation, especially as the CKC becomes more usable.*
- *Kirkland already caters to the bike set-- which are people who choose that lifestyle versus people who need to ride bikes because they can't afford cars. Think about regular, every day people who have pets and kids and need to haul home groceries. They drive cars. Cars aren't going away. People should not be punished for driving cars. Stick with reality and stop spending so much on special interests.*
- *The cost of a bus for a family is much higher than taking a car. Encouraging carpools needs to be considered.*
- *Transit opportunities for Kirkland residents get the cars off our roads!*
- *Although car parking will be the primary mode of transportation through this corridor, the opportunity to promote multi-modal transportation may be appropriate for this project. The use of public transportation, bicycling, and walking as alternate modes of transportation should be encouraged as a way to reduce vehicular traffic but increase pedestrian consumers. There are two components to the increase of multi-modal traffic. 1) Marketing and 2) Infrastructure. Marketing: make the public aware of the public transit routes and bicycle paths to/from the destination area. Give 'dummy proof' instructions on how to use these modes of transportation. Infrastructure: make safe for alternate transportation by increasing bicycle lanes, pedestrian walkways and ensure that safety is paramount during the discussion. If a person cannot get to/from the end destination safely, they will not visit. Bicycle racks are needed at key locations to ensure the end destination has a location to park bicycles (local Woodinville company manufacturers these: www.sportworks.com). Safe pedestrian crosswalks are needed not only downtown but further out to encourage a walk of more than 1 mile.*
- *More parking would be nice, but fewer cars and more buses, bicycles and pedestrians will be better and less expensive. We need to put more energy and time into alternatives to how people travel to, from and around in Kirkland. (email to staff 2/26/15)*
- *Refer previous comments.*

- *support them all if feasible for a city our size.*
- *dedicated zip car parking is a great idea, also the 255 has a very useful route*
- *Bring back the trolley! Especially if it picked people up from parking areas and brought them to downtown locations, maybe even from the Park and Rides. Just keep CONVENIENCE as the buzz word of this whole project. If what you do makes coming to and enjoying Kirkland more possible, people will get on board. Thank you again for all the hard work.*
- Is it the council members thoughts that these residents from these neighborhoods would take the bus? How about those families with children? I think not? (Kviews comment)
- I think the issue with the parking is that no one wants to walk more than a handful of feet. Although the library is close to most of the retailers...it's not going to be close enough for some. (Kviews comment)
- [Heathman gives bus passes to employees to encourage not driving](#)

Stakeholder Participation Schedule

Internal Interviews

- Kurt Triplett, City Manager
- David Godfrey, Transportation Engineer Manager and Kathy Brown, Public Works Director
- Ellen Miller-Wolfe, Economic Development Manager
- Jeremy McMahan, Planning Supervisor
- Sergeant Nathan Rich and Ginger Collins, Parking Enforcement Officer

External Interviews

- Pat Wilburn, Market Neighborhood Resident
- Glenn Peterson, Planning Commissioner
- A Liengboonlertchai and Neil Hughes, Downtown Merchants

Introduction/Invitation to Participate in Discussion

- 2/6: Merchant Meeting
- 2/11: KAN Meeting

Facilitated Discussion Meetings

- Wednesday, February 25th - 7:30am-9:00am City Hall, Peter Kirk Room
- Thursday, February Feb 26th – 11:00am-12:30pm City Hall, Peter Kirk Room
- Monday, March 2nd - 6:00pm-7:30pm – City Hall, Peter Kirk Room
- Wednesday, March 4th – 6:00pm-7:30pm– City Hall, Peter Kirk Room

Post Forum Meetings –report out on what we heard and status

- March 6 **Downtown Merchant Meeting** 9am DeLille Tasting Room
- March 16th Kirkland Chamber Public Policy Committee 12-1:30pm – Chamber Office
- March 16th **Moss Bay Neighborhood Meeting** 7pm Heritage Hall – REQUESTED
- March 18th **Market Neighborhood Meeting** 7pm Heritage Hall – IF OTHERS SHOULD SCHEDULE
- **March 27th Downtown Merchant Meeting** 9am DeLille Tasting Room – REQUESTED
- April 1st **Norkirk Neighborhood Meeting** 7pm Heritage Hall – REQUESTED

Other Requested Meetings

Brezza Condo Association

Kirkland Rotary

~~XXXXXXXXXX~~
Feb 25

Downtown Parking Discussions Participants

Name	Organization
Bonnie McLeod	McLeod Ins
Cilla Joandeph	Brezza
Nancy Nelson	citizen
JEANNE WATZ	CITIZEN
Kathy Feek	Chamber Citizen
MARK B. NELSON	MARK ET NETS #BORHOOD
JIM Feek	MARKET
Bea Nahon	KAN + Marina Hts
Marilyn Fassbind (Lak Ave W)	Market
Tony Fassbind	Market
Marilyn Rafn	Market
Pat Wilbur	Market
Tom TAYLOR	MARKET
Tina O'neiss	IVY

Feb 26th

Downtown Parking Discussions Participants

Name	Organization	Email
Joyce Robert Kirk	Waverly Resident	
Julie Taylor	resident	
Chris Loelger	Realtor Sotheby's	
Lana Magnan	Delina Cellars	
Jan / Patty Toth	LAW	
MARK NELSON	CITIZEN	
Nancy Nelson	citizen	
Nwah Link	Resident	
Jerry Cameron	Downtown Resident	
Colleen Tauche	Resident	
DAVE JONES	RESIDENT	
Lisa O'Brian	Resident	
Tim O'Brian	RESIDENT	
KEITH ALBERT	HEXTMAN	
RICH MIAKOVICH	BREZZA CO RESIDENT	
Bea Nahon	Marina Hts + KAN	
Bruce Nahon	Marina Hts	

March 2

Downtown Parking Discussions Participants

Name

Organization

Julie Taylor

Daisy [unclear]

Henry Brown

IAN LeGrow

TED BAILEY

Glenn Peterson

Rob Brown

Scott Chester

Tatiana Davidson

Bea Nahon

Bruce Nahon

Leslie mix

Mitch marder

March 4th

Downtown Parking Discussions Participants

Name	Organization
Neal Hughes	Crush Footwear
Bea Nahon	Marina Hts + KAN
Bruce Nahon	✓
Jack Ludwick	Marina Hts + KAN
Nancy Harty	Market neigh
Steve Brillling	Brezza
Gael Brillling	Brezza
Henry Brown	
MOE KRABBE	Homeowner
Jim Feek	Market
Julie Taylor	Market
Mirza & Banu Alpha	Lake Ave W
Cheen Liao & Hongwen	Lake Ave W
Nancy Nelson	Lake Ave W
Donna Legrow	LAKE AVE W
Tony Fassbind	Lake Ave W
Jason Overleese	
Boris Srdar	Houghton reside
Jeff Cole	Chamber of
Rell Seckman	Talon

Philly Hoshko

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Wednesday, March 11, 2015 8:52 AM
To: Pat Wilburn; Philly Hoshko; David Godfrey; Kathy Brown
Cc: Kari Page; Michelle Sailor; Dawn Morse; Mark Nelson
Subject: RE: Arranging meeting for mobile app parking option (Parknav)

Interesting! Thank you Pat!

Time of year issues prevent me from participating in a meeting between now and the Council meeting but I hope this will be explored this so that it can be shared with Council. I also suggest that the Councilmembers from the Economic Development Committee be invited to participate.

My initial feedback:

- I think advertising is fine, and it helps, as long as it's subtle, something at the bottom of the screen. If it's something that someone has to "X" out of, because it blocks the screen, that is both annoying and for a driver, dangerous.
- I think a real time inventory is mandatory. Having people sent to a parking spot based on the educated guess of the software, no matter how educated it is, will lead to frustration and non-use.
- What on-going feedback does the city get as to number of users, times of day, days of week, where spots are identified, success in finding spots, etc? It would help if perhaps another city would share their data with us as a sample (must be public record, right?)

Thank you again,

Bea

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: 03/11/2015 8:29 AM
To: Philly Hoshko; David Godfrey; Kathy Brown
Cc: Bea Nahon; Kari Page; Michelle Sailor; Dawn Morse; Mark Nelson
Subject: Arranging meeting for mobile app parking option (Parknav)

Philly, David, Karen –

I recently met with a company named Parknav that provides a mobile app to help parkers find parking spots. The company will be in Seattle later this month (March) and I would like to coordinate a demo for those involved in the parking study, to understand our options in this area.

To give a sense for cost, I was told that the initial set-up and development cost is \$20-\$40K, which involves spending time with the City to inventory all of the available parking spots in the downtown core. Once launched, the operating/licensing costs are \$40K/year. There is an opportunity to offset these costs by allowing local business to advertise within the app (e.g. a visitor using the parking app could see an advertisement for Hectors). This is optional, if the City were interested in offsetting costs.

From the company, "Parknav uses predictive analytics and machine learning to help drivers find available street parking in today's metropolitan areas. The free app is already available for drivers in Chicago, San Francisco,

Munich and Hannover. Parknav is also already available in the top 30 cities of Germany as a B2B solution. Parknav will next be available as a B2B solution in the top 10 cities in the US by end of Q2/2015.”

The company stated that they have had discussion with the City of Seattle as well.

Note that the service does not require real-time inventory of parking spots. Although this lowers the cost to operate the service, the trade-off is that the parking recommendations are educated guesses, rather than specific knowledge of open parking spots.

Who should attend the demo from the City, and when is the best time to schedule (before the City Council meeting in April)?

Thanks,

Pat Wilburn

Market Neighborhood Board Member

From: patrick_wilburn@hotmail.com

To: ktriplett@kirklandwa.gov; phoshko@kirklandwa.gov; citycouncil@kirklandwa.gov; dgodfrey@kirklandwa.gov

CC: bea.nahon@nahoncpa.com; kbrown@kirklandwa.gov; kpage@kirklandwa.gov; msailor@comcast.net; dnamorse@gmail.com; kirby994@frontier.com; nelson.markb@gmail.com

Subject: RE: [2nd time] 2015 Pre-Approved Plans Document

Date: Tue, 24 Feb 2015 15:40:33 -0800

Thank you Kurt for the thoughtful response. The main purpose of my mail was to ensure that as the City, in coordination with residents, contemplates potential policy changes, that we work within a set of principles to guide those decisions.

It is encouraging to know that the City has a documented goal of limiting the impact on surrounding neighborhoods from spillover downtown parking. I think of this as a "design principle" to be used in the evaluation of potential policy changes.

Many thanks for the continued engagement on this topic.

Pat

From: KTriplett@kirklandwa.gov
 To: patrick_wilburn@hotmail.com; PHoshko@kirklandwa.gov; citycouncil@kirklandwa.gov; DGodfrey@kirklandwa.gov
 CC: bea.nahon@nahoncpa.com; KBrown@kirklandwa.gov; KPage@kirklandwa.gov; msailor@comcast.net; dnamorse@gmail.com; kirby994@frontier.com; nelson.markb@gmail.com
 Subject: RE: [2nd time] 2015 Pre-Approved Plans Document
 Date: Tue, 24 Feb 2015 23:23:41 +0000

Pat – we have all received your email. I apologize that we did not respond as I read your original email as providing information and not asking for a reply. Again, I am sorry for the miscommunication. We did make sure that Philly had a copy and that the information was going to be included in the next check in with the Council. I am not quite sure how to respond to your request that current policy “will be honored.” Let me assure you that the Council has not made any decisions to change any policies. However, several of the options on the list are different from current policy. We did not start the evaluation with the assumption that nothing can change. For example our current policy does not have pay parking on the street or during the daytime in City lots. If those were recommendations that the Council accepted, we would be changing our policy to implement paid parking. Currently we do not allow non-permit parking on Lake Ave W. If the Council decided to allow that, we would change that policy. My purpose is explaining this is not to say that any decisions have been made or that any policies will be changed, but that it was not a fundamental assumption that nothing *could* change. In fact, if we are to make improvements to the downtown parking situation, something will have to change. But no decisions have been made on what changes might be proposed or accepted. Helping refine those options is one of the purposes of the outreach. And we have definitely heard and appreciate the concerns of the Market Neighborhood about Lake Ave W. and Waverly. Thank you for your ongoing involvement and input in this process. Please let me know if you have any questions.

Kurt

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Tuesday, February 24, 2015 9:54 AM
To: Philly Hoshko; Kurt Triplett; City Council; David Godfrey
Cc: Bea Nahon; Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; Lisa McConnell; Mark Nelson
Subject: [2nd time] 2015 Pre-Approved Plans Document

Resending to this audience as I did not see a response from the mail below.

Please confirm both receipt and provide confirmation that the City's policy on mitigating overflow parking from downtown in order to protect the surrounding neighborhoods will be honored throughout the current parking study process.

Pat Wilburn
 Market Neighborhood Board Member

On Feb 21, 2015, at 1:05 PM, Pat Wilburn <patrick_wilburn@hotmail.com> wrote:

Kurt, City Council -

In our prior correspondence on parking, there was a question regarding if the City had a policy in place to protect neighborhoods from the effect of spillover parking from downtown. I want to make sure everyone is aware of, and has reviewed, the City of Kirkland's 2015 Pre-Approved Plans document, which explicitly states the need to mitigate spillover parking from downtown to protect the surrounding neighborhoods.

Philly and David -

As we discuss options in the upcoming public input forums, it will be important for the public to understand which proposed parking options satisfy the City's established policy to mitigate, not encourage, spillover parking.

Referencing page 91 of the City of Kirkland document, available at:

<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pre-Approved+Plans/General/Pre-Approved+Plans+%28Entire+Doc%29.pdf>

Section 2: Parking Management Plan - Operating Principles, Implementation Framework, and Parking Management Zones

1. Operating Principles (Peripheral Parking Area)

Parking in the Peripheral Area is intended to serve residential demand and uses generating demand from within the zone. It is intended that “spill over” from other parking zones within the CBD be mitigated.

- Parking in the Peripheral Area is intended to meet demand generated within this parking area.
- Parking in this area is unregulated. As such, no time stay restrictions are in effect. Future management strategies assumed for this area would be contingent on the parking activity, capacity, and utilization of all other parking zones.
- If parking spillover from Zones A, C or E results in inadequate parking availability for properties within the Peripheral Area, Residential/Area Permit Zone programs may be desired.

2. Implementation Framework (Peripheral Area)

A. Parking in this zone is unregulated. As such, no time stays are in effect. Future management strategies assumed for this area will be contingent on the parking activity, capacity, and utilization of all other parking zones.

B. Residential Permit Zone programs may be implemented if parking spillover from Zones A – E results in inadequate parking availability for properties within the Peripheral Area

Thank you,
Pat Wilburn
Market Neighborhood Board Member

From: nelson.markb@gmail.com

To: PHoshko@kirklandwa.gov

CC: bea.nahon@nahoncpa.com; KBrown@kirklandwa.gov; KPage@kirklandwa.gov;

msailor@comcast.net; dnamorse@gmail.com; DDGodfrey@kirklandwa.gov;
patrick_wilburn@hotmail.com; kirby994@frontier.com

Subject: Kirkland Parking Study - 2/11/2105 KAN Meeting Recap

Date: Wed, 18 Feb 2015 09:42:25 -0800

Ms. Hoshko, thank you for informing KAN on Wednesday, February 11 about the next steps for the downtown parking study.

The discussion was rather detailed and I want to summarize what I offered on behalf of the Market Neighborhood.

The topic was introduced by Lisa McConnell, KAN's Co-Chair. Lisa then asked that I provide background for the KAN members present at the meeting.

Overview of Discussion

- I used the attached memo, which was included in the KAN packet to frame my discussion and offer a brief summary of the background.

Understanding City Council's Intended Guidance

- I expressed concern that the City's Facilitated Discussion (CFD) planned for February 25, 26 and March 2 and 4 refers to the Draft Final Report [v.5] <http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Transportation/Downtown+Parking+Final+Study+Report.pdf> but does not include any direction from the City Council cited in your February 6, 2015 e-mail below. You stated that the City Council options would be presented at each of the CFDs.
- I informed you that I thought it was misleading and the City was intentionally providing an incomplete summary of what the City is expecting participants to evaluate during the CFDs.
- It is not reasonable to expect that CFD participants will search City Council records and find the direction provided by the City Council. I informed you that I had transcribed the City Council Member comments and included a document in the KAN packet. That document is attached and may serve as a convenient summary for you to use to better inform participants prior to and at the CFDs. Should you require a copy of the document in its native format, please let me know.

Inaccurate Cost and Time Estimates Create the Perception of Bias

- I advised you that the City's characterization of projects was misleading and incomplete. Some examples:
 - The Draft Final Report [V.5] (DFR.5) shows the cost of the use of Waverly Way as low. Your February 11 e-mail below indicates, "We have change (sic) the cost to medium on the survey." The survey <https://www.research.net/r/P9WM78Z>

does indicate Cost: Medium. There is no explanation as to why the survey cost estimate is different than what is shown in the DFR.5.

A more transparent explanation for citizens would disclose that the lack of safe egress for parked passengers along Waverly Way would likely require significant time and expense to remediate.

- You stated that the City Council options are in the survey. The survey does not include cost and time to deliver for each of the options.
- The City has not provided any basis for concluding the cost of sharing parking with private parking owners is high.
- The DFR.5 and Survey show the Lake Avenue West Option as being Near Term Timing, and Low Cost.

Lake Avenue West lies near the shore of Lake Washington and below a hillside which is prone to erosion and landslides. The City of Kirkland has provided no evidence that it has determined the impact and cost of complying with the City's Shoreline Master Program, SEPA, EIS, NPDES, Tribal entity requirements and other regulatory body requirements resulting from the proposed changes in use of Lake Avenue West.

Without knowing the regulatory requirements and mitigation measures, it is intentionally and willfully misleading for the City to indicate that allowing parking on Lake Avenue West is an option which can be done in the near term and at low cost.

- The width of Lake Avenue West varies along its length and in places is less than the City's minimum standard.
- Eagles nest and perch directly above the west side of Lake Avenue West. The City has not established the cost and time required to ensure that the eagles have been properly considered should the City change the land use.
- There are no sidewalks along Lake Avenue West yet the street is often used by families from throughout the area as they walk, jog, experience the lakefront, eagles and are outdoors. The City provides no evidence of what the timing and cost will be to facilitate the City's proposed change and how pedestrians, especially children, will safely continue to use the street with an increased number of parked and moving vehicles.
- I mentioned that CFD participants should be made aware of, surveyed and prepared to comment on City Council Member direction, some of which includes:
 - The content of Toby Nixon's lengthy e-mail to Dave Godfrey and Kathy Brown;
 - Enforcement of employee parking;
 - Enforcement of parkers who move to evade parking restrictions.
- During the KAN meeting you were not able to explain how invitees to the CFDs will be made aware of the issues I identified. As of the time I write this e-mail, I see no indication on the City's web-site that it has been informed that information is incomplete and misleading, or that additional information will be provided prior to the CFDs.

Rebuffed Efforts by the Public to Engage Early in the Process

The information I provided at the KAN Meeting on February 11 are examples of the kinds of things that the Market Neighborhood has been willing to offer to the City since May 2014. Had the City accepted the Market Neighborhood's offer to participate in planning the Downtown Parking Study when it was announced in 2014, I believe many of the items could have been included in the study, the on-line survey, and the planned CFDs. This e-mail string provides a reasonable history of some of that exchange.

Preparation for CFDs

Finally, rather than the City spending time making name tags for participants at the CFDs, please spend the time to provide CFD participants with accurate and complete information, and present all options in a similar format which they can use to provide the City with informed input. CFD participants can make their own name tags when they arrive.

Should you wish to discuss, my phone is 425-576-5675 .

From: Philly Hoshko [<mailto:PHoshko@kirklandwa.gov>]
Sent: Wednesday, February 11, 2015 4:10 PM
To: 'Pat Wilburn'; Mark Nelson
Cc: Bea Nahon; Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; David Godfrey
Subject: RE: RSVP for neighborhood, and question

Hi Pat,

I have consulted with Dave Godfrey and Kathy Brown and based on your concern we have change the cost to medium on the survey. All the costs presented in the draft study are estimates and will need further evaluations based on what we learn from the outreach.

As stated in the draft report "These proposed options should be viewed as a menu, not a final recommendation. It is expected that strategies and costs would likely be refined, modified and prioritized through the City's internal plan review and approval processes, and possibly further adapted as implementation unfolds."

Additionally, in the discussions we will make sure that people are aware of this concern and consider it in the feedback they give.

Best,

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Tuesday, February 10, 2015 5:36 PM
To: Philly Hoshko; Mark Nelson
Cc: Bea Nahon; Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; David Godfrey
Subject: RE: RSVP for neighborhood, and question

Thanks Philly, but I think we need more here. You will likely find that survey respondents react favorably to options labelled as "Low Cost", as everyone is sensitive to be being fiscally efficient. But since the true cost of the Waverly option is unknown and has not been

researched, your survey results won't be reliable indicators of public sentiment unless the respondent has more information.

Consider this example from the Parking Survey, when describing "Option 5: Improved Operations - Pay Parking":

"Cost: Low for expanding hours at existing pay facilities, medium to high for purchasing pay stations and expanding pay parking to other locations."

You can see from this example that it is helpful to the reader to further explain the likely costs.

When applied to "Option 3: Increased Supply - Waverly Way", the appropriate cost explanation should be:

"Additional design cost and potential construction cost would be required to add parking in this area, as there is no safe egress for passengers of parked vehicles. This cost has not been scoped and is currently unknown."

Please update the survey accordingly.

Thank you,
Pat

From: PHoshko@kirklandwa.gov

To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com

CC: bea.nahon@nahoncpa.com; KBrown@kirklandwa.gov; KPage@kirklandwa.gov; msailor@comcast.net; dnamorse@gmail.com; DGodfrey@kirklandwa.gov

Subject: RE: RSVP for neighborhood, and question

Date: Wed, 11 Feb 2015 01:10:43 +0000

Hi Pat,

I have reserved spots in each session for the Market Neighborhood. Please let me know when you know who will be attending so I can make name tags.

As for your comments regarding Waverly Way. The feedback you gave at the Council presentation, when we met, as well as outlined below is exactly what we are looking to gather through this process and has been noted. After we gather all of the information through this outreach process it will not only presented it to City Council but it will be used to identify recommended next steps needed in continued evaluation of each option. For example, your identification of a safety concern will be evaluated and may lead to scoping the feasibility of engineering needed if there was a strong interest to add parking on Waverly Way.

Best,

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: Tuesday, February 10, 2015 9:17 AM

To: Philly Hoshko; Mark Nelson

Cc: Bea Nahon; Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; David Godfrey

Subject: RSVP for neighborhood, and question

Hi Philly -

For space planning purposes, you can assume 5+ people from Market Neighborhood in each public input session. Consider this an RSVP placeholder for now.

Also, the survey erroneously states that the cost to add parking on Waverly Way is "Low", despite Council and staff receiving feedback that there is no safe egress for passengers. This creates the false perception for survey respondents that this would be a simple change to just add parking. To specific things are needed here:

(1) The survey needs to be updated to add the language, "Additional design cost and potential construction cost would be required to add parking in this area, as there is no safe egress for passengers of parked vehicles. This cost has not been scoped and is currently unknown." This should be done quickly, as respondents currently lack this important information when responding.

(2) Who at the City is scoping out the full cost for adding parking on Waverly? The feedback appears to have been ignored thus far.

Thanks,
Pat

From: PHoshko@kirklandwa.gov

To: nelson.markb@gmail.com

CC: Bea.Nahon@nahoncpa.com; patrick_wilburn@hotmail.com; KBrown@kirklandwa.gov; KPage@kirklandwa.gov; msailor@comcast.net; dnamorse@gmail.com; DGodfrey@kirklandwa.gov

Subject: RE: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study

Date: Fri, 6 Feb 2015 23:55:09 +0000

Hello,

The video of the January 6, 2015 City Council meeting where the study was presented to the City Council can be found at the link below. If you scroll down the agenda you can jump right to the item at 3:13 in the video by clicking on the link at item 11a. Please let me know if you have any trouble.

http://kirkland.granicus.com/MediaPlayer.php?view_id=43&clip_id=2994.

Additionally, I wanted to let you know that information on the public outreach plan has been posted at www.kirklandwa.gov/parking. *Please note that the link to the survey did not get included in the update but is actively being fixed. I will have a one-sheet with information to distribute on Monday.

Attached is a summary of my internal stakeholder interview with Jeremy McMahon and Parking Enforcement.

Please let me know what other questions or concern I can address at this time.

Best,

Philly Hoshko

Special Projects Coordinator

City of Kirkland - City Manager's Office

(425) 587-3013  - phoshko@kirklandwa.gov

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]

Sent: Friday, February 06, 2015 3:00 PM

To: Philly Hoshko

Cc: Bea Nahon; Pat Wilburn; Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; David Godfrey

Subject: Re: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study

Philly, please provide the citations to the "Council direction" you reference in your reply to item 3. Provide documents and / or meeting dates and times during the meetings where council provided the direction so I can see and hear (using the City's Meeting audio / video) what the Council has directed you to do.

Use Reply All when you furnish the information.

On Feb 6, 2015, at 12:40 PM, Philly Hoshko <PHoshko@kirklandwa.gov> wrote:

Hi Pat,

Would you be able to attend the March 25th discussion? I am afraid by moving the dates up we won't have enough time for people to plan around them. In response to your questions please see my comments in green below.

Bea, I will have a one-sheet to you to include in the packet by Monday morning.

1. Which stakeholder groups are you seeking to have included in the facilitated discussions?

We will aim to have residents, business owners, employees and parking users/downtown customers in the discussions.

2. Who will be the facilitator?

I will be facilitating the discussions and David Godfrey will give an overview of the options and be available for technical questions regarding the study.

3. Will the discussions include the opportunity to present other options? The reason for our early engagement dating back to last summer was to avoid a situation in which we were debating a fixed set of options, but rather the intent is that the City hear and learn about additional options from the public before shortlisting preferred options

While the focus of the conversation will be to get direct feedback on the options presented in the study there will also be time to brainstorm additional near-term, low-cost options that could help with parking.

I am also happy to collect bigger ideas, i.e. Downtown Parking garages, however based on council direction we want to hear from the public on the options that were presented in the study.

4. Please share your notes from your discussion with Jeremy McMahan from Planning

I will send these to you shortly

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]

Sent: Friday, February 06, 2015 8:41 AM

To: Pat Wilburn; Philly Hoshko

Cc: Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; Mark Nelson; David Godfrey

Subject: RE: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study

Thank you Pat – and I had many of the same questions so thank you for asking!

And thank you Philly, for taking this on. FWIW, parking is always the topic du jour for Kirkland, as I am sure you're aware!

Philly - I have one other question – I just learned a few moments ago that you will be coming to KAN next week. Excellent! I'm the one who assembles the meeting packet, so if you can have any materials to me by Monday at 5PM, that would be helpful, as packet will be going out that evening to the Neighborhood Reps and Chairs. We try to avoid handouts at the meeting in favor of having handouts in advance, if at all possible.

Thank you again,

Bea

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: 02/06/2015 8:29 AM

To: Philly Hoshko

Cc: Kathy Brown; Kari Page; Bea Nahon; Michelle Sailor; Dawn Morse; Mark Nelson; David Godfrey

Subject: RE: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study

Thanks Philly. Can we move these dates up on the calendar? I will be out of the country from Feb 26th to March 6th.

A few additional questions to clarify our understanding:

1. Which stakeholder groups are you seeking to have included in the facilitated discussions?

2. Who will be the facilitator?
3. Will the discussions include the opportunity to present other options? The reason for our early engagement dating back to last summer was to avoid a situation in which we were debating a fixed set of options, but rather the intent is that the City hear and learn about additional options from the public before shortlisting preferred options
4. Please share your notes from your discussion with Jeremy McMahan from Planning

Many thanks,
Pat

From: PHoshko@kirklandwa.gov
 To: patrick_wilburn@hotmail.com
 CC: KBrown@kirklandwa.gov; KPage@kirklandwa.gov;
bea.nahon@nahoncpa.com; msailor@comcast.net; dnamorse@gmail.com;
nelson.markb@gmail.com; DGodfrey@kirklandwa.gov
 Subject: RE: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study
 Date: Fri, 6 Feb 2015 02:12:31 +0000
 Dear Pat, Mark, Bea, Michelle and Dawn,

Thank you for your patience!

We have determined the best method for public participation is a series of facilitated discussions. We aim to get a diverse group of stakeholders in these discussions to understand the benefits and challenges with the options presented in the study.

Below are the facilitated discussion dates:

Facilitated Discussion Dates

- Wednesday, February 25th - 7:30am-9:00am City Hall, Peter Kirk Room
- Thursday, February Feb 26th – 11:00am-12:30pm City Hall, Peter Kirk Room
- Monday, March 2nd - 6:00pm-7:30pm – City Hall, Peter Kirk Room
- Wednesday, March 4th – 6:00pm-7:30pm– City Hall, Peter Kirk Room

For those unable to attend the discussions, feedback may be submitted through a survey or to myself directly.

I intend to have information posted on the City of Kirkland website no later than end of day tomorrow. I will then be communicating and promoting participation in the discussions and providing feedback to stakeholder groups and the public next week.

Please let me know if you have any questions or concerns and I will let you know as soon as the website is up with some information you can forward to your constituencies.

Best,

Philly Hoshko

Special Projects Coordinator
City of Kirkland - City Manager's Office

(425) 587-3013  - phoshko@kirklandwa.gov

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Thursday, February 05, 2015 12:44 PM
To: Philly Hoshko
Cc: Kathy Brown; Kari Page; Bea Nahon; Michelle Sailor; Dawn Morse; Mark Nelson; David Godfrey
Subject: RE: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study

Hi Philly -
As follow-up, are you still targeting having the public disclosure plan ready by the end of this week? I'd like to communicate this out to the stakeholders accordingly.

Please advise.

Thanks,
Pat

From: patrick_wilburn@hotmail.com
To: phoshko@kirklandwa.gov
CC: kbrown@kirklandwa.gov; kpage@kirklandwa.gov;
bea.nahon@nahoncpa.com; msailor@comcast.net; dnamorse@gmail.com;
nelson.markb@gmail.com; dgodfrey@kirklandwa.gov
Subject: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study

Date: Fri, 30 Jan 2015 11:53:16 -0800

Hi Philly -

Thanks for the time this morning. I am attaching my notes from our conversation. Please let me know if I mis-summarized any elements of our conversation. Per our conversation, it is my understanding that you are trying to have the public input schedule published by the end of next week, February 6th.

Thanks - we look forward to continued engagement on this topic.

Pat Wilburn
Market Neighborhood Association Board Member

From: PHoshko@kirklandwa.gov
To: patrick_wilburn@hotmail.com
CC: KBrown@kirklandwa.gov; KPage@kirklandwa.gov;
bea.nahon@nahoncpa.com; msailor@comcast.net; dnamorse@gmail.com;
nelson.markb@gmail.com

Subject: RE: Kirkland Parking Study Follow-Up: Public Input Schedule
Date: Wed, 28 Jan 2015 21:24:12 +0000

Hi Pat,

This Friday, January 31st at 9:30am will work. We will be meeting in the Lake View room of City Hall.

So far I have met with the following internal stakeholders:

Kurt Triplett – City Manager
Kathy Brown – Public Works Director
David Godfrey – Transportation Engineer Manager
Ellen Miller-Wolfe – Economic Development Manager

I also plan to meet with someone from Police, Planning, and the Transportation Commission.

I look forward to meeting you on Friday!

Best,

Philly Hoshko

Special Projects Coordinator
City of Kirkland - City Manager's Office

(425) 587-3013  - phoshko@kirklandwa.gov

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: Tuesday, January 27, 2015 7:16 PM

To: Philly Hoshko

Cc: Kathy Brown; Kari Page; Bea Nahon; Michelle Sailor; Dawn Morse; Mark Nelson

Subject: Re: Kirkland Parking Study Follow-Up: Public Input Schedule

Hi Philly - Friday morning this week works best for me. Can we meet at city hall at 9:30 am? I encourage others on this thread to join if they can.

Which City staff are you interviewing as part of this process? Please share written notes from those conversations so we have a transparent process.

Thank you,
Pat

On Jan 27, 2015, at 3:27 PM, Philly Hoshko <PHoshko@kirklandwa.gov> wrote:

Hi Pat,

Kathy Brown requested I get back to you regarding the public outreach plan for the recent parking study.

I am the Special Projects Coordinator in the City Manager's Office and over the next few months I will be conducting the public outreach for the parking study.

I am currently conducting interviews with City Staff and starting to scheduling interviews with key community members to understand the expectations for public outreach. Once I understand these expectations I will be able to finalize the design of the public outreach plan.

Thank you so much for the organized email history. It appears like you would be a great stakeholder to interview regarding your expectations for the public outreach before we finalize the plan and conducted broad outreach. Please let me know a few times next week you would be able to meet.

Best,

Philly Hoshko

Special Projects Coordinator
City of Kirkland - City Manager's Office

(425) 587-3013  - phoshko@kirklandwa.gov

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: Monday, January 26, 2015 12:41 PM

To: Kathy Brown; Philly Hoshko

Cc: Kari Page; 'Bea Nahon'; Michelle Sailor; Dawn Morse; Mark Nelson

Subject: RE: Kirkland Parking Study Follow-Up: Public Input Schedule

Hi Kathy - I wanted to follow up on the commitment below to have a public input schedule available for the Kirkland Parking Study by the end of this month (e.g. this week). Can you let us know this schedule, and then we can organize the right folks to engage to ensure the City is receiving appropriate feedback on the proposed parking changes?

A few additional points:

(1) For reference, I'm attaching the email history between

concerned residents and the City regarding the Parking Study, with 37 emails ranging from June 6th, 2014 to November 24, 2014.

(2) I am also adding Philly to this email thread, as it is my understanding that Philly will be responsible for the outreach effort for this study.

(3) It's my understanding from the KAN meeting on January 14th, that the City would like more clarity on how residents would like to provide input. We have thus far provided specific inputs on Waverly Way (no safe egress for passengers, leading to liability and litigation risk; disruption of de facto bike line; not close enough to downtown) and well as for Lake Ave W. Perhaps it would be a good use of time if we step back and ask residents for their priorities when considering changes to downtown parking. The Lake Washington School District did a nice job of involving the public for their recent boundary change process. They started the process with a survey that asked residents for their most important priorities regarding school rebalancing, and then used these priorities from the community as their guidelines when evaluating parking options. I suggest at a minimum that we survey the neighborhoods surrounding downtown for their priorities regarding parking and then use these priorities for refining or modifying the potential options. We (the neighborhood associations) are happy to coordinate with you on this to ensure a strong response and to ensure that the feedback is helpful to the City in refining it's potential parking options.

Many thanks,
Pat Wilburn
Patrick_wilburn@Hotmail.com

Mobile: 206-679-2626 
Market Neighborhood Board Member

From: KBrown@kirklandwa.gov
To: patrick_wilburn@hotmail.com; DGodfrey@kirklandwa.gov
CC: KPage@kirklandwa.gov; bea.nahon@nahoncpa.com;
msailor@comcast.net; dnamorse@gmail.com;
nelson.markb@gmail.com
Subject: RE: Kirkland Parking Study Follow-Up: Public Input Schedule
Date: Fri, 9 Jan 2015 23:41:09 +0000

Hi Pat,

Thank you for taking the time to talk after the City Council meeting. It was a pleasure to meet you.

Now that we have some initial feedback from the City Council, David Godfrey and I are in the process of developing a work program for the public engagement effort. We will have a schedule we can share with you in the near future, no later than the end of this month. We will also be discussing the Draft Parking Study and next steps (including public engagement) with the Kirkland Alliance of Neighborhoods next week.

Please feel free to call me if you wish to talk before the work plan is done. My contact information is below.

Thanks.

--Kathy

Kathy Brown
Director

City of Kirkland, Department of Public Works
P 425.587.3802/Cell 425.457-0047
kbrown@kirklandwa.gov

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: Friday, January 9, 2015 11:57 AM

To: Kathy Brown; David Godfrey

Cc: Kari Page; 'Bea Nahon'; Michelle Sailor; Dawn Morse; Mark Nelson

Subject: Kirkland Parking Study Follow-Up: Public Input Schedule

Hi Kathy and David -

Thank you for the quick conversation at the end of the Council Meeting on Tuesday. We discussed the need for a project schedule for external stakeholders to help us understand the public input process ahead of the April recommendation.

Can you let us know the schedule, and when the first public input discussion will take place?

Many thanks,
Pat Wilburn

From: nelson.markb@gmail.com
 To: pollard@talonprivate.com
 CC: citycouncil@kirklandwa.gov; janetpruitt@hotmail.com;
chuck@bourlandweb.com; donw@mossbay.org;
DGodfrey@kirklandwa.gov; KPage@kirklandwa.gov;
KBrown@kirklandwa.gov; kirby994@frontier.com;
bea.nahon@nahoncpa.com; msailor@comcast.net;
KTriplett@kirklandwa.gov; patrick_wilburn@hotmail.com;
dnamorse@gmail.com
 Subject: RE: Kirkland Parking Study
 Date: Tue, 25 Nov 2014 10:17:15 -0800

Bill, thank you for taking the time last week to share with Kirkland's Market Neighborhood Talon's current concepts on next steps for Park Place.? I appreciate your candid and open sharing.? I appreciate that Talon is still developing concepts for Park Place and I especially acknowledge your willingness to receive input from Kirkland's residents.

I am forwarding this e-mail string to you as it dovetails with some of the comments at the Market Neighborhood Meeting and provides background on the basis for some of the things you heard from Market Neighborhood residents.

In order to provide perspective for others on this e-mail, I want to recap a few of the Market Neighborhood comments on November 19.

- ? Development of Park Place offers a unique opportunity to provide convenient parking for the businesses and customers of New Park Place.
- ? Explore in-depth with the City of Kirkland how to utilize space under the city-owned park west of the Park Place property.? This is a perfect opportunity to excavate under some (better-yet all) of the park, develop parking and restore the park above the below-ground parking.
- ? A new comment / idea – Transition the tenant of 434 Kirkland Way to the New Park Place and increase the size of the footprint and associated development and parking of the New Park Place.

Bill as you read the string below, I hope you come away with a sense that there are Kirkland residents who are very interested in supporting the City with development of parking solutions.? Last week people at the Market Neighborhood meeting shared ideas with you and provided a sense of how they want to be involved early in the planning and development of ideas.? You can read below continuous interest for the Market Neighborhood in engaging with the City.? Please call on the residents copied on this e-mail as Park Place plans evolve.? My desired outcome is that when Talon seeks approval of its plans by the City of Kirkland, there has been so much involvement of Kirkland residents that the residents are strongly advocating on behalf of Talon.

Those copied are:

- ✉ Members of the Kirkland City Council
- ✉ Janet Pruitt – Chair of NorKirk Neighborhood
- ✉ Dr. Chuck Pilcher – Co-Chair of Lakeview Neighborhood & Member of Evergreen Hospital Board of Commissioners
- ✉ Don Winters – Chair of Moss Bay Neighborhood
- ✉ David Godfrey – City of Kirkland Public Works Transportation Engineering Manager
- ✉ Kari Page – City of Kirkland Neighborhood Services Outreach Coordinator
- ✉ Kathy Brown – City of Kirkland Public Works Director
- ✉ Lisa McConnell – Co-Chair Central Houghton Neighborhood
- ✉ Bea Nahon – Chair of Kirkland Alliance of Neighborhoods
- ✉ Michelle Sailor – Chair of Market Neighborhood (term ends 12/31/2014)
- ✉ Dawn Morse – Chair of Market Neighborhood Associate (effective 1/1/2015)
- ✉ Kurt Triplett – Kirkland City Manager
- ✉ Pat Wilburn – Board Member Market Neighborhood

Also attached is an e-mail from Bea Nahon where she offers as the KAN Chair to engage with the City and support its initiatives concerning parking.

I am a member of the Market Neighborhood Board, its representative to

KAN and may be contacted at 425-576-5675 ; should you wish to discuss.

From: Kurt Triplett [<mailto:KTriplett@kirklandwa.gov>]
Sent: Monday, November 24, 2014 5:54 PM
To: 'Pat Wilburn'; Mark Nelson
Cc: City Council; 'Janet Pruitt'; 'Chuck Pilcher'; 'Don Winters'; David Godfrey; Kari Page; Kathy Brown; 'Lisa McConnell'; Bea Nahon; Michelle Sailor
Subject: RE: Kirkland Parking Study

Pat – thank you for your thoughtful comments and the attachment. I know the Council will want us to explore all the issues raised in your communication. I did a quick read tonight and I will pass it on to my staff and the consultant. In the meantime, here is more information about some of the comments. First, thank you for your thoughts on the “once in a generation” opportunities the big projects provide. We agree! The City has expressed to both Park Place and the Antique Mall owner (and broker) that we are interested in partnering with them on developing public parking along with their projects. So as those projects develop the City will actively engage them. Second, the City Council has not yet set any policy parameters around the study. So there is no decision one way or the other about whether downtown parking should be “contained” downtown. The current policy throughout the City is that on-street parking is available to anyone, unless otherwise marked. I can also assure you that the City Council has not made a decision regarding the “right size parking” proposal that was recommended by the Planning Commission and Houghton Community

Council. The Council will likely have several discussions of this topic in 2015 prior to making any final decision.

I also appreciate your ideas about the 26 former police parking spaces. Those spaces have been recaptured for other City Hall employees during the day. The good news is that this keeps 26 non-police employees from parking on the streets around City Hall during the day like they used to do. So there is a net benefit to neighborhood streets. We could certainly experiment about alternative uses of some of the parking if the public is interested. In the meantime, those spaces (and ALL City Hall spaces) are available after 5pm for the general public as well as all weekend. After 5pm the downtown lots and streets are consistently full and City Hall is empty. Unfortunately most folks either don't know the spaces are available, or see them as too far away to use. Except for during big events like the 4th of July, the City Hall lot almost always has space available in the evenings and on Saturday and Sunday. Regardless of whatever other options we pursue, we intend to install better signage in City Hall to make it clear anyone can park at City Hall after 5pm and on weekends. We will also add better signage downtown to direct people to City Hall parking.

Thanks again,

Kurt

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Monday, November 24, 2014 4:53 PM
To: Kurt Triplett; Mark Nelson
Cc: City Council; 'Janet Pruitt'; 'Chuck Pilcher'; 'Don Winters'; David Godfrey; Kari Page; Kathy Brown; 'Lisa McConnell'; Bea Nahon; Michelle Sailor
Subject: RE: Kirkland Parking Study

Hi Kurt -
Thank you for your continued engagement on this topic.

Regarding input thus far, you are correct that most of the feedback thus far has centered around the core issue that the neighborhoods shouldn't serve as overflow parking for downtown. The attached document provides a summary of this perspective, with additional detail. It's concerning and confusing that parking on the west side of Waverly Way and parking on Lake Ave West are both considered options when the neighborhood is adamantly against both options. They both appear to violate the principle that downtown parking should be contained to downtown, and in the case of Waverly Way would interrupt the bike lane that runs the length of Waverly and is consistent with the City's goal of promoting non-vehicular transportation.

Regarding your request for additional options to be considered, here are two suggestions:

1. Permit Parking

To help "protect" the neighborhoods surrounding downtown from increased overflow parking, one option is permit parking. The City of Bellevue has a nice reference page which is worth looking at: <https://www.bellevuewa.gov/parking-management.htm>. Enforcement costs could be mitigated by handling enforcement on a reactive basis (e.g. when residents call in to request enforcement). There are a variety of sub-options to be considered here, including (a) restricted times, (b) two-hour windows, (c) # of guest passes for residents, (d) seasonality, as demand is highest in summer.

2. Incentives for Park Place and the Antique Mall location to add public parking

Both of these properties are "once in a generation" opportunities to add a healthy supply of off-street parking to downtown. We heard from the potential Park Place developer last week that they see public parking as a potential way to ensure visitors come to Park Place. In the case of the Antique Mall, developer incentives to encourage public parking could add spots in the core of downtown and right near the Park Lane walkway.

Thank you for the continued dialogue on this important topic.

Regards,
Pat

From: KTriplett@kirklandwa.gov
To: nelson.markb@gmail.com
CC: citycouncil@kirklandwa.gov; patrick_wilburn@hotmail.com;
janetpruitt@hotmail.com; chuck@bourlandweb.com;
donw@mossbay.org; DDGodfrey@kirklandwa.gov;
KPage@kirklandwa.gov; KBrown@kirklandwa.gov;
kirby994@frontier.com; Bea.Nahon@nahoncpa.com;
msailor@comcast.net

Subject: RE: Kirkland Parking Study

Date: Tue, 25 Nov 2014 00:01:44 +0000

Mark – thank you for your email. After our initial meetings with the consultant we did decide to reorder the tasks to ensure that every stakeholder had the same baseline of basic information and options as the starting point. No change orders are necessary to reorder the tasks

as long as all the tasks are completed. Task 1.3 will occur as soon as the Council is briefed on the preliminary report in January. Again that will report will be the starting point of the public process. There will be no recommendations included in that report, only information. We are still developing the list of 8 stakeholders. Patrick is definitely one of them. Once they are all identified, I will send you the list. I truly appreciate the interest you all have in the parking study. As before, I can assure you all that you have not missed any opportunity for input, comment or recommendation. In the meantime, since I have provided an overview of the various options below that will be included in the report, if you have any comments or observations, feel free to share them with us now if you like. We also welcome any additional options you think we should evaluate as well. So far none have been suggested but we are happy to take them at any time.

Kurt

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]
Sent: Tuesday, November 18, 2014 8:28 PM
To: Kurt Triplett
Cc: City Council; 'Patrick Wilburn'; 'Janet Pruitt'; 'Chuck Pilcher'; 'Don Winters'; David Godfrey; Kari Page; Kathy Brown; 'Lisa McConnell'; Bea Nahon; Michelle Sailor
Subject: RE: Kirkland Parking Study

Kurt, I have silently watched all of the traffic on this topic and decided that it would be helpful to look at the Agreement between the City and Rick Williams Consulting, the firm that is conducting the Parking Study. Attached you will find Attachment A and B to the Williams Agreement.

As I look at the Task List, it appears to me that the sequence of work that is actually happening is different than the version of the Agreement that I have.

Specifically, Attachment B Task 1.3 indicates, *“Schedule, conduct and summary up to 8 external (non-staff) stakeholder interviews and 8 internal (staff) interviews.”* In early June Market Neighborhood Board Member Patrick Wilburn asked you how he (i.e. the Market Neighborhood) could engage in the process. Since June, Patrick has continued to check-in and follow-up with David Godfrey and emphasize Market Neighborhood’s interest in being involved.

Reading your description below, and the attached Task List, leaves me confused and with three questions:

1. Who are the 8 external stakeholders described in Task 1.3?
2. What Tasks have been completed?
3. Are there any Change Orders to the Attachments?

My interest is to be supportive and involved with the Parking Study. My concern is that the City has not accepted Market Neighborhood’s offers,

and as far as I know, has not identified who will be involved early in the project as required in Attachment B.

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]
Sent: Tuesday, November 18, 2014 7:32 AM
To: Kurt Triplett; Michelle Sailor
Cc: City Council; Patrick Wilburn; Janet Pruitt; Chuck Pilcher; Don Winters; David Godfrey; Mark B. Nelson; Kari Page; Kathy Brown; Lisa McConnell
Subject: RE: Kirkland Parking Study

Kurt, once again, your responsiveness is both impressive and appreciated.

It is challenging for citizens to provide meaningful and constructive comments when items don't become available until the Council agenda is posted, which typically doesn't happen until late on the preceding Friday. With respect to this particular report, we know the January Council meeting is just one of the first stops along the way, but all the same, there are many of us who would appreciate the ability to see the data sooner.

Is that possible? Please advise. From what you've noted below, it sounds like the report is still a work in progress so let us know what you think is reasonable and productive.

Thank you!

Bea

Sent from my Verizon Wireless 4G LTE smartphone. All typos are caused by autotype.

----- Original message -----

From: Kurt Triplett <KTriplett@kirklandwa.gov>
Date: 11/17/2014 9:32 PM (GMT-08:00)
To: Bea Nahon <Bea.Nahon@nahoncpa.com>, Michelle Sailor <msailor@comcast.net>
Cc: City Council <citycouncil@kirklandwa.gov>, Patrick Wilburn <patrick_wilburn@hotmail.com>, Janet Pruitt <janetpruitt@hotmail.com>, Chuck Pilcher <chuck@bourlandweb.com>, Don Winters <donw@mossbay.org>, David Godfrey <DDGodfrey@kirklandwa.gov>, "Mark B. Nelson" <nelson.markb@gmail.com>, Kari Page <KPage@kirklandwa.gov>, Kathy Brown <KBrown@kirklandwa.gov>, Lisa McConnell <kirby994@frontier.com>, Kathy Brown <KBrown@kirklandwa.gov>
Subject: RE: Kirkland Parking Study

Michelle and Bea – Thanks for your emails. I don't have much more of an update than I did before. We are still working on getting the preliminary feasibility report and staff memo done in time for the January 6 Council meeting. Michelle asked what options we are looking at. Again, there are not too many more than I listed before. Options include looking at Lake Ave W., Waverly Way, a new parking lot on the south City Hall property, better use of City Hall parking at night, various church properties close to downtown, and trying to gain public access to some of the private parking in Merrill Gardens and the Bank of America building. We are also evaluating better signage, a potential parking branding campaign, and various technologies and electronic reader boards that can tell people where spaces are available in the public lots and the library. Finally we will be making improvements to the library garage, including better lighting, painting, renovation of the elevator as well as evaluating changes to the permit parking/general parking allocations. That covers most of the report that will be presented to the Council. As for additional ideas, feel free to send them to us now or after you see the preliminary report. Please let me know if you have any other questions or suggestions. Thanks again!

Kurt

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]
Sent: Monday, November 17, 2014 7:55 PM
To: Michelle Sailor; Kurt Triplett
Cc: City Council; Patrick Wilburn; Janet Pruitt; Chuck Pilcher; Don Winters; David Godfrey; Mark B. Nelson; Kari Page; Kathy Brown; Lisa McConnell
Subject: RE: Kirkland Parking Study

Kurt,

Circling back to you on this, I note that the study appears to be calendared for the January 6 City Council meeting although I can't tell at what level of detail. Can you please provide an update for us?

Thank you!

Bea

Sent from my Verizon Wireless 4G LTE smartphone. All typos are caused by autotype.

----- Original message -----

From: Michelle Sailor <msailor@comcast.net>
Date: 11/06/2014 8:56 AM (GMT-08:00)
To: Kurt Triplett <KTriplett@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>, Bea Nahon

<Bea.Nahon@nahoncpa.com>, Patrick Wilburn
<patrick_wilburn@hotmail.com>, Janet Pruitt
<janetpruitt@hotmail.com>, Chuck Pilcher
<chuck@bourlandweb.com>, Don Winters
<donw@mossbay.org>, David Godfrey
<DDGodfrey@kirklandwa.gov>, "Mark B. Nelson"
<nelson.markb@gmail.com>, Kari Page <KPage@kirklandwa.gov>,
Kathy Brown <KBrown@kirklandwa.gov>

Subject: Re: Kirkland Parking Study

Thank you Kurt for thorough and prompt response. I understand how priorities change and I have personally seen Public Works staff working everywhere lately.

Is there any way that stakeholders could hear about what options the consultant is reviewing prior to conclusion of report. There may be some suggestions for other options that the consultant may not have and may want to explore further. The goal is not to pick apart the options selected but to make sure many options are explored. We have a lot of residents with local knowledge and connections who may be aware of some development or possibility that is not publicly known.

We look forward to participating in this process and appreciate all the hard work that David and the rest of his group are doing for our city.

Best,
Michelle

Sent from my iPad

On Nov 5, 2014, at 11:14 PM, Kurt Triplett
<KTriplett@kirklandwa.gov> wrote:

Hi Michelle – thank you for your message. First, let me apologize that you have not heard from us in quite some time about the parking study. We have had a lot on our plate this year (more about that later) and the parking study has languished a bit longer than we had hoped. I should have done a better job providing the community with a status update. That was my task and I take responsibility for not communicating more. I will make sure we send out an update soon.

But second, let me assure you that you haven't missed anything! We have not yet begun the public outreach or the decision making. We have a briefing on the parking study scheduled for the Council on the first

meeting in January, and then we intend to start the public outreach immediately thereafter. When it is launched, we will include all neighborhood and business organizations and we will be grateful to have Patrick's involvement. The purpose of the Council briefing is not to ask them for preferences or decisions at this point, but just to inform them as to what is in the report before we take it out to the public for input.

So let me provide a little more background. The report that the consultant will be providing to the Council will be a draft feasibility report only. It will not have any recommendations. The primary purpose of the report is to identify potential options for adding parking capacity, or using existing capacity more efficiently, and to identify estimated costs for each option. It will not be ranking the options or prioritizing them, simply identifying them. Choices about which options to pursue will come from the public outreach and Council deliberations that follow. So for example the report will say that if you wanted to put parking on Lake Avenue West, you could conceivably get X number of additional spaces on the West side of the street, at a cost of Y. Or if you want to create an electronic sign system that will tell folks how many spaces are available in the Library parking lot, here are several technologies that do that and here is how much each one costs. One option I have been briefed on shows that if you want to convert the lot South of City Hall to a parking lot, it could result in 150-160 new spaces at a rough cost of \$2 million. The study will then have some policy options to consider such as whether a new parking lot would be a pay lot, or reserved for downtown employees only, or 2 hour time limited, and so on.

The idea behind our process was that we needed a menu of options and costs for the Council and the public to evaluate. We intentionally chose to have a technical feasibility report as the basis for the discussion so that everyone was starting with the same information and options could be identified in an objective manner. But our process is designed so that the final decisions will be shaped by community input and Council direction.

I want to conclude with some important context. The parking study is an important task for the City and we wanted to be done sooner. However, there were quite a few other tasks that consumed Dave Godfrey's time, as well as that of the rest of Public Works. As you know, the whole government has been spending a great deal of effort on the 2015-2016 budget process, as well as

the Comprehensive Plan update and the Kirkland 2035 plans. Dave this year not only had the parking study on his plate, he also was in charge of the CKC Master Plan, which he brought to a successful conclusion in 2014. He is also the primary lead on developing our first ever city-wide Transportation Master Plan, which is a huge undertaking (\$250 million over 20 years) which includes updated plans for all modes including sidewalks, bike lanes, school walk routes, transit, as well as street maintenance and enhancement. Dave is also leading the overhaul of our traffic concurrency policies as well as being responsible for reviewing and making recommendations on Sound Transit's Long Range Plan and potential ST3 ballot measure. If that weren't enough, we also piled on Dave and the CIP team a multi-million dollar Intelligent Transportation System implementation and much more. Dave and his team also respond to neighborhood traffic calming requests throughout the city, as well as review transportation studies for new development. Public Works also had to develop utility rates this year for the budget process as well as complete the Surface Water Master Plan, and the Water and Sewer Plan updates. The 85th Street project started construction, the CKC interim trail is under way and we also completed extensive outreach and design on the Park Lane project which breaks ground in January. And we did all this in 2014 with two Interim Public Works Directors (Pam Bissonnette and Marilynne Beard) before our newest permanent Director, Kathy Brown, was able to join us in October. And that is just key highlights from one department. I didn't even mention marijuana!

I share all of this with you not to complain. On the contrary, having such an ambitious work program is very exhilarating and inspiring for staff. But PW in particular has been stretched thin. I thought it might be helpful to show why the parking study got delayed. It wasn't intentional. We just simply bit off a tiny bit more than we could chew in 2014. But we will rectify that in 2015. We are almost done and want the Market Neighborhood (and all neighborhoods) to engage in the parking study as soon as it is released in January.

I hope this helps. Please let me know if you have any questions or insights. We welcome your thoughts!

Kurt

From: Michelle Sailor [<mailto:msailor@comcast.net>]

Sent: Wednesday, November 05, 2014 8:47 PM

To: City Council; Kurt Triplett

Cc: Bea L. Nahon; Patrick Wilburn; Janet Pruitt; Chuck

Pilcher; Don Winters; David Godfrey; Mark B. Nelson;
Kari Page

Subject: Fwd: Kirkland Parking Study

Hello City Council Members and Kurt Triplett,

I am writing to you as I have concerns that our neighborhood association is not being included in the parking study process. While David has responded promptly to our emails, we have not been included in the early stages of this process. Patrick has been trying to represent the Market Neighborhood in this process as our neighborhood could be impacted by decisions made and we want to have our concerns and issues represented from the beginning. We contacted the city as soon as this parking study was announced and were told input from stakeholders was wanted.

When we are only involved towards the end of the process, it is harder to make changes and it puts us in an adverse position. Patrick, as a member of the Market Neighborhood Association Board, volunteers his time to represent us. He has taken the time to research this issue for us and I think he should have the opportunity to at least meet with the consultant. How can the consultant get background information and options without at least talking with stakeholders outside of the city staff? I have included other neighborhood leaders in case this issue is of interest to them too. I am sure downtown businesses would be interested too.

I would appreciate any assistance that you can offer. I have great respect for David and the work he does but I do not like how this process has dragged on over the months without our input being considered by the consultant.

Best,
Michelle Sailor
MNA Chair

Sent from my iPad

Begin forwarded message:

From: David Godfrey
<DDGodfrey@kirklandwa.gov>
Date: October 30, 2014 at 2:49:43 PM PDT
To: 'Pat Wilburn'
<patrick_wilburn@hotmail.com>
Cc: Mark Nelson
<nelson.markb@gmail.com>, Michelle Sailor
<msailor@comcast.net>, Marilynne Beard <MB Beard@kirklandwa.gov>, Jon Regala
<JRegala@kirklandwa.gov>, Kathy Brown <KBrown@kirklandwa.gov>, Kari Page <KPage@kirklandwa.gov>
Subject: RE: Kirkland Parking Study

Hi Pat:

We'll get some direction from Council on public outreach in January. We'll certainly inform Council of your interest and I'm sure they will want to hear from you.

As background, here's a snippet from earlier emails you and I exchanged:

1. We requested in August that representatives from Market neighborhood be included as one of the 8 external (non-staff) stakeholder interviews, per Task 1.3 in Appendix B? Have the interviews been determined yet? How do we confirm our role as an interviewee? Can you send the full list of external interviewees?

As mentioned in previous email (Aug 13)

Since the parking study is more technical in nature, we will do the external stakeholder work after the consultant has come up with some background information and options that we can use as a foundation for our conversation with stakeholders. I agree that Market neighborhood residents are definitely an important group that should weigh in on any proposed

changes to parking before any decisions are reached.

David Godfrey, P.E.
Transportation Engineering Manager
City of Kirkland Public Works
Department

(425) 587-3865

Cell (425) 531-8877



*Caring for your infrastructure to keep
Kirkland healthy, safe and vibrant.*

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Sunday, October 26, 2014 4:41 PM
To: David Godfrey
Cc: Mark Nelson; Michelle Sailor;
Marilynne Beard; Jon Regala; Kathy
Brown; Kari Page
Subject: RE: Kirkland Parking Study

Hi David -
Has Task 1.3 in Appendix B been completed? Recall that we have requested Market neighborhood representatives be included as one of the eight external (not-staff) interviews as part of this task.

Thank you,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com
CC: nelson.markb@gmail.com;
msailor@comcast.net;
MBeard@kirklandwa.gov;
JRegala@kirklandwa.gov;
KBrown@kirklandwa.gov;
KPage@kirklandwa.gov

Subject: RE: Kirkland Parking Study
Date: Fri, 24 Oct 2014 22:37:37
+0000
Hi Pat:

Thanks for staying in touch. We are going to continue to refine the study and take it to Council in January. This is not for them to approve anything, but rather to simply share potential options. We'll also bring them some options for how to move forward on public involvement. We want Council to have a chance to understand what the study says before taking it out to the community and the next opening on their calendar is after the first of the year.

If you have any questions please let me know.

David Godfrey, P.E.
Transportation Engineering Manager
City of Kirkland Public Works
Department

(425) 587-3865



Cell (425) 531-8877



*Caring for your infrastructure to keep
Kirkland healthy, safe and vibrant.*

From: Pat Wilburn
[\[mailto:patrick_wilburn@hotmail.com\]](mailto:patrick_wilburn@hotmail.com)
Sent: Friday, October 17, 2014 5:50 PM
To: David Godfrey; Kari Page
Cc: Mark Nelson; Michelle Sailor;
Marilynne Beard; Jon Regala
Subject: RE: Kirkland Parking Study

Hi David -
Checking in to see if the consultant's findings are available. Please let us know.

We remain keen to provide formal stakeholder input as part of the

process.

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com;
KPage@kirklandwa.gov
CC: nelson.markb@gmail.com;
msailor@comcast.net;
MBeard@kirklandwa.gov;
JRegala@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Wed, 24 Sep 2014 18:40:36
+0000
Thanks for resending and all your
previous comments.... See below for
answers to your questions.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Wednesday, September 24, 2014
11:12 AM
To: Kari Page; David Godfrey
Cc: Mark Nelson; Michelle Sailor;
Marilynne Beard; Jon Regala
Subject: RE: Kirkland Parking Study

Hi David and Kari - Can you take a
look and reply to the questions
below?

Thanks,
Pat

From:
patrick_wilburn@hotmail.com
To: kpage@kirklandwa.gov;
dgodfrey@kirklandwa.gov
CC: nelson.markb@gmail.com;
msailor@comcast.net;
mbeard@kirklandwa.gov;
jregala@kirklandwa.gov
Subject: RE: Kirkland Parking Study

Date: Wed, 17 Sep 2014 16:23:22 - 0700

Hi David and Kari -

Checking in for a status update on the parking study.

A few specific questions:

1. We requested in August that representatives from Market neighborhood be included as one of the 8 external (non-staff) stakeholder interviews, per Task 1.3 in Appendix B? Have the interviews been determined yet? How do we confirm our role as an interviewee? Can you send the full list of external interviewees?

As mentioned in previous email (Aug 13)

Since the parking study is more technical in nature, we will do the external stakeholder work after the consultant has come up with some background information and options that we can use as a foundation for our conversation with stakeholders. I agree that Market neighborhood residents are definitely an important group that should weigh in on any proposed changes to parking before any decisions are reached.

2. From prior communication, the expectation was that the consultant's findings would be available for review in September. How is the timing looking?

Consultant sent a draft for me to review this week. I've started to look at it, and there are some changes needed. It looks like it will now be at least mid-October, I'll try and get you a more precise answer on this.

Thanks,
Pat

From: KPage@kirklandwa.gov
To: DGodfrey@kirklandwa.gov
CC: patrick_wilburn@hotmail.com;
nelson.markb@gmail.com;
msailor@comcast.net;
MBeard@kirklandwa.gov;
JRegala@kirklandwa.gov
Subject: Re: Kirkland Parking Study
Date: Fri, 29 Aug 2014 23:54:19
+0000

Thank you! I will look into this more
when I return from vacation
Tuesday.

Sent from my iPhone

On Aug 29, 2014, at 4:47 PM, "David
Godfrey"
<DGodfrey@kirklandwa.gov> wrote:

Thank you Pat.

From: Pat Wilburn
[\[mailto:patrick_wilburn@hotmail.com\]](mailto: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

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.htm>. 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 

[<image001.jpg><~WRD000.jpg>](#)

From:
DDodfrey@kirklandw

[a.gov](#)

To:

patrick_wilburn@hotmail.com;
nelson.markb@gmail.com

CC:

KPage@kirklandwa.gov;
msailor@comcast.net;
MBeard@kirklandwa.gov

Subject: RE: Kirkland
Parking Study

Date: Wed, 13 Aug
2014 23:40:48 +0000

Thank you for putting
that information
together Pat. I will
send it to the
Consultant.

From: Pat Wilburn
[\[mailto:patrick_wilburn@hotmail.com\]](mailto:patrick_wilburn@hotmail.com)

Sent: Wednesday,
August 13, 2014 4:36
PM

To: David Godfrey;
Mark Nelson

Cc: Kari Page; Michelle
Sailor; Marilynne Beard

Subject: RE: Kirkland
Parking Study

Great thanks David.

Since it sounds like
the current phase of
the study is
background
information, I
thought I would
provide some
(hopefully) helpful
background for the
consultant to
incorporate. It would

be great if you can forward the below information on to the consultant. We're happy to meet with him/her in person as well if that's helpful.

Background Area #1 - Overall Question on Reducing Downtown Parking

There appear to be multiple initiatives underway that reduce downtown parking:

- * Reduction in parking spots for Park Lane

- * Potential reduction in parking requirements for multi-unit development

- * Constraints on employee parking downtown that leads to overflow to surrounding areas (if library not available or desirable).

- * We would generally be concerned about a plan that reduces parking downtown and encourages it in adjoining neighborhoods.

Background Area #2 - Opportunity to re-using existing City parking

- * How many parking spots could be made available at City Hall?

- * How many parking

spots could be made available at the Annex location?

**Background Area #3 -
Specific Market
Neighborhood Issues**

* The Market neighborhood already hosts a number of parking-related needs for the City (Boat trailer parking, parking for Heritage Hall events, parking for Heritage Park, including the two tennis courts, and hosting numerous events including the Shamrock Run, 12Ks of Christmas, 3-day walk event, and 4th of July parade parking)

* Waverly Way in particular has a bike lane along the west side of Waverly, that is both a community asset and consistent with the City's goal of non-auto transit. We will want to maintain this.

* A Lake Ave W. resident has expressed concern that increased parking on Lake Ave W. will reduce the ability for fire trucks to turn around and get on to the next call, an issue that presents a safety risk to the larger

community.

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com;
nelson.markb@gmail.com
CC: KPage@kirklandwa.gov;
msailor@comcast.net;
MBeard@kirklandwa.gov
Subject: RE: Kirkland
Parking Study
Date: Wed, 13 Aug
2014 23:14:10 +0000

Hi Pat:

I apologize for the
delayed response.

Since the parking study
is more technical in
nature, we will do the
external stakeholder
work after the
consultant has come up
with some background
information and
options that we can use
as a foundation for our
conversation with
stakeholders. I agree
that Market
neighborhood residents
are definitely an
important group that
should weigh in on any

proposed changes to parking before any decisions are reached.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Sunday, August 10, 2014 3:49 PM
To: David Godfrey;
Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Sure. Happy to help. Specific to the parking study, has Task 1.3 in Appendix B been scheduled or completed yet? This task refers to "Schedule, conduct, and summary up to 8 external (non-staff) stakeholder interviews & 8 internal (staff) interviews". I would submit that Market neighborhood residents are a primary stakeholder and should be included in the external stakeholder interviewers. Can you let us know which non-staff stakeholders were selected for this Task and how we include neighborhood feedback?

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com;
nelson.markb@gmail.com
CC: KPage@kirklandwa.gov;
msailor@comcast.net;
MBeard@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Fri, 8 Aug 2014 23:56:34 +0000
Okay. I understand where you are coming from. Thanks for those comments.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 08, 2014 4:42 PM
To: David Godfrey;
Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Thanks David. Does that mean that the consultant evaluated overflow parking from downtown activity and determined that Waverly Way was being impacted by

increased overflow parking?

It's likely no surprise that we would have concerns about a City approach that assumes a solution for downtown parking is to overflow into the neighborhoods. Worse yet would be a solution that encourages such activity by expanding parking in the neighborhood versus addressing parking issues within the downtown/waterfront area.

Our goal at this point is to be proactive in providing this input rather than reacting to a proposal towards the end of the process.

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com;
nelson.markb@gmail.com
CC: KPage@kirklandwa.gov;
msailor@comcast.net

;
MBeard@kirklandwa.gov
Subject: RE: Kirkland
Parking Study
Date: Fri, 8 Aug 2014
23:11:29 +0000
Looks like Waverly Way
is well used and there is
little parking on Lake
Ave. W.

That's a very quick
summary, not sure if it
answers your question.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 08,
2014 4:00 PM
To: David Godfrey;
Mark Nelson
Cc: Kari Page; Michelle
Sailor; Marilynne Beard
Subject: RE: Kirkland
Parking Study

Thanks for the quick
response David. Can
you give a bit of
insight into the scope
of the consultant's
research as it relates
to overflow parking in
the
neighborhoods? Is
this being studied
(and if so, how)?

Thanks,
Pat

From:
DGodfrey@kirklandwa.gov

To:
patrick_wilburn@hotmail.com;
nelson.markb@gmail.com

CC:
KPage@kirklandwa.gov;
msailor@comcast.net;
MBeard@kirklandwa.gov

Subject: RE: Kirkland
Parking Study

Date: Fri, 8 Aug 2014
19:46:55 +0000

Hi:

The consultant is still working on putting their findings together I expect we'll have something to share in September.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 08, 2014 12:28 PM
To: David Godfrey;
Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Hi David - I wanted to check-in on the current status of the parking study. Can you let us know where things are at?

From a Market neighborhood perspective, we are keen to proactively provide our input as

early in the process as feasible.

Thanks,
Pat

From:
DDGodfrey@kirklandwa.gov
To:
nelson.markb@gmail.com
CC:
KPage@kirklandwa.gov;
msailor@comcast.net;
MBeard@kirklandwa.gov;
patrick_wilburn@hotmail.com
Subject: RE: Kirkland
Parking Study
Date: Thu, 12 Jun
2014 22:01:04 +0000
Hi Mark:

Yes I'm the contact and we are already underway.

I should add that this is more of a technical study to provide City Council with information. For example, what would it cost to place signs that indicate the number of open parking stalls in the library garage or what are common practices for neighborhood parking zones, etc. Public process will be the next phase based on Council direction.

Hope that helps.

From: Mark B. Nelson
[<mailto:nelson.markb@gmail.com>]
Sent: Wednesday, June 11, 2014 9:29 AM
To: David Godfrey
Cc: Kari Page; 'Michelle Sailor'; 'Patrick Wilburn'
Subject: Kirkland Parking Study

Dave, thanks very much.

When do you expect to kick-off this project, and will you be Kirkland's project leader?

From: David Godfrey
[<mailto:DDGodfrey@kirklandwa.gov>]
Sent: Wednesday, June 11, 2014 8:53 AM
To: 'Mark B. Nelson'
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Sorry for the confusion. Yes, 1.A should refer to attachment A. Attachment B is attached here.

From: Mark B. Nelson
[<mailto:nelson.markb@gmail.com>]
Sent: Monday, June 09, 2014 11:37 AM
To: David Godfrey
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: FW: Market

Neighborhood Meeting
May 21, 2014 - City of
Kirkland Handouts

Dave, it seems we are
getting closer. Thank
you. In the PSA with
Rick Williams
Consulting:

- ? Section I. A. refers to
“...services described in
Attachment B...” I do
not find an Attachment
B.
- ? Section II. A. refers to
Attachment B.

In Section I.A. should
the PSA indicate
Attachment A?

Please provide
Attachment B.

<http://www.rickwilliamsconsulting.com/>

From: David Godfrey
[<mailto:DGodfrey@kirklandwa.gov>]
Sent: Monday, June 09,
2014 11:20 AM
To: 'Mark B. Nelson'
Cc: Kari Page; Michelle
Sailor; Patrick Wilburn
Subject: RE: Market
Neighborhood Meeting
May 21, 2014 - City of
Kirkland Handouts

Sorry again for the
delay.

See attached. Not sure
if this is what you have
in mind, but this is the
document that refers to
the scope. Let me

know if you're looking for something else. I think you also wanted an electronic version of the scope; that's attached.

From: Mark B. Nelson
[<mailto:nelson.markb@gmail.com>]

Sent: Monday, June 09, 2014 9:24 AM

To: David Godfrey

Cc: Kari Page; Michelle Sailor; Patrick Wilburn

Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Dave, please use Reply All when you send the document.

From: David Godfrey
[<mailto:DDGodfrey@kirklandwa.gov>]

Sent: Monday, June 09, 2014 7:49 AM

To: Kari Page

Cc: 'Mark B. Nelson'

Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Sorry for the delay. Yes I will send it to you.

From: Kari Page

Sent: Friday, June 06, 2014 2:49 PM

To: David Godfrey

Cc: 'Mark B. Nelson'

Subject: FW: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Hi Dave

I just tried to call you. I'm wondering if

you could provide Mark (cc'd on this email) with the document that this lists of tasks/Attachment A came from (attached PDF)?

He was thinking it might provide some background for people who are interested in this study. Is it the RFP?

Could you send that along for them to see?

Let me know,

THANKS

Kari

Kari Page

Neighborhood Outreach
Coordinator
City of Kirkland
City Manager's Office/Public
Works Department

Office: 425-587-3011



[<image001.jpg><^WRD000.jpg>](#)

Cell: 425-736-6477



[<image001.jpg><^WRD000.jpg>](#)

Email: Kpage@kirklandwa.gov

[Neighborhood E-Bulletins](#) | [Kirkland on Twitter](#) | [Capital Projects](#) | [Neighborhood Services](#)

Philly Hoshko

From: Chuck Pilcher <chuck@bourlandweb.com>
Sent: Thursday, January 01, 2015 12:33 PM
To: City Council
Subject: Parking Study

Dear Council Members:

Since I am unable to attend Tuesday's meeting to offer input on the parking study options, I want to renew my plea herewith that we continue to consider the "lidding" of Marina Park as a parking option. As a joint venture involving both Parks and parking, we might someday be able to find a way to afford it. I know it's expensive - but what a boon for Downtown a "Central Park" would be.

My second plea on parking is to partner with developers to include some public parking in anything built in Downtown.

Finally, my last plea is that we continue to focus on the Totem Lake Business District as our economic engine, and acknowledge that the historical CBD in Downtown is a dinosaur. "Downtown" needs to be our "Central Activity Area," the reason visitors come to Kirkland and the reason residents enjoy living here. "Destination Retail" on our prime waterfront property makes no sense whatsoever, unless you envision stores by Gucci, Ralph Lauren, Rolex, etc. - which would be the end of Kirkland as we know and love it.

Keep plugging away. I appreciate the service of each of you, but my 2015 wish would be that the Council's personal political agendas would give way to a vision for the greater community.

Chuck Pilcher
chuck@bourlandweb.com
206-915-8593

Philly Hoshko

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Friday, January 02, 2015 5:40 PM
To: City Council
Cc: Kurt Triplett; David Godfrey; Kathy Brown
Subject: Downtown Parking preliminary options

Happy new year!

Some thoughts to share as I read thru the Downtown Parking preliminary options report for your upcoming Council meeting:

1. Stakeholders for next steps – KAN should be one of the stakeholders so that we get a broad based citizen perspective. By the way, thank you in advance to Kurt Triplett and David Godfrey who are coming to the next KAN meeting to discuss this report.
2. The report, Table 3, includes a count of off-street facilities at 1029 spaces. This table should also include the lot at 2nd Street and Central Way (north side of the street), where the City has an easement for public parking. That's not a lot of spaces, but there are some there. That is, if you don't mind parking several degrees off of plumb.
3. Staying with Table 3, there are 61 spaces noted as on-street, those being spaces on Market, Waverly & Lake. I'm not sure why the table did not also include the street parking on other downtown streets such as Central Way, Kirkland Ave, etc. For example, the spaces on 3rd Avenue are always full during the day and typically throughout the evening as well. During the day, we can tell that there are many who park on 3rd Avenue to use the facilities at Bassline Fitness on Central Way, based on their attire of leggings and athletic shoes.
4. To get to 85%, the report seems to be grossing up solely from the off-street spaces to arrive at a shortfall of about 150 spaces. To consider 85% utilization in our downtown, though, wouldn't you also have to include the on-street spaces as noted above? When the public is looking for parking, they are looking not just at the lots, but also for the on-street spots that may be open.
5. Pay parking has been noted as a means of creating turnover and that is true, it will enhance turnover. The concern of course, is whether that turnover comes at a cost where visitors leave sooner than they would otherwise or does it cause them to not come at all. We must consider various factors here, such as:
 - a. Adjacent cities have abundant free parking - and we absolutely compete against those cities. Our landlords compete against Bellevue and Redmond for retail tenancies and then the tenants compete against Bellevue and Redmond for customers. True enough that there is no such thing as free parking, those other locations are incorporating the "free parking" into the rent but it is the public that is the ultimate consumer - and will they pay for parking in Kirkland in the expanded hours that are suggested here? Perhaps in this improved economy they will but are we willing to grapple with the perceived (and in many cases, real) loss of business it will create? This needs much more direct discussion with merchants who are in the core. This is not downtown Seattle or downtown Portland; Kirkland must seriously evaluate the suburban context when there are Bellevue Square, Lincoln Square, Old Main and Redmond Town Center nearby.
 - b. Even more important, in my opinion – Parkplace (Talon) is proposing that their retail parking will be free. Yes, free. Assuming that is the case, having free parking a few blocks away from the downtown core for that retail experience (Parkplace) and then having pay parking downtown, causes us to compete with ourselves! That is nonproductive and a losing proposition for downtown.

- c. Pay parking, even to the extent that we have it now, would be better perceived if there was a parking validation program downtown for shoppers and diners. Have we ever seriously pursued this?

6. The creation of a surface lot to the South of City Hall – as a resident and managing agent of one of the condominium properties directly across the street, I'd suggest that if the City moves forward with this, we should all collaborate – City, Brezza, Marina Heights, Point Overlook, the Livengood firm and Waterview – so that we can work together to discuss and mitigate impacts of noise, lighting (lot lighting and headlights) and security so that this can be done successfully from the get-go. The price tag is steep so this is an option that the City may not even move forward with but if it does, it's a process that the entire adjacent community should work on together. Not sure if the price estimate also included undergrounding the utilities but that would be a positive item to consider as well.

Thank you for your consideration of these comments! Please feel free to call or e-mail your thoughts or questions.

Respectfully submitted,

Bea Nahon
129 Third Ave
Kirkland WA

(425) 828-4747
(425) 696-0032 my direct fax



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

Philly Hoshko

From: Paul Berton Birkeland <birk129@hotmail.com>
Sent: Friday, January 02, 2015 7:08 PM
To: City Council; Gisela Manning
Subject: Response to Kirkland Views

As we don't do Facebook, Twitter or Linked in perhaps you could forward this.

Parkplace and indeed downtown Kirkland are suffering as a result of Kemper Freeman, and nothing else. His leases at Bellevue Square call for no new outlets for ANY of his tenants within X number of miles of Bellevue Square, and that radius includes downtown Kirkland AND Totem Lake - thus both retail centers lack anchor tenants, other than grocery stores. Sur le Table seems to be the only major anchor in downtown Kirkland, and that is a result of its Bellevue store being in The Bravern and not Bellevue Square. Kemper is expanding his retail rather dramatically to the south and southeast of Bellevue Square and will probably gobble up some of the high quality remaining big box stores such as Saks, Bloomies and Neiman Marcus will probably move to his new buildings too! Kirkland sinks further into the retail background, sadly.

It is imperative for Kirkland major property owners and civic leaders to find suitable anchors and try to coax them to come to Kirkland. Otherwise, Kirkland will continue to fester with one small business after another going out of business. Target would be a good start. And find out how Factoria Mall manages to have tenants which are also at Bellevue Square - Nordstrom being a prime example!

And for Totem Lake an outlet mall would probably work well. As to restaurants, Bellevue Collection has tons of them and at night, the area is cooking. Downtown Kirkland at 10 pm ANY NIGHT is dead except for a few biker bars! That needs to change.

And parking - Bellevue Collection has tons of it; Kirkland is deficient, and with new removal of parking along Park Lane, it is about to have even less! If I drive to Kirkland from our new Bellevue address, it is certain I won't dine on Park Lane with no parking there!

Perhaps civic and political leaders should drive through downtown Bellevue and downtown Kirkland at 10 pm any night and ask themselves which city is busy, active, and a hub of activity?

As we are about to move to Bellevue, we ask ourselves, what reason will we have to go to Kirkland? Other than to visit friends, and Lynn's Bistro and 4th of July parade - none!

Date: Fri, 2 Jan 2015 17:56:18 +0000
Subject: Local News - Hundreds attend the Kirkland Polar Bear Plunge [photos]
From: noreply+feedproxy@google.com
To: birk129@hotmail.com

Local News - Hundreds attend the Kirkland Polar Bear Plunge
[photos]

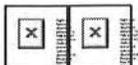


Hundreds attend the Kirkland Polar Bear Plunge [photos]

Posted: 01 Jan 2015 02:25 PM PST

Under sunny skies and 40 degree F temperatures, hundreds ascended upon Kirkland's Marina Park to partake in the 13th Annual Unofficial Polar Bear Plunge. The shoreline was filled with laughter and...

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Philly Hoshko

From: Joyce Hardy <jhardy@windermere.com>
Sent: Wednesday, March 04, 2015 2:36 PM
To: Philly Hoshko
Subject: Parking on Market and Waverly

This email is to advise you we are not in favor of additional parking restrictions on Waverly. We are at the corner house 100 Waverly Way and do not want increased traffic on our street by thinking of additional west side parking. Clearly, employees of several businesses park in the park all day. Even in the rain with no one in the park, the parking stalls are half full. Why not put a time limit on the park parking and leave the street parking as is. There should only be parking on the east side of Waverly Way. Market Street parking is like a park and ride. The same cars park every weekday and ride the bus and take up all the merchant parking and customer parking for the entire day. If you want to do something about that just put time limits on it. Joyce Hardy and Bob Miller.

Philly Hoshko

From: Luay Joudeh <luayj@me.com>
Sent: Sunday, January 04, 2015 8:24 PM
To: City Council
Subject: Parking_Lake Ave West

Madame Mayor,
Ladies and Gentlemen of the Council,

Offering public parking on Lake Ave West by the City is not a well thought out proposal for many reasons:

1. Lack of pedestrian safe walk facilities (trails, lighting, sidewalks, etc..) is one reason to keep vehicular traffic volumes to a minimum.
2. The traffic movement in and out of houses on the west side, cars pulling out of garages, could be greatly impeded by cars trying to locate a parking space on the east side.
3. The shoulder condition (gravel, undefined edge) is not suitable for heavy parking volumes.
4. Access to and from Lake Ave West is located at an awkward intersection. Increasing the volumes of traffic will only mean an increase to the probability of accidents at that intersection. It would behoove the City to limit traffic to and from the Ave to the residents of that area. In other words, the Average Daily Trips generated by the residents should not be increased by inviting others to travel through that intersection.
5. Most homes on that street lack the necessary driveway depth to allow for guest parking.
6. The Ave is a dead end street with inadequate turnaround near the park. Most cars will most likely use driveways to turn around which, in addition to being illegal, is a safety issue for the residents trying to use their driveways.
7. The Ave is home to a bald eagle nest. Inviting traffic by opening that street for public parking will increase noise.
8. Finally, and yes selfishly, residents on that street pay more than fair share of property taxes, and it is only fair to be able to find guest parking next to their houses. If we lose that parking area, then it is us or our guests that will be driving around block after block, and street after street to find parking.

Respectfully Yours,

Luay and Laila Joudeh
201 Lake Ave West

Philly Hoshko

From: Glenn Peterson <glenn.peterson@comcast.net>
Sent: Monday, January 05, 2015 12:37 PM
To: City Council
Cc: Kurt Triplett; David Godfrey; Kathy Brown
Subject: Downtown Parking Study - moving forward

Mayor Walen, Deputy Mayor Sweet and Councilmembers-

The new draft Downtown Parking Study contains a lot of productive and useful information. We can use it as a starting point to develop some new policies and strategies for the city.

Without getting into every detail at this stage, here are some of my thoughts on the report and accompanying staff memo.

More fringe parking locations - There are more options for the use of other lots and areas around downtown, both city streets and private lots. For example, Lake Street South and Kirkland Avenue beyond the downtown time limited zones could be reserved for employee parking. Those streets would be convenient for people who worked in the adjoining parts of downtown. Indeed, many of them are used by employees already

Employee parking problems will not be solved by these suggestions. I don't believe that employees will pay for parking, especially on Waverly Way or the City Hall block. Even with the library garage with adequate free stalls, many have steadfastly refused to register as employees. Were most of the business owners and managers proactive in preventing their employees from violating ParkSmart rules, this problem could be reduced.

City Hall lots - A parking lot on the south side of City Hall is too inconvenient to be useful unless a number of other changes are made so that the numerous alternatives are all less desirable. I suggest getting some idea of potential usage by first heavily promoting the City Hall and Annex lots as free evening and weekend parking. Although they are a little bit further from downtown, they are proposed as public parking anyway, so they would provide useful data.

Meters - I feel that Single Space Meters are far preferable to multispace pay stations, and it appears that their purchase price would be even cheaper on a per space basis. SSM's can be used to selectively put a few meters in one block, or even just a single meter. I have previously advocated for "One Metered Space Per Block" as a way to introduce a small amount of pay parking spread evenly through the downtown. I can provide details on that concept if there is interest.

Specific Target Capacity - Adding a predetermined number of spaces would be arbitrary. Adding capacity is great, but that is only one possibility, and could be quite expensive. It has to be considered within the context of other changes.

Parking Advisory Board poll data and reports - The Parking Advisory Board did a lot of useful work from 2004 when it was formed until 2012 when it was disbanded. There An easy way to get more useful data is to go back and look at back and look at the extensive polling done by the city for the Parking Advisory Board in 2007 and 2011. I doubt that the public sentiment has changed markedly since then, but in any case, these are reference points. There are also reports with recommendations that the PAB made that could be helpful.

Stakeholders - In the public process, I would urge the addition of several more groups for feedback. The Kirkland Downtown Association, the neighborhood associations of Moss Bay, Market and Norkirk, the Transportation Commission, the Planning Commission, and the former members of the Parking Advisory Board would be useful. I particularly suggest the last group for their extensive experience with this subject. However, the most useful person stakeholder that has not been mentioned is the *typical person parking here* - mostly people driving downtown to do business, shop, or just visit. I would also include employees, perhaps viewing their input in a separate way.

If an ad hoc committee or working group is formed from among stakeholders, et al, I would gladly serve on such a task force.

I welcome further discussion with any City Councilmember or staff member.

Respectfully,

Philly Hoshko

From: ROBBROWN1@aol.com
Sent: Tuesday, January 06, 2015 10:03 PM
To: City Council
Cc: Kurt Triplett; Kathy Brown
Subject: Comment concerning the new Parking Study

To: Kirkland City Council
 Kirkland City Manager
 Kirkland Public Works Director

Following are the comments that I intended to share during this evening's Council meeting but was unable to due to the limit on public comment. .

=====

As you saw, I emailed all of you yesterday regarding two aspects of parking in the downtown area, the dramatic increase in spillover parking into the surrounding neighborhoods and the Parking Study that you are going to discuss tonight.

I am not going to repeat my comments, but I would like to ask that after you have digested the comments in the parking study that you set high expectations for community input. We have had a history of lots and lots of input regarding parking with very little change to show for it.

We have gone from the extreme of internal comments that we don't really have a problem, to this study that says we are probably 150 spaces under where we should be. The missing ingredient in recent years has been input from the very businesses that rely on their customers having access to them.

Many of these same business people participated in the Downtown Parking Advisory Committee until it was abruptly disbanded a few years back. It is interesting that the fact that this study was commissioned has bubbled up rather quietly through neighborhood communication. I spoke to one of the most active downtown business people today who is very active in the Chamber of Commerce.....he had no idea this study had even been done!

We need an outreach program specifically to understand the retailers and restaurants as well as the property owners along our downtown streets. We need to listen to them, really hear what they have to say. Similar to my comments about the Antique Mall parking lot, this retailer thought that more signage had been promised to lead people to the lot.

So, bottom line, we need more inclusion.....we need to show full respect for those that are the drawing cards to our downtown. As I have stated before, Kirkland needs to be "customer-centric", that is the key to success in most relationships. Not only are the citizens your customers, the downtown businesses are your customers. It is time to again have a Parking Committee, but one with some teeth. You have a lot of very valuable experience three blocks south of you; you should draw on their knowledge.

Providing parking is not simply an expense which is how it has been treated. It is an investment with a payback in increased sales tax receipts! We need to make some investments to keep attracting sales dollars to our downtown! (side note - it was interesting

to hear that the Totem Lake "investment" is intended to be offset by added revenues as a return on that investment - same thing I am asking here!)

thanks,

Rob Brown
206-226-5078

Philly Hoshko

From: David Godfrey
Sent: Wednesday, January 21, 2015 8:15 AM
To: 'Nigel Narsing'
Cc: Philly Hoshko
Subject: RE: Parking downtown

Hi Nigel:

You can check out the video of the meeting [here](#). Scroll down to the parking item, 11A.

Basically the next step is talking to people about what their thoughts are and then come back to Council in March-April with what we found and some recommendations.

The plan for outreach is being developed now. Hope that helps, let me know if you have more questions.

From: Nigel Narsing [mailto:nigel.narsing@gmail.com]
Sent: Friday, January 16, 2015 12:48 PM
To: David Godfrey
Subject: Re: Parking downtown

David,

Any update from the City council meeting held on the 6th?

We appreciate the effort and interest shown in trying to improve the parking conditions in the area.

Regards,
Nigel Narsing
206-251-7998

-On Mon, Dec 15, 2014 at 10:56 AM, David Godfrey <DDGodfrey@kirklandwa.gov> wrote:-

Hi Nigel:

Thanks for coming in and talking with me the other day and your follow up phone call. I spoke to others here and we are not in position to remove pay parking in the Lakeshore Plaza at this time.

On January 6, the City Council is going to be looking at possible options from a Parking Study of downtown Kirkland. After that meeting we'll likely know more about what the Council is thinking about how to move

forward. We're also asking Council about what kind of public outreach they'd like to have around any parking changes. That's why it's premature to take any of the actions you suggested.

Ellen Miller-Wolf, the City's Economic Development Manager is going to contact the Vista Lago folks and learn more about their concerns and see what she might be able to do to help.

David Godfrey, P.E.

Transportation Engineering Manager

City of Kirkland Public Works Department

(425) 587-3865

Cell (425) 531-8877

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

Philly Hoshko

From: Karen Story <karen@nwnative.us>
Sent: Wednesday, February 04, 2015 1:33 PM
To: City Council
Cc: Kurt Triplett
Subject: Right Size Parking: Copy of KAN public comment

Dear Council,

Here is an electronic copy of the remarks I made at the meeting last night regarding Right Size Parking. Thank you for the opportunity to speak!

Karen

I'm the chair of the Highlands neighborhood and the Secretary of the Kirkland Alliance of Neighborhoods (KAN). I'm here today representing KAN on the subject of Right Size Parking, or RSP.

RSP is a proposal that will affect all parts of Kirkland, and KAN is hearing concern about the proposal from all corners of the city. The overwhelming majority of citizens who have commented do not support this proposal. KAN is concerned that this input has not been given the weight it deserves. Citizens need to feel their input matters or they will become discouraged and apathetic and stop participating in the public process. This is just one of the many reasons that KAN has asked the City Council to not support this proposal.

We understand and appreciate that a lot of effort has gone into the proposal thus far. But we feel that parking is such an enormous and important issue for Kirkland that it deserves additional scrutiny, and it would be premature to adopt RSP at this point.

Parking is the hinge upon which the doors of land use and transportation swing, and it's critical to ensuring that both of these pieces work together smoothly. KAN asks that the city step back, take a broader look at parking, and involve additional stakeholders, such as the transportation commission, condo and apartment owners, local businesses, and KAN.

KAN would welcome the opportunity to participate in a study session with council. We believe we can offer important input from a citizen and neighborhood perspective.

KAN is not opposed to density. We do want livable density. We do not feel that the current RSP proposal is the way to achieve this.

Thank you.

Karen Story
9017 Slater Ave NE
Kirkland 98033
no postal reply needed

From: Margaret Bull [<mailto:wisteriouswoman@gmail.com>]
Sent: Sunday, February 08, 2015 8:44 AM
To: City Council
Subject: parking garage lighting

February 8, 2014

Dear City Council members,

I am very unhappy with the direction that the City is going in regards to its energy saving policy. It seems wrong to me that the City is focusing on energy saving measures rather than making citizen safety a top priority. Recently, on a rainy day, I visited the Kirkland City parking garage under the library. It was dark and creepy and felt unsafe to me. There are supposedly cameras in the garage but I wonder how effective they will be in stopping crime when the light level is so low. In a garage a citizen needs to see well in order to find keys and fit them into a lock, look for people that might be lurking with the intent to commit a crime against person or property, and be aware of pedestrians, especially children, that may be walking through the garage. A driver needs to have good visibility in order to enter and exit a parking stall safely and accurately. Please visit the garage on a dark rainy day to review this situation. Take into consideration that many citizens that park in the garage are over 50 years old. They need brighter lighting than younger people do. The City of Kirkland should provide adequate lighting in and around public buildings and walkways to assure the safety of all of your citizens. There are lighting plans available to improve garage lighting and still reduce energy use. Metro is one government agency that has been pursuing this goal. I hope the City of Kirkland will come up with a plan to do this also.

Margaret Bull

This information is available on the Lighthouse site:

Less light reaches the retina in an aging eye than it does in a younger eye. First, pupil size reduces with age so less light enters the eye. Second, the lens, which is normally clear in a young person, yellows and thickens with age, also impeding the transmission of light. The result is that a 60-year-old receives only about 40% of the same amount of available light as a 20-year-old. An older person, therefore, may see poorly under dim conditions, and lose both acuity and contrast sensitivity.

It is also difficult for an aging visual system to adapt quickly to dramatic changes in brightness. Even within a single space, it may be hard to see darker areas if other surfaces are much brighter. A general, or "ambient," light should therefore assure that there are no dark areas in a space. The space should also be bright enough to allow for good visibility so people can move around.

Philly Hoshko

From: David Godfrey
Sent: Thursday, February 12, 2015 10:32 AM
To: Philly Hoshko
Subject: FW: Thoughts on 11a Downtown Parking Preliminary Options

Also another idea to follow up on is employers with spaces that they don't use for employees. Heathman is example 1.

From: Toby Nixon
Sent: Thursday, January 01, 2015 3:17 AM
To: Kurt Triplett; David Godfrey; Kathy Brown
Subject: Thoughts on 11a Downtown Parking Preliminary Options

Here are some thoughts I have on reviewing the Downtown Parking Preliminary Options section of the council packet for Tuesday's meeting. I will likely ask these questions at the meeting.

-- Toby

SUPPLY:

Why aren't on-street spaces on 1st St, 2nd St, 3rd Ave, Central Way, Park Lane, Main St, Kirkland Avenue, Lake St S, 1st Ave S, 2nd Ave S, and State St included in the inventory? There are a LOT more on-street spaces than currently counted in the study. At least their exclusion should be explained.

Why didn't the study include parking at existing the city hall lot on evenings and weekends?

Would other nearby churches, such as Kirkland Congregational or Northshore Unitarian, allow parking off-hours when not needed for church activities?

Have we talked to Microsoft about possible public use of their lot after hours and on weekends?

OPERATIONS:

Technological alternatives: Have we explored the opportunity for video-based sensing of occupied/unoccupied spaces instead of in-pavement loops? I really don't like the construction or maintenance impacts of in-pavement loops. This would be similar to what we now do at intersections. If this technology doesn't exist, can we invent it, working with Google, Microsoft, Nytec, ITS vendors, etc.? This is an opportunity for Kirkland to be a leader and pilot something that could help cities around the world. (Linkage of sensing to directed enforcement is already noted in the report. The system could also serve to help with security.)

With ubiquitous WiFi downtown, we should look into both cameras and signs being wireless to save money from data wiring installation, which would enable a lot of flexibility in adding sensors and signs. Power would still be needed, but power is already mostly everywhere while data is not.

We definitely should have mobile apps to allow people to view available spaces on mobile devices once sensors are deployed, and make it easy to find them. We shouldn't dismiss this as "too hard" now. (I must also point out that although the draft report incorrectly asserts that mobile apps originated with the iPhone -- the fact is that mobile apps were deployed by Microsoft (Windows Mobile) years before Apple and Android existed. Also, a lot of people in this area use Windows Phones, so we can't neglect that platform.)

Have we considered how to make the city hall south lot, if it is built, more easily accessible to downtown, such as by adding a covered escalator on the 2nd Street hill north of Central Way? Both the 1st St and 2nd St hills are tough to climb for many people, and having an escalator (at least an up escalator) that activates only when someone steps onto it would help address that problem and encourage use of the lot.

We need an easy way for stores to "validate" parking for paying customers. People would be more willing to pay for parking if they knew the cost would be covered by merchants. Maybe the customer could pay in advance, but then get credited back by the merchant somehow.

We need to work on decreasing the time it takes to pay. Maybe monthly passes? Prepaid tickets? Tap-to-pay (NFC or Bluetooth LE (e.g., ApplePay))? It currently takes too long, and it's inconvenient to walk from your car to the meter, pay, and go back to your car before heading where you're going, especially when it's raining.

Have we looked into the potential for a downtown parking shuttle, so people would be willing to park farther away? Especially employees of downtown businesses? I'm surprised the feasibility and cost of this isn't addressed in the report, or even an explanation of why it wasn't considered.

STAKEHOLDERS:

We must include EMPLOYEES and CUSTOMERS of downtown businesses, and USERS of parks, as stakeholders -- the USERS of downtown parking? We need some sort of outreach to them -- cards on the counters of businesses? Social media? Newspaper? Notices printed on parking receipts? Flyers placed on windshields at peak times? SOMETHING to include their input and feedback on proposals. We'll repeat the failures of the PAB if the whole thing is driven by just business owners and the city again.

Do we continue to have an issue with Transit Center users parking downtown? or is that resolved?

I agree with the concerns raised by the Market Neighborhood Association regarding proposed reductions in multifamily parking requirements. The study should analyze the impacts on parking for business employees and customers if spaces are going to be taken up by residents and their guests.

Toby Nixon | Council Member | City of Kirkland, Washington

tnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

Emails to and from city council members are subject to disclosure under the Public Records Act, RCW 42.56

Philly Hoshko

From: Dermavita Medispa <dermavita@hotmail.com>
Sent: Monday, February 23, 2015 3:33 PM
To: Philly Hoshko
Subject: For meeting presentation RE: Downtown Parking Study Public Outreach

Hello Philly,

Thank you for stopping by our store regarding the downtown Kirkland parking and letting us know about the meeting. We won't be able to participate in the meeting, but we are happy to be a part of this project by presenting our thoughts.

1. It is absolutely obvious that Kirkland merchants and restaurants need clients and the clients need a place to park. We all know that the Kirkland parking situation at the present time is very inconvenient and needs to be solved appropriately.
2. A few street parking spots won't solve the problem, so Park Lane should be closed to traffic. People should be able to enjoy what Kirkland has to offer: shopping, walking, resting with ice cream, having a coffee outside, and more. Currently there is no such place and leaving the street open will definitely take away the Kirkland charm.
3. Kirkland needs a large parking garage that could be located where the big antique store used to be or by the Heritage Hall - that may take a small part of the park but for a good reason. Yes, it is going to be expensive! We will have to find the funds for it through taxes, donations, loans, or future pay for parking. Be creative!

Finally the conclusion mission statement is:

Think about the future of the growing city of Kirkland. Be creative with finding a way to build a parking garage. Close Park Lane for people to enjoy.

Warmest regards

Magdalena Witt

Dermavita Skin Care Clinic 425-739-0808 www.dermavita.com

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Philly Hoshko

From: Roger and Joyce Kirk <waverly-way@msn.com>
Sent: Tuesday, February 24, 2015 10:24 AM
To: Philly Hoshko
Subject: no west side of waverly way parking

Hi, Philly, I am opposed to west side of Waverly Way on street parking for the following reasons:

A steep hill on the 100 block of Waverly Way will make vehicle disembarkation dangerous, especially for the disabled and families with strollers.

Two sided parking would negatively impact bicycle traffic, and quality of life for residents and visitors.

Two sided parking would increase traffic and traffic jams and make commuting from homes more difficult.

Please do not approve parking on the west side of Waverly Way. Thank you, Joyce Kirk, 216 Waverly Way

Philly Hoshko

From: Gary West <gwestport@yahoo.com>
Sent: Wednesday, February 25, 2015 7:27 PM
To: Philly Hoshko; Kathy Brown; David Godfrey; Kurt Triplett
Subject: Waverly Parking

Dear Members of Kirkland City Operations,

I am out of town and unable to attend the scheduled meetings concerning additional parking on Waverly Way. As a resident who will be greatly affected by any additional parking on Waverly Way I would like to share a few of my thoughts on this matter.

Based on my thoughts below I sincerely hope that you will not approve any additional parking spots on Waverly Way.

Thank you for your time,

Gary West
126 Waverly Way

Thoughts & Concerns About Additional Parking on Waverly Way

My wife and I feel this is a very bad idea and will only add to more traffic congestion, accidents, bodily injury and perhaps even death on Waverly Way.

Accident Waiting to Happen

Many drivers of cars and motorcycles come off Market Street onto Waverly Way at a high rate of speed. Many of these drivers are trying to avoid the traffic backups on Market Street.

Adding more parking on the lake side of Waverly Way will greatly increase the danger of someone getting out of their car and being hit by one of these fast and reckless drivers.

The chances of an accident or death will be greatly increased after dark, especially during the summer, when many people, having had too many drinks downtown, are somewhat incapacitated as they stagger down Waverly Way trying to find their car.

"Festival City"

We have always felt that Kirkland was a special place to raise a family and to be able to enjoy a certain quality of life with family and friends with Kirkland's small town appeal.

We are now feeling that certain people are trying to turn Kirkland into "Festival City" with an event every weekend thus destroying the local homeowners sense of community.

Why do we need more parking on Waverly Way contributing to the "Festival City" mess?

Over the past several years, we the Waverly Way property owners, have seen an increase in the number of people parking in front of our homes, throwing their trash in our yards and allowing their dogs to pee all over our property. Several times we have even had people walk up on our deck and sit in our chairs, and when we ask them why they are there they often reply "Oh we didn't think you would mind". As Waverly Way home owners, we do mind our personal property invasions.

If the Kirkland promoters really want to create "Festival City" then why not develop the Totem Lake mall area to create their "Festival City" and use their parking spaces?

Property Values

To my knowledge many of the Waverly Way property owners pay rather high taxes due to their "water views".

If the Waverly Way property owners continue to have their "water views" blocked by additional cars then they should pay lower property taxes.

The city's lack of attention to trimming trees on the waterside of the park is already decreasing the property values on Waverly Way as a neighbor recently discovered during an appraisal.

From: Kevin Harrang [<mailto:kharrang@hotmail.com>]

Sent: Thursday, February 26, 2015 10:44 AM

To: PublicWorks

Subject: Suggestion/ Paybyphone for Parking

Quick suggestion: I was parking at Marina Park the other evening, and found myself standing behind an older gentleman who was trying to get the parking purchase machine to work (the instructions about which way the magnetic strip is supposed to face are incorrect, incidentally). It was raining, and we all were getting wet while I helped him.

Seattle uses www.paybyphone.com for its parking, which is much more convenient than waiting in line in the rain for the machine. They charge an extra 35 cents or whatever, which is well worth it.

It would be great if Kirkland could do the same thing. Thanks for reading this.

Kevin Harrang
Kirkland resident

Philly Hoshko

From: Mark Plesko <markples@microsoft.com>
Sent: Thursday, February 26, 2015 1:52 PM
To: Philly Hoshko
Subject: downtown Kirkland parking

Hi,

I read through the parking study, looked at the survey, and thought that direct email would work better for feedback.

I don't agree with the basic premise of the study that the amount of parking is a problem that needs to be solved. City council has repeatedly talked about improving non-car-based methods of transportation in the city, and the downtown density of services is the obvious place to start. It is not particularly pleasant to walk downtown until one is within a site such as Marina Park or Peter Kirk Park. The obstacle to parking at the library and walking to somewhere like Sur La Table is not the distance (for many people) but that the walk is kind of miserable. Biking is far worse. This is a direct result of encouraging all of the car traffic downtown. Part of this is the abundance of parking, and part is the heavy usage of downtown as a pass-through to go somewhere else (beyond the scope of this study, but it contributes to the unpleasantness of downtown which leads to more driving there and the need for more parking).

I'm also a bit surprised by the lack of coverage of other on-street parking facilities. Anecdotally, in the past when I've driven to Sur La Table, I just drive up 1st until I find a spot. It might not be in the first block, but it's simple, it works, and I don't have to cross Central. I assume most of the streets headed north and south from downtown are full of available parking. These days I walk or bike across downtown unless I can just avoid the trip.

I agree that a lot of frustration with parking is from the experience of driving to a particular spot and then discovering it is full. This circling around also contributes to the traffic unpleasantness in downtown. So better communication about available spots (or even better the current price of spots) would almost entirely be a good thing. (There's still the negative that anything done to make parking easier will encourage more of it, counter to walkability goals, but I would concede that this kind of efficiency is *far* better than doing things like increasing capacity in every corner of downtown. As such, it's kind of misleading to talk about these improvements leading to a "greener city" when it's far less sustainable than not driving and parking.)

It's a shame that some of the best land in downtown is used for cars rather than for the people who are actually there – the Lakefront Lot and Lake Shore Plaza itself – the area is so much nicer when it is full of vendors for running races or festivals! Park Lane is another spot like this – the redesign is good in that it will be a people-first area (e.g., not confined to sidewalks), though it could be so much better if it were solely for people (especially the western half).

Getting to some specific points in the survey:

It's sad that the city owns valuable property by city hall and is considering just storing cars there. What is the opportunity cost of that versus adding something to downtown?

Residents do not own the street in front of their homes, so yes I believe this space should be used if it exists.

I'm strongly in favor of using pay parking.

I have no expertise in marketing vs signage vs whatever else, but I agree with improvements in communication in general.

Philly Hoshko

From: Jeanne Large <jeannemlarge2010@hotmail.com>
Sent: Thursday, February 26, 2015 10:35 PM
To: Philly Hoshko
Subject: RE: Parking Study Facilitated Discussion

Philly,

Thank you for facilitating the very good discussion of the draft parking study.

I came by City Hall today and left you a note attached to a copy of today's Seattle Times article about the way people travel to work in Seattle....and how the outlying cities are still highly dependent on single vehicle travel.

A woman at the parking meeting suggested that we needed data to determine who was parking in Kirkland.....employees, residents, shoppers, visitors, etc. I think data on how people who work and shop in Kirkland are getting around would also be useful to track and to improve. One of the big takeaways for me from the meeting was how important transportation is to maintaining Kirkland and how we need to put more energy and time into alternatives to how people travel to, from and around in Kirkland.

More parking would be nice, but fewer cars and more buses, bicycles and pedestrians will be better and less expensive.

Jeanne Large
225 4th Ave A-203
Kirkland, WA 98033
425-827-6730

From: PHoshko@kirklandwa.gov
To: jeannemlarge2010@hotmail.com
Subject: Parking Study Facilitated Discussion
Date: Tue, 24 Feb 2015 17:11:40 +0000

Hello,

Thank you for your interest in participating in a facilitated discussion regarding the recent draft parking study that was conducted by the City of Kirkland.

I have you confirmed for the session on Wednesday, February 25th from 7:30am-9:00am. The meeting will take place in the Peter Kirk Room of City Hall located at 123 5th Ave Kirkland, WA 98033. Please use the entrance on the south side of the building (lower level). Coffee and snacks will be available.

Before the session, please review the attached document. The document summarizes each option from the study and lists a summary of collective comments related to each option that we have received through the survey, stakeholder interviews and meetings, letters to City Council and comments on local news postings.

In the meeting we will briefly review the options and comments already received then seek additional comments and discussions.

Here is the complete draft study for your reference.

Please let me know if you have any questions or concerns and I look forward to discussing downtown parking with you!

Best,

Philly Hoshko
Special Projects Coordinator
City of Kirkland - City Manager's Office
(425) 587-3013 - phoshko@kirklandwa.gov

Philly Hoshko

From: Joyce Hardy <jhardy@windermere.com>
Sent: Wednesday, March 04, 2015 2:36 PM
To: Philly Hoshko
Subject: Parking on Market and Waverly

This email is to advise you we are not in favor of additional parking restrictions on Waverly. We are at the corner house 100 Waverly Way and do not want increased traffic on our street by thinking of additional west side parking. Clearly, employees of several businesses park in the park all day. Even in the rain with no one in the park, the parking stalls are half full. Why not put a time limit on the park parking and leave the street parking as is. There should only be parking on the east side of Waverly Way. Market Street parking is like a park and ride. The same cars park every weekday and ride the bus and take up all the merchant parking and customer parking for the entire day. If you want to do something about that just put time limits on it. Joyce Hardy and Bob Miller.

From: Kellie Jordan [mailto:kajordan@isomedia.com]
Sent: Friday, March 06, 2015 3:05 PM
To: City Council
Subject: Permit parking on Lake Avenue West

Kirkland City Council Members; I would like to know the public policy criteria that established the private use of a public right of way for "Permit Parking Only" for the exclusive use of the residents of Lake Ave West. Is there anywhere else in Kirkland that is "Permit Parking Only" for resident parking on a public street? This should be public parking for all Kirkland residents and visitors not the use of public resources for the private benefit of a few. Simply removing the signs would be low cost and provide much needed additional parking close to downtown. This street is on my walk route, I rarely see anyone parked there. The street that is signed to allow only residents to park there is extremely wide and has parking on both sides with ample room for cars to pass. In addition, over 90% of the single family residences located on the west side of the street have 3 car garages with parking in front of the garages, for a total of 6 parking places per house with additional ample on street parking.

It appears that there are well in excess of 60 possible public parking places available on both sides of Lake Ave West that currently benefit only the 19 single family residences that are adjacent to this quarter mile plus the stretch of public right of way.

Attachment pictures: There is a vehicle parked in the public right of way under a car cover that has not been moved in months. I have also attached a picture of the road where 2 trucks are double parked with a car parked across the street demonstrating the wideness of the street which would allow for public parking on both sides of the street less than a block from Marina Park.

Thank you for your time, consideration and service.

Sincerely,

Kellie Jordan

201 2nd Street S. #401

Kirkland, WA 98033

425.466.4364



To: Kirkland City Council
Kirkland City Manager
Kirkland Public Works Director

I would like to share some thoughts regarding the contracted parking study that you will be considering.

First off, I am very pleased that an outside firm was brought in to look at the situation and provide some unbiased input. By unbiased I simply mean that they used a fresh set of eyes to look at the entire downtown neighborhood, not just re-visiting what many of us tried to push forward when the Parking Advisory Committee still existed.

I would like you to take away two thoughts from my comments, #1 concerning spillover parking, and #2 concerning truly taking action regarding helping drivers find parking!

=====

Spillover is becoming more and more of an issue. Having lived at Portsmouth for 17 years, I can vouch for the ever-increasing spillover throughout this southern boundary of downtown.

Not only are we getting significant spillover from the traditional multi-level, multi-family housing every time more is built, we are also getting spillover from the new single family housing being built on newly approved smaller lot sizes (free-standing "townhomes" with small common-area lots along State Street). Take a look any night at State Street between 2nd Ave S and 4th Ave S as well as East on 2nd Ave S from State S and you will see fully parked streets that barely had two or three cars before the new housing was built there.

In November I shared with you the facts about spillover parking in the blocks surrounding the new developments at the Chevron Car Wash site and at the Crab Cracker site. This will only accelerate if keen attention AND ACTION are not applied to accepting much of what is recommended in this parking study and also turning away the proposed reduction in parking for multi-family parking.

=====

Regarding "finding parking", my request is that after absorbing the information in this study, that we actually take action. There appears not to be anyone watching the details of the current parking flow at the windshield level. The consultant uses the phrase "wayfinding". How does one find parking when behind the wheel?

We need more attention to detail. Take a look at two parking lots we already have, though the one at the Antique Mall we will eventually lose.

The approach to the Antique Mall lot is from one of four directions.....guess how many of those directions include a visible sign that says "Public Parking Available"?.....yes, you are right, the answer is zero.

No sign visible as you drive East up Park Lane from Lake St





.....no sign visible as you drive North from Kirkland Ave on Main St



.....no signs as you drive South on 3rd from Central through the transit center.....

and the sign that is slightly visible going South on Main St from Central is only readable if you were to stick your head out the window of your car as you arrive at that intersection.....



however that one sign is very visible from the opposite *sidewalk!*



Now lets go to the parking at Merrill Gardens.....what do you see once you turn South into the Main St cul de sac?



.....you vaguely see a "P" in a circle on the concrete above the garage entry and you clearly see a sign that says PAID PARKING.



Guess what is directly behind the PAID PARKING sign.....it is a public parking sign totally invisible from a car!



All of these situations have remained exactly this way for over a year!

We need a committed effort to truly care about the traffic flow and parking in our downtown....this will lead to improved business at our retailers and restaurants.....that leads to more tax receipts!

Throughout December we had cars parking illegally on 2nd St S.....why would they take that chance? They could not find legal parking!

I would love for the residents at the South edge of Downtown to be considered as stakeholders in this conversation and welcome any opportunity to be part of finding the best solutions to add parking AND make better use of what we have!

thanks,

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

Philly Hoshko

From: Mark B. Nelson <nelson.markb@gmail.com>
Sent: Tuesday, March 10, 2015 8:17 PM
To: Philly Hoshko
Subject: Downtown Prking Technology
Attachments: MBN iPhone 20150310 008.JPG; MBN iPhone 20150310 009.JPG

Philly, I noticed that the parking lot on the north side of Kirkland Ave & West of Main Street is using technology for wireless phone payment which is provided by QuickPay. This would be a quick solution for the City to look at. I see on QP's web-site Salt Lake City is a customer, which is larger government parking manager than is Kirkland.

<https://qpme.com/>

Photos attached.



Philly Hoshko

From: Karen Story <karen@nwnative.us>
Sent: Thursday, March 12, 2015 7:08 PM
To: Philly Hoshko
Subject: parking ideas

Hi Philly,
Two parking ideas:

Could the red curb in front of the library (on Kirkland Way at 3rd St.) be used for parking? There are two or three potential spaces there, and I don't know why parking isn't allowed there.

The four spaces on the west side of Marina Park, above the boat ramp, say no parking Friday-Sunday & Holidays. Why? This space is not needed for boats. Those are prime spots that go unutilized three days a week.

Thanks!
Karen

Philly Hoshko

From: susan amorosi <sueamorosi@msn.com>
Sent: Saturday, March 14, 2015 4:51 PM
To: Philly Hoshko
Subject: Parking - Lakeshore Plaza small lot

Hello, I've have been a resident of Kirkland for over 25 years. Having enough parking in downtown Kirkland has always been a concern and for good reason. Kirkland is a popular place and there is not significant mass transit yet to bring people to Kirkland other than by car or foot or bike.

I am curious to know why the small Lakeshore Plaza lot on the southeast corner of Central and Market has not been further developed to increase parking spaces. It seems that it would be very easy to put a lid on that space so that the existing parking is maintained below, and additional parking provided at the level of Central. The parking on the lid could be access with a ramp from below or an entrance from Central. Ideally it would be 3 stories but this would be a more complicated solution.

What are the present barriers to adding a lid on this small lot? Just curious.

Thanks for your interest.

Sue Amorosi
547 11th Ave W
Kirkland, Wa 98033

Philly Hoshko

From: Mark B. Nelson <nelson.markb@gmail.com>
Sent: Monday, March 16, 2015 10:30 AM
To: Philly Hoshko
Cc: Bea Nahon; Henry Brown; Julie Taylor; Michelle Sailor; Patrick Wilburn
Subject: Downtown Parking Study - Waverly Slope Landslide

Philly, as follow-up to the information Julie Taylor provided you with concerning the stability of the Waverly Slope and the consideration for allowing parking along lake Avenue West, I want to inform you that this past weekend there was a slide between 509 and 511 5th Avenue West, which the attached photos depict.







Philly Hoshko

From: Karen Story <karen@nwnative.us>
Sent: Wednesday, March 18, 2015 4:12 PM
To: Philly Hoshko
Subject: Another parking idea

There are 7 stalls at the Peter Kirk Community Center that are 1 hour, and thus they usually sit empty. Could they be changed to two hour? If you take a class at the center you can't use these stalls, because the classes last an hour and you can't get in and out on time.

June Fletcher

From: Philly Hoshko
Sent: Thursday, March 26, 2015 8:46 AM
To: June Fletcher
Subject: FW: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Follow Up Flag: Follow up
Flag Status: Flagged

Hi June,

Can you also add this email that I got last night to the packet? Do you think you might have the packet complete today?
Thanks!

From: Mark B. Nelson [mailto:nelson.markb@gmail.com]
Sent: Wednesday, March 25, 2015 8:19 PM
To: Philly Hoshko
Subject: FW: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Philly, more input for the Downtown Parking Study.

All the best.

From: Jawad Khaki [mailto:jawad_khaki@iman-wa.org]
Sent: Wednesday, March 25, 2015 6:28 PM
To: Kurt Triplett (ktriplett@kirklandwa.gov)
Cc: Mark B. Nelson (nelson.markb@gmail.com); Hamed Esfahani
Subject: FW: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Kurt,

I am writing to you at the suggestion of Mark Nelson as a follow-up to the e-mail conversation appended below. Mr. Hamed Esfahani and I would like the opportunity to meet with you and other members of City of Kirkland staff to explore win/win opportunities in Kirkland for our residents, businesses and community organizations.

For your information:

- Since 2004 I have been part of the effort by <http://iman-wa.org> that resulted in us acquiring what was formerly the Lake Shore Clinic and then with the cooperation of the CoK remodeling facility as one of the places of worship in to serve the spiritual needs of people of Islamic faith.
- In 2013, one of my companies (21 Central LLC) acquired the commercial building situated on 15-21 Central Way and 52 Lake Shore Plaza.
- In October 2014, my wife and I acquired a residential property on Lake Ave W.

As you may infer from the above, we love Kirkland as a place to worship, do business and live! We would like to explore ways we can work with you and your staff to explore how we can contribute to improve the experience of all those who love Kirkland as we do.

Please let me know if you will be open to such a meeting where we could brainstorm and hopefully identify ideas that will be worth exploring.

-- Jawad

Jawad Khaki | IMAN | 515 State Street, Kirkland WA 98033, USA | <http://www.iman-wa.org> | jawad_khaki@iman-wa.org
IMAN is a religious non-profit (501(c)3) organization that relies on member support. Please consider becoming a member.
[Membership information](#) | [Bylaws](#) | [History](#)

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]

Sent: Wednesday, March 25, 2015 5:46 PM

To: Jawad Khaki

Cc: Hamed Esfahani; 'Henry Brown'; 'Spike Anderson'; 'Kathy Feek'; 'Nancy Nelson'; 'Julie Taylor'; 'Jim Feek'; 'Jim Tosti'; pattytosti@gmail.com; 'Moe Krabbe'; 'Suzy Krabbe'; 'Carol Anderson'; 'Shahbano Agha'; mirzaagha@juno.com; Julie Taylor

Subject: RE: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Jawad, I would start with Kurt Triplett, the City Manager.

As a resident, business owner and leader of the faith-based community it would seem to me that Kurt would be very interested in talking with you about this and other issues.

I also believe that the IMAN can use this initiative as another example of the leadership role you and others are taking in the community and region.

Kurt's contact information is attached.



From: Jawad Khaki [mailto:jawad_khaki@iman-wa.org]

Sent: Wednesday, March 25, 2015 2:54 PM

To: Mark B. Nelson (nelson.markb@gmail.com); Henry Brown (henrybrown8884@gmail.com); Spike Anderson (spike@adww.com); 'Kathy Feek'; 'Nancy Nelson'; 'Julie Taylor'; 'Jim Feek'; 'Jim Tosti'; pattytosti@gmail.com; 'Moe Krabbe'; 'Suzy Krabbe'; 'Carol Anderson'; Shahbano Agha (banoagha@hotmail.com); mirzaagha@juno.com

Cc: Hamed Esfahani

Subject: FW: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Dear neighbors,

Please see enthusiastic response below from the President of the IMAN Center located on State Street. It confirms my thinking that this is a good win-win option. Does anyone know who is the right person at the City to have further discussion with on this topic?

Hamed, I will enquire and let you know who can help explore the viability here.

-- Jawad

Jawad Khaki | IMAN | 515 State Street, Kirkland WA 98033, USA | <http://www.iman-wa.org> | jawad_khaki@iman-wa.org

From: Hamed Esfahani
Sent: Wednesday, March 25, 2015 2:48 PM
To: imanec@yahoogroups.com; Jawad Khaki
Subject: Re: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Salaam,

I agree, this can be a win-win situation for the city and IMAN.

Thanks for bringing this to our attention, Br. Jawad. Do you have any contacts in City of Kirkland to follow up about this?

If you can help gather some information from them about how this parking sharing idea would work it will be a great help.

Thanks,

Hamed Esfahani | IMAN | 515 State Street, Kirkland WA 98033, USA | <http://www.iman-wa.org> | hamede@iman-wa.org

From: imanec@yahoogroups.com <imanec@yahoogroups.com> on behalf of 'Jawad Khaki [IMAN]' jawad_khaki@iman-wa.org [imanec] <imanec@yahoogroups.com>
Sent: Wednesday, February 11, 2015 11:56 AM
To: imanec@yahoogroups.com
Subject: FW: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Salaams

I think this is a good opportunity for IMAN to offer its unused parking lot for some financial consideration from the city.

We can discuss this more if you like.

-- Jawad

Jawad Khaki | IMAN | 515 State Street, Kirkland WA 98033, USA | <http://www.iman-wa.org> | jawad_khaki@iman-wa.org | +1 425 822 6190

IMAN is a religious non-profit (501(c)3) organization that relies on member support. Please consider becoming a member.

[Membership information](#) | [Bylaws](#) | [History](#)

From: imanec@yahoogroups.com [<mailto:imanec@yahoogroups.com>]
Sent: Wednesday, February 11, 2015 10:16 AM

To: imanec@yahoogroups.com

Subject: [imanec] FW: City looking for Downtown parking input [1 Attachment]

FYI

Sameer Tejani | IMAN | 515 State Street, Kirkland WA 98033, USA | <http://www.iman-wa.org> | sameert@iman-wa.org | +1 (206) 202 4626

IMAN is a religious non-profit (501(c)3) organization that relies on member support. Please consider becoming a member.

[Membership information](#) | [Bylaws](#) | [History](#)

From: Moss Bay Neighborhood [<mailto:donw@mossbay.org>]

Sent: Tuesday, February 10, 2015 7:37 AM

To: donw@mossbay.org

Subject: City looking for Downtown parking input

Moss Bay Neighbors -- The City of Kirkland is looking at options for managing downtown parking supply for customers, visitors, employees, residents, etc. There will be public meetings for people to come and give feedback on the draft study.

The City webpage on the subject is at www.kirklandwa.gov/parking and the draft study is at <http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Transportation/Downtown+Parking+Final+Study+Report.pdf>

See information below and also the attached flyer.

City of Kirkland

Draft Downtown Parking Study Public Input



The Kirkland City Council has asked staff to conduct public outreach regarding options to improve parking in Downtown Kirkland.

The City seeks input on a draft parking study that assesses the existing parking conditions in downtown Kirkland and examines potential strategies for improving access to parking, on-street and off-street.

The draft study can be found at www.kirklandwa.gov/parking.

You are invited to participate in a small group discussion to understand the approaches outlined in the draft study and provide feedback on the options.

Space in each discussion is limited so please RSVP your attendance to your preferred date by contacting Philly Hoshko at phoshko@kirklandwa.gov or (425) 587-3013.

Facilitated Discussion Dates:

- **Wednesday, February 25th** – 7:30 am-9:00 am City Hall, Peter Kirk Room
- **Thursday, February Feb 26th** – 11:00 am-12:30 pm City Hall, Peter Kirk Room
- **Monday, March 2nd** – 6:00 pm-7:30 pm City Hall, Peter Kirk Room
- **Wednesday, March 4th** – 6:00 pm-7:30 pm City Hall, Peter Kirk Room

**Based on demand, additional discussions may be scheduled*

You are also welcome to send your comments directly to Philly Hoshko at phoshko@kirklandwa.gov; (425) 587-3013 or Kirkland City Hall 123 5th Ave, Kirkland, WA 98033.

--

Don Winters
Moss Bay Neighborhood Association
www.mossbay.org
425-827-2650

View attachments on the web

Posted by: "Jawad Khaki [IMAN]" <jawad_khaki@iman-wa.org>

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City of Kirkland City Council
January 6, 2015 Meeting
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City Council Member Comments
Page 2 of 2

Additional Information Attached is the Agreement between the City of Kirkland and Rick Williams Consulting and the Draft Final report [v0.5] of Williams' report.

Philly Hoshko may be contacted at 425-587-3013, e-mail phoshko@kirklandwa.gov.

My phone is 425-576-5675, e-mail nelson.markb@gmail.com.

Attachments:

Rick Williams Consulting Agreement
Rick Williams Draft Final Report [v.5]
January 6, 2015 City Council Comments

City of Kirkland City Council
January 6, 2015 Meeting
Agenda Item 11a Downtown Parking Preliminary Options

City Council Member Comments

Time stamps are shown thus hh:mm and are based on City of Kirkland Recording at http://kirkland.granicus.com/MediaPlayer.php?view_id=24&clip_id=2994

- 03:36 Arnold – What is the City doing to enforce move to evade parking by employees? City does not have a move to evade ordinance and has backed off enforcement of employees not parking in downtown area.
- 03:37 Godfrey – Presented slide with questions for City Council to consider.
 - Are the right issues being examined; are the goals of the study right?
 - Have the options from the study been clearly described?
 - Are there other options that should be added for consideration? (auxiliary lots)
 - What should be the timing for implementing options?
 - Timing for implementation?
- 03:37 Kloba – Would like to get from the community a sense of City's role in providing parking. Inform community of typical parking space cost. How much cost recovery does community think make sense? How should parking fit in City's budget? This is a foundational value for the community to share.
- 03:39 Marchione – Include with adding parking south of City Hall as a short term fix, the sale of Lake and Central as it is not a best use of the land. South of City Hall is an option for downtown employees. This option should be looked at. Look at metered parking downtown instead of free parking.
- 03:42 Nixon – Sent lengthy e-mail to Dave Godfrey and Kathy Brown with ideas. *Note to City: Reveal these ideas to KAN and stakeholders as they are consistent with the intent to obtain ideas and directions from City Council members.* Add escalator on Second Street to facilitate / encourage access from Central Way to City Hall. Items missing from Study which should be considered:
 - Giving stores a way to validate parking.
 - Decrease amount of time it takes to pay, using monthly passes, coupon books, pay by space vs pay and display, and especially use technology rather than credit cards and coins.
- 03:44 Asher – Include a program to advertise 255 catchment area to make people aware of frequency and convenience of the bus. Dig down to Central Way south of City Hall and make it accessible from Central Way.

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- 03:46 Arnold – Add as other options:
 - Enforcement of employee parking.
 - Two Pending Projects. What policy decisions for those projects can be offered that would provide opportunity to partner for parking which could then serve as a model for other projects?
 - Park & Main (fka Antique Mall)
 - Parkplace
 - What opportunities are there to use standard brand / signage for City-Owned and private-owned lots?
- 03:49 Kloba – Stakeholder groups should include visitors outside of Kirkland and outside of downtown core. Would like to gain better understanding of where parkers are coming from. This would help us make a better decision. Consider bike parking as a quick, low cost, and easy to implement solution. Consider incentives to not use / have cars. e.g. Use dedicated parking, inexpensive parking, Zip Car, Car to Go.
- 03:52 Walen – Outreach is really important. Have gotten to know places to park, and can find parking. ADA should be looked at to help people who can't walk.
- 03:54 Godfrey – Public Process Stakeholders
 - Parkers
 - Business operators / owners
 - Residents of
 - Downtown
 - Adjacent Neighborhoods
 - Others?
- 03:54 Walen – Faith-Based Groups and businesses have parking available. There is supply which should be coordinated with parking owners to let parkers know space is available.
- 03:57 Godfrey – Proceed with outreach. Come back to Council in April with, *Here's what we heard from people.*

KAN Meeting Minutes**1/14/15****Peter Kirk room, City Hall****7-9:10 pm****Neighborhood Reps Attending:**

Central Houghton – Lisa McConnell (KAN Co-Chair)
 Everest – None
 Evergreen Hill – None
 Finn Hill Neighborhood Alliance – Jon Pascal, Kurt Brunnenkant
 Highlands – Karen Story (Chair) (KAN Secretary)
 Juanita Neighborhoods - Doug Rough (Co-Chair), Karen Lightfeldt
 Lakeview Neighborhood - Chuck Pilcher (Co-Chair)
 Market – Dawn Morse (Chair), Mark Nelson
 Moss Bay – Bea Nahon (KAN Co-Chair)
 Norkirk – Karen Edgerton
 North Rose Hill –
 South Rose Hill/Bridle Trails – Jim McElwee
 Totem Lake – none

City Staff Attending:

Kari Page, Neighborhood Outreach Coordinator
 Kurt Triplett, City Manager
 Dave Godfrey, Public Works Transportation Engineering Manager
 Christian Knight, Public Works Neighborhood Services Outreach Coordinator
 Rod Steitzer, Public Works Capital Projects Supervisor

Elected officials present:

Councilmember Dave Asher

Co-Chair Bea Nahon convened the meeting at 7 pm.

After introductions we ratified the December meeting minutes.

Preliminary Downtown Parking Options and Next Steps (with Q/A)

Kurt Triplett, City Manager

Dave Godfrey, Public Works Transportation Engineering Manager

- Bea explained that Kurt and Dave would provide a brief overview of the topic, because KAN reps were expected to have read the KAN packet and watched the Council meeting, and the purpose of the discussion was mainly for Q&A.
- Kurt: We're not addressing big budget parking solutions yet. Are there some things we can just do now? City does not have a policy to stop overflow parking on neighborhood streets – for Metro bus riders or other excess parking needs.
- Dave briefly reviewed the slides (in KAN packet).
- Kurt T: Philly Hoshko, in Economic Development at the City, will handle the outreach effort. The outreach approach is still being developed.

KAN Meeting Minutes
1/14/2015

- Bea: Previously asked Council to consider KAN as a stakeholder. Asked Kurt and Dave, who are the stakeholders; in particular, who are “parkers”?
- Dave: Parking Advisory Group will give input. City might talk to folks in parking places.
- Chuck: We’re competing against free parking at Bellevue Square and other local shopping areas. Is there technology that allows free parking for the first 30 minutes (for example)?
- Dave: Yes, but it’s expensive to implement.
- Karen L: The study assumes that winter and summer are the same, but in fact Kirkland is two different cities. Boat owners in the summer, plus swimming pool, farmer’s market. The weather impacts how/where people want to park. We need seasonal signage.
- Jim: What are day/night differences in parking? Do businesses see a difference? What do parkers think?
- Lisa: Talk to Sound Transit and Metro: are there commute parkers downtown? What is the definition of “doable” (parking improvements)? What is the range (price and scale) for suggestions we can offer?
- Kurt T: Council wants things we can do this year.
- Lisa: The library garage west exit is a safety issue: blind exit with no pedestrian access.
- Jon: Said he likes the focus on short term vs. long term; long term picture is important for choosing short term options. It’s good to work now with future private parking developments like Parkplace to plan for coordinated branding. He likes the technology approach. He wants to see costs for the various options.
- Dave: Costs vary quite a bit because there are so many variables.
- Mark: We should measure any changes, like an experiment. We should discourage transit parkers. Signs are a cheap solution. We could use them to change the allowed parking time, for example.
- Dave: Downtown employees are encouraged to park out of the downtown core.
- Karen E: Did the consultant say how many spaces we need?
- Dave: No.
- Karen E: If transit parkers can’t park downtown they’ll move into neighborhoods. We need transit parking.
- Dave: There is no policy to prevent transit parking on surrounding streets. The purpose of the study is to provide more downtown parking.
- Chuck: We could survey bus 255 riders to ask where they park. This would give us an idea of the magnitude of the problem. It may be bigger or smaller than we think.
- Lisa: We can get info from Metro. ORCA card data shows where riders live and where they board.
- Kurt T. asked Dave to request the data.
- Karen L: Sunday parking in the summer is free all day so there is no turnover. This hurts merchants.
- Karen E: Why is Sunday parking different?
- Dave: Parking enforcement personnel have the day off.
- Bea: We need to know what we’re managing before spending big bucks, so it’s appealing to implement these cheaper solutions first. We need to approach pay parking carefully; merchants will have concerns.
- Dave: Merchant surveys will be done.
- Bea: If Parkplace is free but downtown is pay, will people avoid downtown in favor of Parkplace? How do other cities handle this dichotomy? Lake and Central lot: some have said that it is time to trade it for something that will give more parking value but that presupposes that the dollars will buy more spaces in a nearby location and that is not

KAN Meeting Minutes
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supported. If Lake and Central is sold or redeveloped, the process must start with the community and its vision.

- Doug: Time spent looking for a parking place takes away from time spent shopping, so he supports technology that shows available parking. Signage is important so that people know about all parking options. Some places are poorly signed, so people don't know they're legal.
- Jim: Many people say they don't want to walk uphill to park at City Hall or Waverly, yet people are already parking in the neighborhoods, which are uphill.
- Dave: Parking Advisory Board did a survey to measure this.
- Kurt B: Loves free parking. Do more parking spots = more traffic? Could there be a shuttle from outlying lots?
- Dave: Shuttle has been considered. Expensive to operate. Inconvenient for users so only works if parking downtown is pay. Kirkland "doesn't feel right" about pay parking.
- Karen E: Pedestrian safety concern at library garage entrance. Could a blinking light be installed? Many people use Antique Mall lot as "Kiss and Ride" drop off lot. Will that go away? Can the city ensure that it stays?
- Dave: City can ask.
- Chuck: Are we sure people aren't willing to pay to park?
- Lisa: Is the Parking Board coming back?
- Dave: No.
- Karen S: Other cities have better shopping options in terms of variety and cost, so if we want to encourage people to shop here, pay parking hurts Kirkland.
- Kurt T: Do KAN members think that parking is the city's problem to solve?
- Karen E: Both the city and developers have a part.
- Mark: In Bellevue, on some streets no parking is allowed. (The city controls this.)
- Bea: This is a good topic to discuss when KAN is brought in as a stakeholder.
- Kurt: What more does KAN want from the city (in terms of being a stakeholder and providing input)?
- Bea: We want to give input on options.
- Doug: We don't want parking fed into neighborhoods.
- Mark: Maybe KAN should offer to provide our view of the role of stakeholders.
- Dave: KAN is a stakeholder. Can KAN tell the city what options they support and what they want to see?
- Mark: KAN should clearly state what we want. Mark offered to draft a report for KAN review.
- Dave: Don't give us feedback on the process; give us feedback on the options.
- Karen L: Is the city handling employee parking? This has always been the #1 problem.
- Chuck: Most people only need short-time parking.

2014 CIP Accomplishments

Christian Knight, Neighborhood Outreach Coordinator
 Rod Steitzer, Capital Projects Supervisor

Slides not in packet; will be uploaded to KAN website.

Christian gave a delightful and entertaining presentation. Said there have been "many big and transformative changes in 2014."

**KAN Meeting Minutes
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- Park Lane remodel has begun. Will last about 4 months. “Embrace the construction vibe” and visit businesses during construction. Lots of fun to watch. Come see the elementary art project that will soon be unveiled!
- The following projects made Totem Lake mall more desirable to developers:
 - Flood control (underground storm water vaults)
 - Justice Center creates many new visitors/employees in Totem Lake (potential shoppers)
 - New street – NE 120th St. First new road built in 20 years. Built to green standards.
 - Cross Kirkland Corridor enhances Totem Lake and whole city.
- New utility infrastructure (water mains, etc.)
- NE 85th St. – overlay will happen next summer.
- Grants: a huge part of how city pays for projects.
 - Juanita Drive grant for bike lane, rapid flashing beacons, street lighting, other safety improvements. (Jon Pascal noted that WSDOT received 119 grant requests and Juanita Drive was one of the few that received funding.)
 - 100th Ave NE (132nd to 145th) received grant for design study.
- Jim: Where will construction money come from after 100th Ave design is completed?
- Christian: Construction elements will be prioritized and implemented as funds permit. Maybe grants, etc.

Public Comment

- Downtown resident Rob Brown. Has been involved in parking conversation for 10 years. Said we can't wait for long term solutions before moving forward. Parking investments bring in sales taxes, thus the city doesn't need to recoup that investment by charging for parking. Wayfinding is needed and does not exist yet. The city needs to enforce existing agreements, such as with the Heathman Hotel, whose employees park in the library garage, and not in the Heathman lot, as per their agreement.
- Downtown resident Glenn Peterson. Founding member of Parking Advisory Board. Said some fringe parking locations were not mentioned in the study. Suggested scattering parking meters around the city to test their usage. The biggest problem is employee parking and merchants who don't enforce it.

Right Size Parking (RSP)

- Bea: The Planning Commission has approved the RSP proposal and recommended it to Council. What should KAN's role and response be (content, method, timing)?
- Discrepancies were identified in the data: some were errors, some were estimates due to lack of contract time to collect actual data. (The Planning Commission was told by the consultant in June that the bedroom data would be based on estimates. Even some commission members had forgotten this.) Jon Regala has recalculated using the new data and says the changes are immaterial and therefore the results don't change.
- Bea: However, a study which purports to prescribe numbers of parking stalls as a function of the distribution of units and bedrooms, one would expect to be based on actual bedroom distribution rather than an estimate.
- Karen S: Wants KAN to submit a statement to the city. KAN represents neighborhoods, and all residents are stakeholders. If city is looking for more downtown parking, it doesn't make

KAN Meeting Minutes
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sense to reduce parking by approving RSP. She is discouraged that the Planning Commission seems to be ignoring a lot of input objecting to the proposal.

- Jim: Because there is uncertainty about future transit availability, and we need more parking downtown, and the study was based on estimated data, we should “do no harm” and not enact any permanent parking reductions that would be difficult or impossible to rescind.
- Chuck: The purpose of the study appears to be social engineering to force people out of their cars.
- Karen E: Apartments charge for stalls, and this pushes residents onto street parking. Does the RSP study address this?
- Bea: This is called “unbundling.” It is “well thought of” by some parking consultants, but it causes street parking as residents will look to save money on their rent if there are no time limits for nearby on-street parking.
- Mark: The city is working at cross purposes. It’s odd to ask how to increase parking and then ask to reduce it. Where is this coming from? What is the driving force?
- Kurt T: Started by King County, with Kirkland as pilot program. A few years ago, during downturn, cities were looking for ways to encourage development. Builders said that building parking was expensive and a deterrent to construction. But now there’s a building boom.
- Mark: Does RSP still make sense? Times have changed. Concerned about comment he heard at Planning Commission meeting: “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.”
- Mark: A planner submitted a last-minute change with no public input. This is not good process. There should have been public input.
- Lisa: We need a parking master plan, and one that encourages financial and environmental sustainability. KAN should ask the city to slow down, step back, look at the big picture.
- Karen E: How are residential (RSP) and commercial (downtown parking study) parking interconnected?
- Chuck: What do developers say is the highest and best use of Kirkland? How is their vision different than ours?
- Kurt T: They build whatever is best for them economically. The city has to tell them what we want.
- Bea: Our vision should trump developers’ vision. If RSP would bring down housing costs and increase the value of multi-family housing for all types of families, then it would make multi-family housing more attractive. But RSP does not do these things. It is not family friendly. It does not meet our goals for housing.
- Bea: A transit subsidy would increase rents. Developers pass all costs on to renters. Quoting from the 10/23/14 meeting, Commissioner Miller: *“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. You’re paying for it, so that’s the same across the board.”* And he is absolutely correct by this statement.
- Doug: “All forecasts are wrong and some are useful.” The cost of underestimating parking needs far exceeds the costs of overestimating. Too few spaces is hard to fix; too many spaces isn’t (i.e. extra spaces can be converted later for other uses).
- Karen S: If KAN wants to make a statement, what is the process?
- Lisa: Suggested that KAN write a letter and speak at Council meetings. Not all council members are able to read everything they receive, so they also need to hear us speak.

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- Karen S., Lisa, and Bea will draft a letter for KAN member review and they will coordinate so that one of them will speak at Council meeting(s).

Neighborhood Services Report

Kari Page, Neighborhood Outreach Coordinator

- Cross Kirkland Corridor (CKC).
 - The final touches are being put on the interim trail.
 - The city will contract to pull the NE 124th St. rails in the spring.
 - Celebrations are being planned. Come to the Brown Bag lunch on Monday, January 26 to give input. Might have small event (soft launch) in late Jan and big launch in March/April.
- Make sure you are on the neighborhood listserv https://service.govdelivery.com/accounts/WAKIRK/subscriber/new?topic_id=WAKIRK_3 to receive KAN and neighborhood info. Listservs are being consolidated; Kari is no longer using the KAN listserv.
- CERT will contact us to schedule a networking meeting. [Meeting is Saturday Feb. 28 at 10 AM at Fire Station 22.]
- Kari is working on planning the next City Council meetings with neighborhoods. For 2015 they include Juanita and Finn Hill in the spring and Lakeview and Moss Bay in the fall.
- NSP workshop is January 22 4:30-6:00 in the Peter Kirk Room.
- 2015-16 grant applications and 2013-14 annual reports are due January 31.
- Neighborhood Safety Program
 - The city has vetted all submitted projects. Kari handed out a spreadsheet and map showing the status. She will also send this to us electronically.
 - Project applications are due Feb. 9. Each neighborhood may submit a maximum of two projects that together do not total more than \$50,000.

Totem Lake Mall

- Kurt: Centercal (<http://centercal.com/>) is in the process of buying Totem Lake Mall (it has not closed yet).
- Jim: Is city money still on the table for the project? (Yes, as much as \$15M.)
- Jim: Are they still planning residential? (Yes)
- Bea: Centercal is tentatively scheduled to attend the Feb. KAN meeting.

Liaison Reports and Round Table

- Mark: Lake Washington School District redistricting information is in KAN packet.
- Doug: Park Board
 - Edith Moulton Park master plan pushed out to next year.
 - ARC: Virtual tour will be shown as if at Juanita Beach Park.
- Jim: Thanks to city for coordination of work at NE 80th St. Residents are happy and appreciative.
- Karen L: City will have a Habitat for Humanity project in Juanita, on Forbes Creek Drive. About 10 cottages will be built on donated land. Karen will provide pictures. Kirkland hasn't had a Habitat project in a long time.
- Jon: St. Edward St. Park proposal was released last week. (<http://www.parks.wa.gov/857/Saint-Edward-Planning---Seminary>). Bastyr College wants to purchase the seminary building for dorms and a conference center, and deed the forest to

Discussion with Philly Hoshko, Special Projects Coordinator, City of Kirkland. January 30, 2015

Attendees:

- Pat Wilburn, Market Neighborhood Board Member
- Philly Hoshko, Special Projects Coordinator, City of Kirkland

The overarching goals for the City are:

1. City wants to demonstrate that they are doing something about parking
2. They want to identify and take action on short term (~1 year) and moderate cost (~\$2m mx) options
3. The report mentions 150 new spots desired. Actual goal is TBD.

Philly has had discussions with four members of City staff thus far:

1. Kurt Triplett, City Manager

- Goal is to take action and do something now
- Don't discuss big, long-range solutions. Look at smaller, simpler solutions.
- Next year or so for implementation
- Take a few specific concrete actions on parking
- Kurt wanted to spend public outreach time discussing the ideas that were possible, rather than larger options

2. Kathy Brown, Public Works Director, and David Godfrey, Transportation Engineering Manager (together)

- What they want to get out of the public outreach are clear marching orders
- They want to take action as output from the public feedback
- Keep the focus on things that are smaller (not large projects)
- Make happen soon, rather than longer term plan
- One of the stakeholders is parkers. Difficult to reach these parkers (no organized group, complexity of the options)

3. Ellen Miller-Wolfe, Economic Development Manager

- Parking is an ongoing issue with the City
- Ellen works with brining businesses to Kirkland, and some business won't consider coming here because of parking
- We seem to always study parking, but never take action because it gets too big
- She things we have a scarcity of parking for customers downtown and we need to add more supply
- Transit availability is poor
- Zoning constraints downtown make it hard to add parking (height restrictions, etc...)

- She talked about shared parking agreements for new developments (like Parkplace and Antique Mall)... they can get expensive for the City. Philly didn't know why this would make it expensive for the City (?). May be tax deductions, but she doesn't know the details.

In addition, Philly will speak with two additional internal stakeholders:

- Jeremy McMahan – Planning Supervisor, City of Kirkland
- Police – TBD representative

Pat's feedback to Philly regarding Public Engagement on the Parking Study:

- We want to be involved in discussing and reviewing all of the options
- We want to help the City meet their goal without treating the neighborhoods as parking lots
- Both KAN and the neighborhood groups surrounding downtown should be involved
- City should come to the March Market Neighborhood Association meeting
- City should provide access to the consultant, to provide feedback on the study and its methodology and approach
- Start with a survey to understand priorities for the neighborhoods, followed by 2-3 in person sessions.
- Don't present the final presentation to the public a week before council meeting, when it is too late to give feedback
- I was asked about stakeholder weighting. My feedback:
 - For downtown core impact, City should consider input
 - For neighborhood impact, the bar needs to be very high to override neighborhood opposition
- Norkirk should be involved for the south-of-City-hall option

Additional notes:

- David Godfrey still driving parking study
- Options are not recommendations. Can add options, but not more than \$2M implementation, and should not take more than a year to implement
- Philly is trying to have a public outreach schedule published by 2/6/15
- The April target date for a final recommendation can be moved back if the City needs more time for the process
- Philly plans to talk to the KDA as well



Memorandum

February 9, 2015

To: Bea Nahon – Co-Chair
Lisa McConnell – Co-Chair

From: Mark B. Nelson – Market Neighborhood Representative

Re: Downtown Parking Study

Recommendation It is recommended that KAN members review the attached Downtown Parking Study Report and the City Council direction and provide comments and direction to the City’s Special Projects Coordinator.

Background In early 2014 The City of Kirkland engaged Rick Williams Consulting (RWC) to understand and assess parking services currently delivered by the City of Kirkland and to make recommendations for use of technology, identification of parking supply and increased capacity.

The agreement with RWC included seven tasks and a requirement as part of Task 1 to “Schedule, conduct and summary up to 8 external (non-staff) stakeholder interviews...”

Shortly after the agreement was signed with RWC, the Market Neighborhood Association (MNA) contacted the Public Works Department and requested that MNA members be included as a stakeholder. MNA continued to check-in with the City throughout 2014 requesting when the stakeholder task would begin.

In late November, the City informed the MNA that after initial meetings with the RWC, the City decided to reorder the tasks with the stakeholder interviews occurring after the City Council is briefed on RWC’s report.

The City Council was briefed on January 6, 2015 and provided direction to the City Staff.

Four meetings have been scheduled by the City. These meetings are characterized as Facilitated Discussions and will provide opportunities for parkers, residents, business owners, neighborhood and homeowner associations, the Chamber of Commerce and others to offer comments and ideas on downtown parking. The City has limited the discussion to solutions which can be implemented quickly and do not require significant funds.

Next Steps Philly Hoshko, Special Projects Coordinator City of Kirkland City Manager’s Office will facilitate discussions with stakeholders in the Peter Kirk Room at City Hall on:

- Wednesday, February 26 7:30AM – 9:00AM
- Thursday, February 26 11:00AM – 12:30PM
- Monday, March 2 6:00PM – 7:30PM
- Wednesday, March 4 6:00PM – 7:30PM

Prior to the meetings it is suggested that the attached documents be reviewed, especially the summary of City Council comments which provide Ms. Hoshko with the Council’s impression of RWC’s Draft Final Report and direct her to explore additional areas with stakeholders.



Kirkland Alliance of Neighborhoods Meeting

February 11, 2015 at 7:00 p.m.
 Peter Kirk Room, City Hall
 123 Fifth Avenue
 (South entrance, Lower level)

AGENDA

7:00-7:05 Introductions and ratification of January meeting minutes

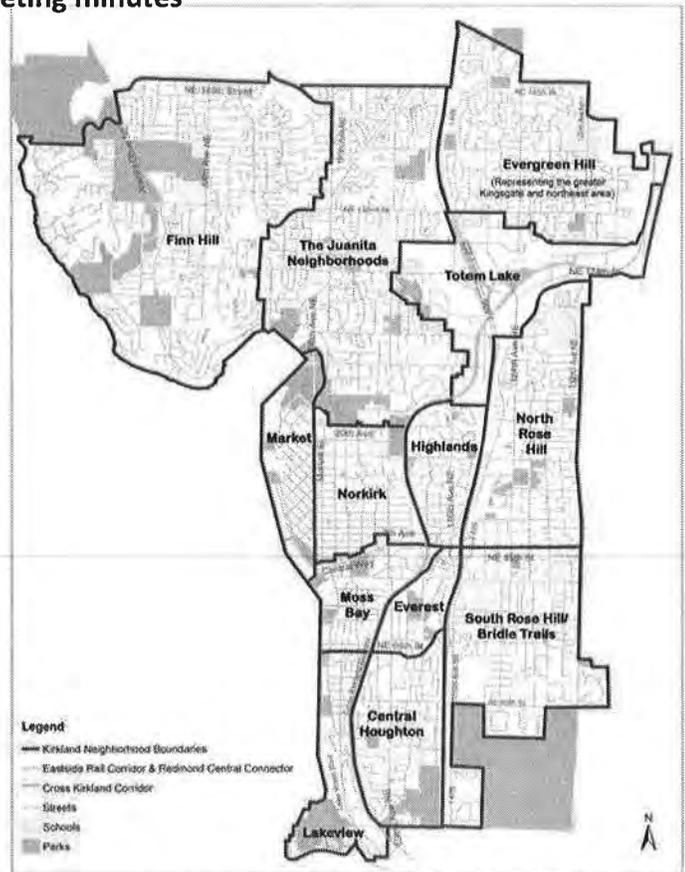
7:05-8:00 Items before Council/Council calendar

- Parkplace/Talon development
- Right Size Parking - updates on KAN letter and Council meeting comments
- ARC update and discussion, Karen Lightfeldt
- Downtown parking study and stakeholder input, Mark Nelson, KAN and Philly Hoshko, Special Projects Coordinator City of Kirkland

8:00-8:10 Public Comments

8:10-8:45 Liaison Reports and Hot Topics

- Neighborhood Leaders
- KAN State of the City with Mayor Walen and City Manager, Kurt Triplett, February 25, 2015 in Peter Kirk Room
- Boating study
- Lisa McConnell on behalf of Kari Page, Neighborhood Services Coordinator
 - CKC Update & Celebration
 - Neighborhood Safety Program Update
 - Neighborhood Safety Panel signup
 - Communications Workshop recap, Karen Story



Upcoming Agenda Items:

- Totem Lake update by Jean Paul Wardy, president, Centercal Properties
- Planning Commission joint meeting TBD
- Fall Food Drive Committee Lead/Planning
- Leadership in crisis or difficult situation, CERT training, Pattijean Hooper
-

Upcoming Events/Deadlines:

- Neighborhood Safety Program applications due February 9, 2015
- KAN State of the City with Mayor Walen and City Manager, Kurt Triplett, February 25, 2015 in Peter Kirk Room

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.

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Kirkland, WA 98033
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jetosti@msn.com

February 24, 2015

Kirkland City Council Members

Re: Downtown Parking Assessment

Council Members,

This letter to serve as testimony and public comment on the DRAFT FINAL REPORT of the Assessment of Downtown Parking prepared for the City of Kirkland at the request of the Public Works Department.

I have several comments that I will list and reference to the subject Report:

1. Section I of the report clearly outlines the issue as “a long standing issue in Downtown Kirkland”. Further in the paragraph the report identifies that there are two main goals to “increase parking availability” for downtown parking. Those goals are “adding supply and improving management”.

Comment: This issue is recognized as a “Downtown” problem by the Consultant and also by the City Public Works Department that outlined the scope of this report before signing the contract.

2. Section I, pg 2, the report states that “opportunities to further maximize **existing** supplies of parking are limited”. Last paragraph of pg 3 states that implementation of these two goals would “result in improvements to the occupancy and user convenience problems...”.

Comment: These statements make it clear this is a “Downtown” problem **but the solutions are being dumped into the laps of the surrounding neighborhoods.**

3. Section II, Existing Conditions: The last paragraph identifies that “parking utilization in the downtown area is at a very high level.” It also states that “Employees often time use stall that would be better used by customers....”

Comment: Once again, the problem is isolated to the Downtown area but the solutions are focused on neighborhood parking.

4. Section III, Supply Options, Option 2: Lake Avenue West
This area is “permit only” per an adoption of an earlier City Ordinance. The following paragraph says that “some of it could be leased to employees”. The last declaration by the consultant states that adding space along Lake Avenue West would be “low” pertaining to costs.

Comment: Since the parking is controlled by an existing City Ordinance then any change to the Ordinance would have to occur through a Councilmatic action that would require full public hearings and citizen input to discuss the specific ordinance along with any proposed changes. These discussion would be limited ONLY to this ordinance. Lake Ave West owners would be more than happy to participate in those separate ordinance hearings and discussions. Secondly, why would a City try to solve their downtown parking issues by leasing neighborhood parking spaces?

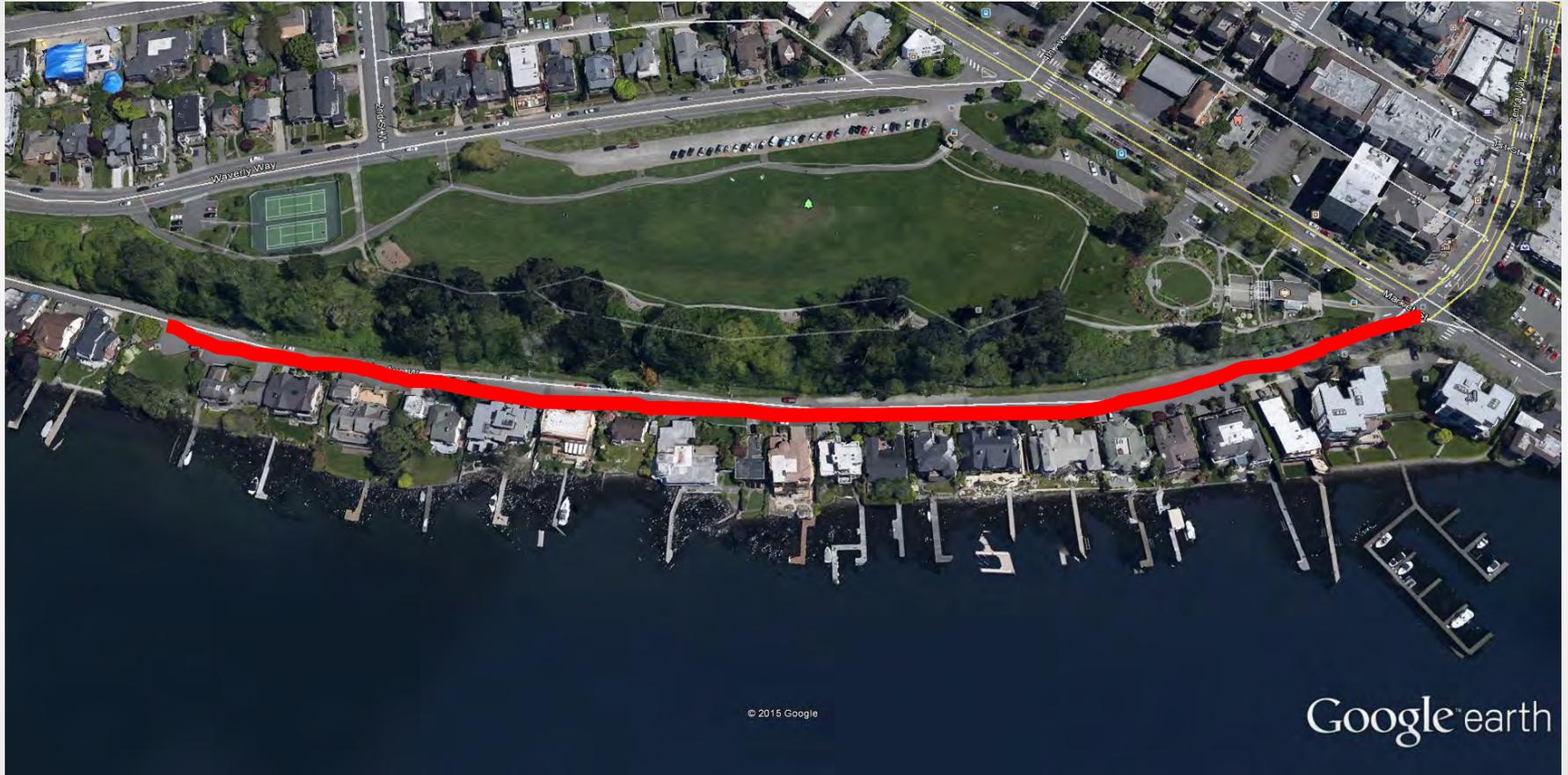
5. Section V, Summary: The last paragraph of this Section clearly states that there should be a priority invoked to solving the parking problem. The order of priority is listed as 1) Branding and identifying the parking system itself, 2) followed by signage, wayfinding.... Then 3) Strategic and incremental expansion of pay to park technologies. Followed by the 4th and last item: pursuing new supply.

Comment: In short, if you were to follow the priority listed in the consultant report, expansion of existing supply is last on the list. Therefore, I would suggest for this reason alone the Council should table any talk of parking expansion on Lake Ave West until all of the other suggestions are exhausted.

In closing I want to stress that the idea of using neighborhood parking in any form to address an issue that is being pushed in front on the Council by the Downtown Business Association runs counter to the most basic agreement the City has with its existing neighborhoods, and that is the preservation of the neighborhoods and the enhancement of the neighborhood communities. Trying to solve the downtown parking issue in the neighborhoods runs in direct opposition to these elements that the neighborhoods have fought so hard to preserve and the Council has backed for several years.

This is clearly a “downtown issue” and the downtown business people along with the City need to figure out how to handle the issue without encroaching on the surrounding neighborhoods and their way of life.

Lake Ave W



Increased parking on Lake Ave W is not a solution to Downtown's parking issues:

not safe, not low-cost, not fast, not easy

- The City has a stated goal of reducing reliance on single-occupancy vehicles:
➔ *why is the City even considering increasing parking in neighborhoods?*

- This is a low-density residential zone, not commercial or office zone. Parking should be for residents and their guests, *not* business employees, commuters, and business customers.

- **Safety Factors:**
 - Pedestrian safety – there are no sidewalks yet is a heavily-traveled street. People walk down the middle of the street. It is not unusual to have several hundred people on a single day walking down the center of the street.
 - Hazardous intersection (Lake Ave W – Market St – Central Way) cannot support additional traffic without mitigation (signal already recommended per Market Street Traffic Study, 2007)
 - The current street is already inadequate for current fire regulations and Waste Management. Allowing increased parking sacrifices the safety of all residents if emergency vehicles trucks do not have adequate access.

Kirkland's Comprehensive Plan

“ The City Council has adopted a goal of reducing reliance on single-occupancy vehicles...

Focusing comprehensively on safety...

Emphasizing greater support for bicycle and pedestrian modes...”

So why is the City proposing to push additional parking into residential neighborhoods?

Transportation Master Plan



Kirkland is planning for the next 20 years. Critical to that planning is the need to evaluate the strengths and weaknesses of the City Transportation System and identify future projects that respond to growth and keep Kirkland moving.

As part of the City's [Comprehensive Plan Update](#), a Transportation Master Plan will be developed to develop policies and help prioritize future transportation projects needed in Kirkland through the year 2035. These projects will support safety, mobility, commerce, quality of life, and connectivity for all modes of transportation.

The [City Council has adopted a goal](#) of reducing reliance on single-occupancy vehicles and improving connectivity and multi-modal connectivity to maintain or enhance travel times, safety, health, and transportation choices. The Transportation Master Plan will help to create a balanced transportation system that meets this goal.

The Transportation Master Plan seeks to invest in all modes of transportation by:

- Funding maintenance and preservation of existing facilities as a priority
- Focusing comprehensively on safety
- Emphasizing greater support for bicycle and pedestrian modes
- Actively partnering with other groups
- Making sure growth is on pace with construction of multi-modal transportation projects

On October 21, 2014, the City Council discussed the Preliminary Draft Transportation Master Plan. For background, [read the Staff Memo](#) (PDF) or [watch the Study Session video](#).



What's New

[Transportation Master Plan Overview: How does the TMP reflect our vision for Kirkland?](#) (PDF 6.49 MB)

Update to City Council, Jan. 20, 2015

Related Links

- [Transportation Commission](#)
- [Kirkland 2035](#)
- [Active Transportation Plan](#)
- [Cross Kirkland Corridor](#)

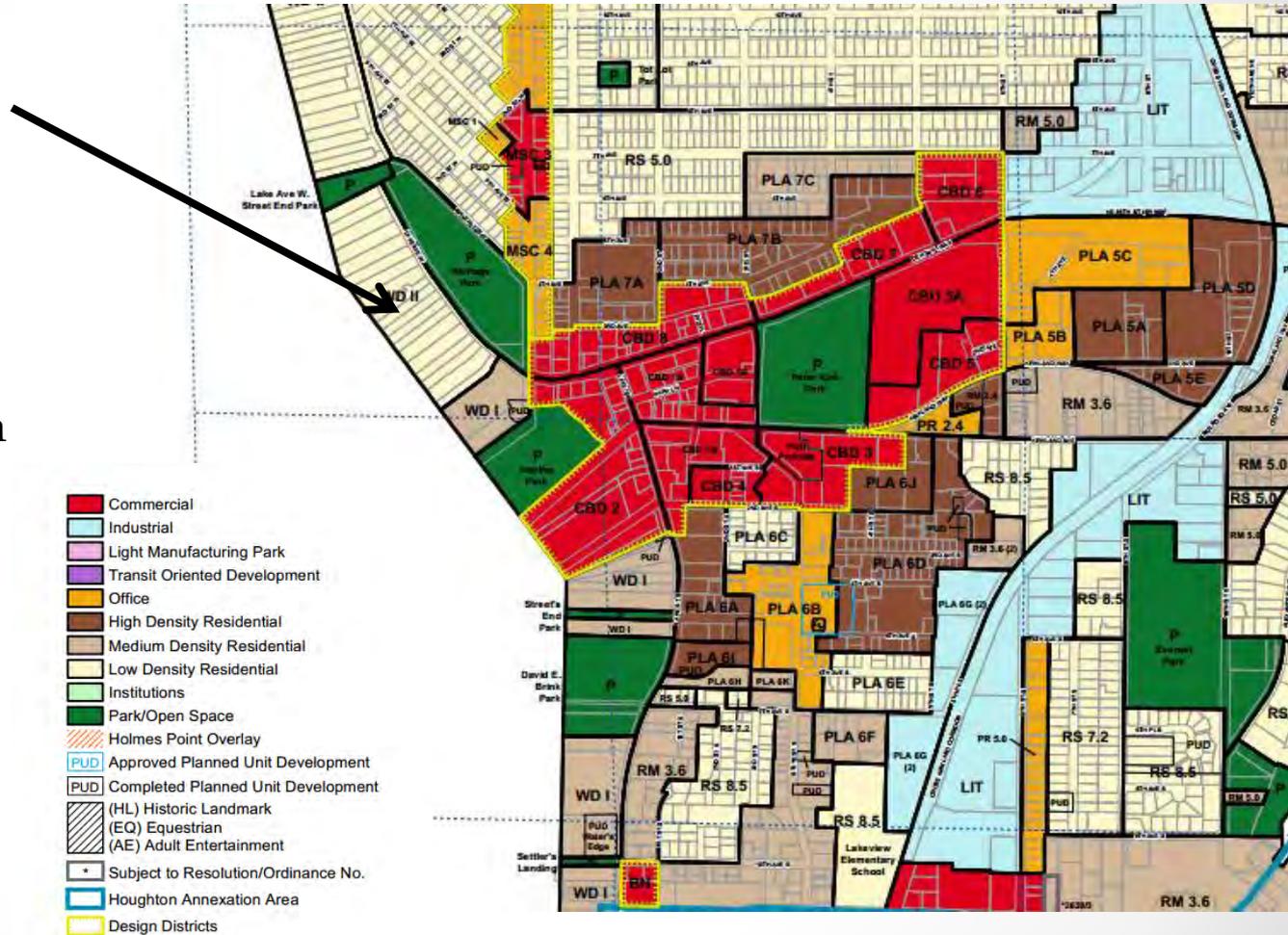
Contact

David Godfrey
Public Works Department
425-587-3865
dgodfrey@kirklandwa.gov

[Subscribe to receive updates](#)

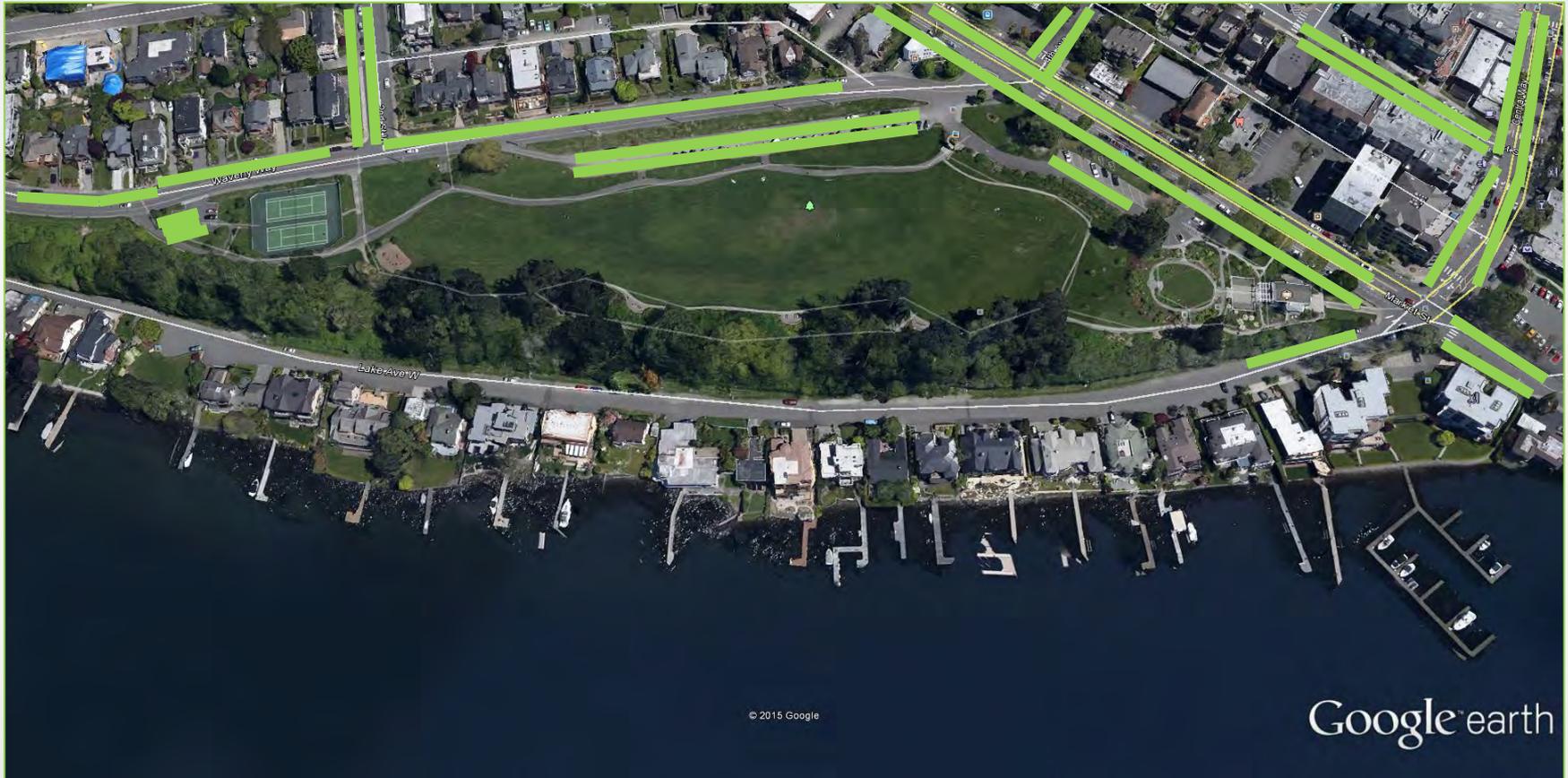
Kirkland Zoning Areas

This area is Zoned Low Density Residential. Current parking area is zoned Medium Density Residential. Lake Ave W is NOT within the Commercial or Office districts which would benefit from this parking.

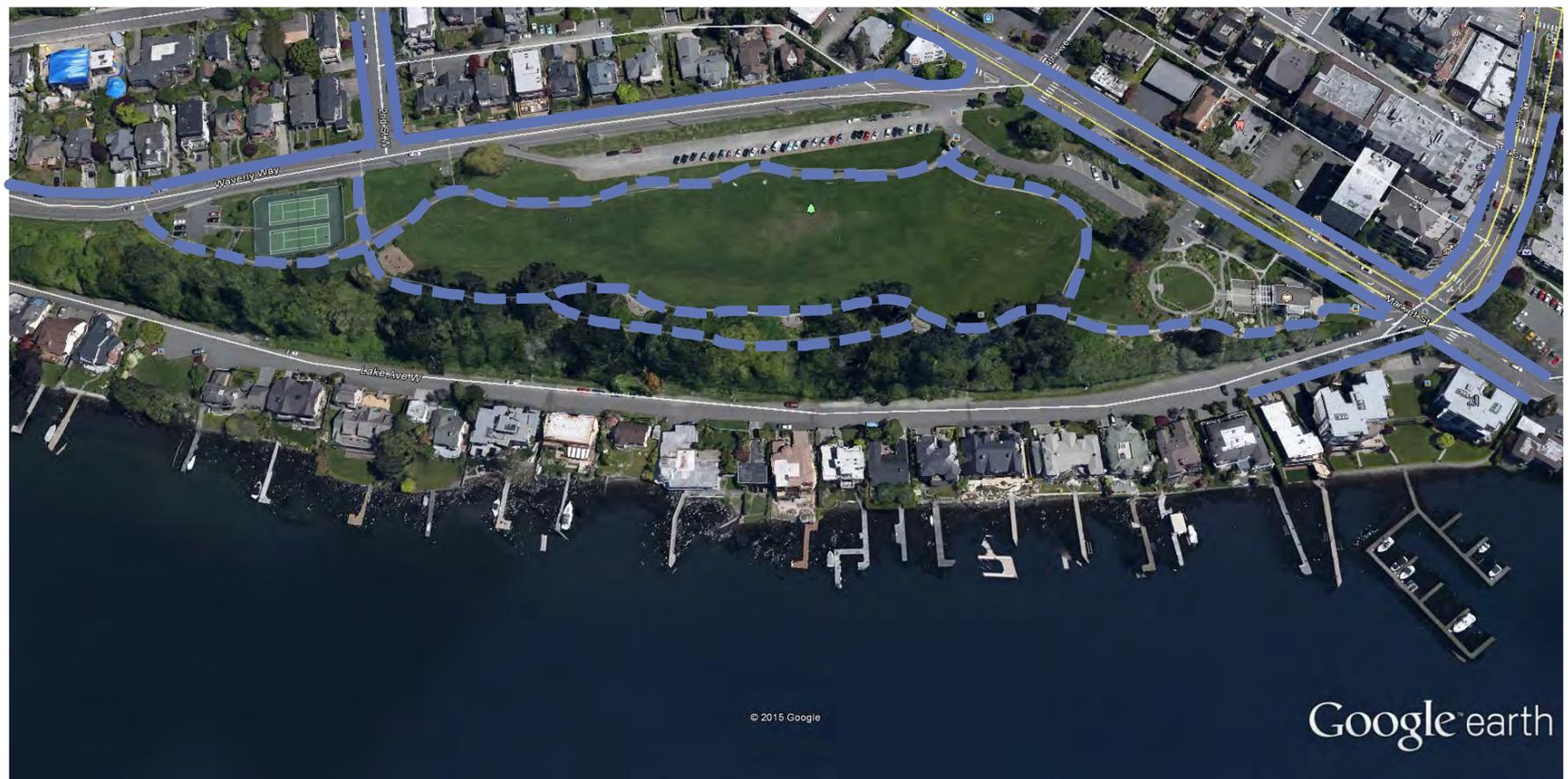


<http://www.kirklandwa.gov/Assets/IT/GIS/Kirkland+Zoning+Map.pdf>

Current Parking



Current Sidewalks



Note that sidewalks are present where parking is present.

Lake Ave W is a very common walking path for walkers, joggers, bicyclists, mothers-stroller groups, elderly, children, etc. throughout the year. Hundreds of people use Lake Ave W as a quiet, safe walking zone. Because there are no sidewalks, these people use the center of the street.

Typical (winter, non-busy) afternoon



Where there's parking, there are sidewalks...



No sidewalks, no parking

Environmental Factors

- Landslide Risk (High Hazard Area) *City of Kirkland
- Shoreline Area (200 feet from OHWM) *Dept. of Ecology

★ Bald Eagle Roosting and Nesting Areas



Current Pavement Width



Pavement on Lake Ave W is primitive, with no curbs, no line markings, and width varies considerably throughout the length of the street. Measurements were made without consideration of property lines, placement of utility poles, or other obstacles that might impact street and parking widths.

Current conditions are insufficient to meet current fire and Waste Management guidelines.

Street improvements to allow for parking on east side of street:

- 20' minimum (32' standard) for street
- 7-8' for parking
- 6" curb
- 5' planter / barrier strip
- 5' sidewalk
- Summation: 12' to 16' pavement/concrete, plus additional 5' planting area (permeable surface)
- Increased zone for Emergency vehicles and Waste Management at park turnaround

17'-20' (or more) additional width required over current paved area to create a safe parking area for non-residents along Lake Ave W. This area would be cut out of the high-hazard landslide zone below Heritage Park.

Any changes would need to comply with current regulations, including Shoreline Master Agreement

If parking is required, changes would be necessary:

➤ **Environmental Factors:**

- High Hazard landslide area – increasing street width to allow for parking eats into a known hazardous area
- Shoreline regulations – any change in current pavement (impervious surface) coverage impacts shoreline regulations
- Additionally, increased parking allows for contaminants (oil, hydraulic fluid, etc.) from vehicles to seep into the soils and drain directly into Lake Washington
- Lake Ave W has a pair of resident bald eagles which nest yearly. Increased vehicular traffic is disruptive. More disruptive would be any further street development to allow for parking and safe pedestrian passage.

➤ **Cost:**

- To create additional parking for non-residents in this low-density residential neighborhood, additional street width, curbs, and sidewalks would be required to keep a safe environment. An additional 17' or more of width to allow for parking, curbs, sidewalk, and planting strip will disrupt the landslide zone and shoreline area.

➔ **Lake Ave W parking is not a low-cost, fast, or easy solution**

Supplemental Material

- Landslide Risk Map
- City of Kirkland Fire Department Guidelines for street width and turn-around
- Department of Ecology Shoreline
- Kirkland Sensitive Area
- Market Street Traffic Assessment

Kirkland Landslide Risk Map

Kirkland Landslide Areas

-  Seismic Hazard Area*
-  Landslide Hazard Area (Medium Hazard)*
-  Landslide Hazard Area (High Hazard)
-  Drainage Basin Boundaries
-  Building Footprints
-  Docks/Piers
-  Selected Public Properties
-  Kirkland Parcels
-  Lakes
-  Kirkland City Limits



<http://www.kirklandwa.gov/Assets/IT/GIS/Landslide+Hazard+Map.pdf>



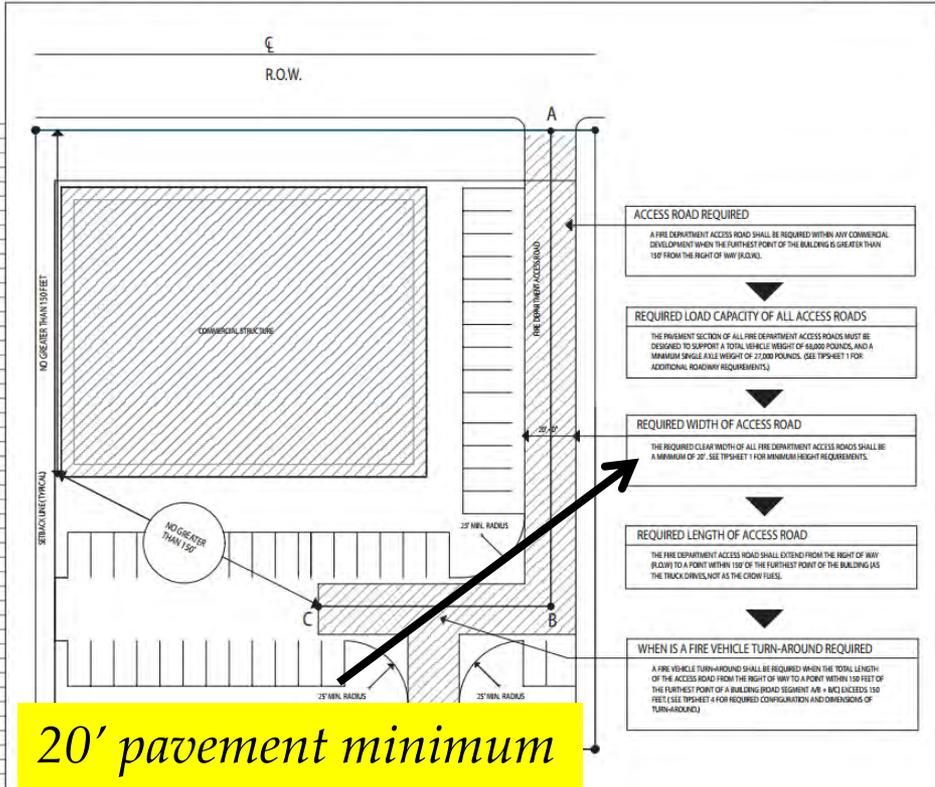
425.587.3650

FIRE DEPARTMENT ACCESS ROADS FOR COMMERCIAL AND MULTI-FAMILY DEVELOPMENTS

"BLUEPRINTS FOR SUCCESS"

TIP SHEET

3



ACCESS ROAD REQUIRED
A FIRE DEPARTMENT ACCESS ROAD SHALL BE REQUIRED WITHIN ANY COMMERCIAL DEVELOPMENT WHEN THE FURTHEST POINT OF THE BUILDING IS GREATER THAN 150' FROM THE RIGHT OF WAY (R.O.W.).

REQUIRED LOAD CAPACITY OF ALL ACCESS ROADS
THE PAVEMENT SECTION OF ALL FIRE DEPARTMENT ACCESS ROADS MUST BE DESIGNED TO SUPPORT A TOTAL VEHICLE WEIGHT OF 40,000 POUNDS, AND A MAXIMUM SINGLE AXLE WEIGHT OF 22,000 POUNDS. (SEE TIP SHEET 1 FOR ADDITIONAL ROADWAY REQUIREMENTS)

REQUIRED WIDTH OF ACCESS ROAD
THE REQUIRED CLEAR WIDTH OF ALL FIRE DEPARTMENT ACCESS ROADS SHALL BE A MINIMUM OF 20'. (SEE TIP SHEET 1 FOR MINIMUM HEIGHT REQUIREMENTS)

REQUIRED LENGTH OF ACCESS ROAD
THE FIRE DEPARTMENT ACCESS ROAD SHALL EXTEND FROM THE RIGHT OF WAY (R.O.W.) TO A POINT WITHIN 150' OF THE FURTHEST POINT OF THE BUILDING (AS THE TRUCK DRIVES, NOT AS THE CROW FLIES).

WHEN IS A FIRE VEHICLE TURN-AROUND REQUIRED
A FIRE VEHICLE TURN-AROUND SHALL BE REQUIRED WHEN THE TOTAL LENGTH OF THE ACCESS ROAD FROM THE RIGHT OF WAY TO A POINT WITHIN 150' FEET OF THE FURTHEST POINT OF A BUILDING ROAD SEGMENT (A+B) EXCEEDS 150 FEET. (SEE TIP SHEET 4 FOR REQUIRED CONFIGURATION AND DIMENSIONS OF TURN-AROUNDS)

70' diameter cul-de-sac



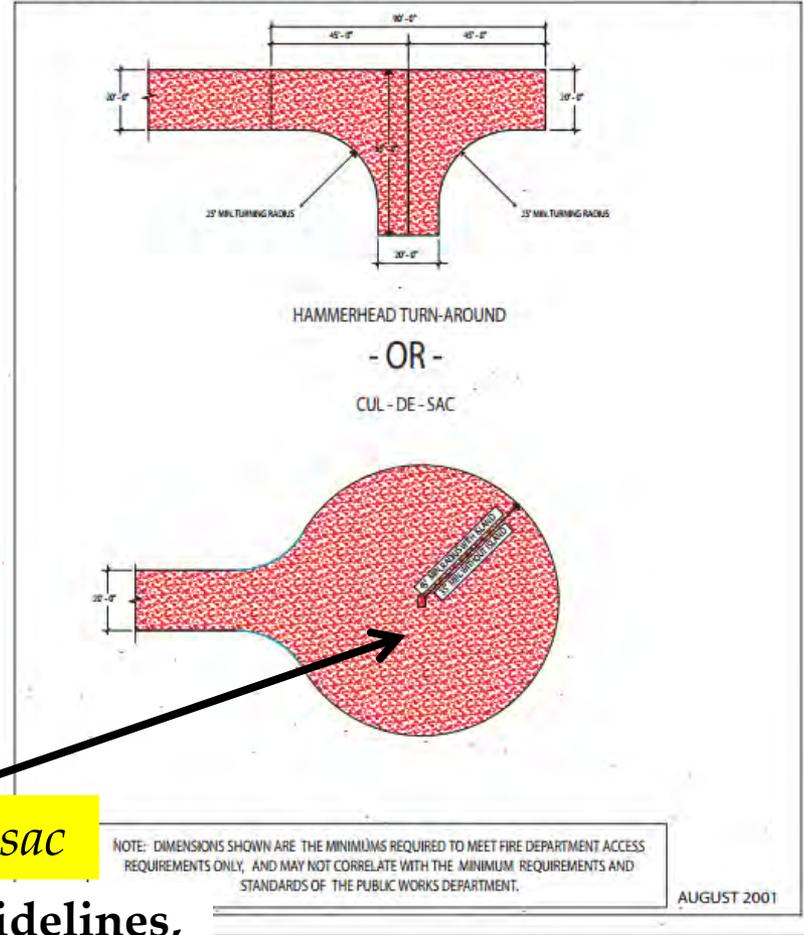
425.587.3650

FIRE DEPARTMENT ACCESS ROADS

"BLUEPRINTS FOR SUCCESS"

TIP SHEET

4



Lake Ave W does not currently meet these guidelines, without the increased hazard of additional parking

[http://www.kirklandwa.gov/Assets/Fire+and+Building/Fire+PD+Fs/Operating+Policy+\\$!236++Fire+Department+Access.pdf](http://www.kirklandwa.gov/Assets/Fire+and+Building/Fire+PD+Fs/Operating+Policy+$!236++Fire+Department+Access.pdf)

Shoreline Management

DEPARTMENT OF ECOLOGY
State of Washington

Home | WATER | AIR | WASTE | CLEANUP | TOXIC HAZARDS | GREEN | About Us | Jobs

Programs | Services | Publications & Forms | Databases | Laws & Rules | Public Involvement Calendar | Public Records

Shoreline Management

SEA Program Home > Shoreline Management Home > Laws, Rules, and Cases > Introduction to the Shoreline Management Act

Introduction to the Shoreline Management Act

Page Contents: [Where does the Act apply?](#) | [Policies of the Act](#) | [Shoreline Master Programs \(SMPs\)](#) | [Constitutional Authority and Limitations](#)

Washington's [Shoreline Management Act](#) was passed by the State Legislature in 1971 and adopted by voters in 1972. The overarching goal of the Act is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines."

Where does the Act apply?

The Act applies to all 39 counties and more than 200 towns and cities that have "**shorelines of the state**" ([RCW 90.58.030\(2\)](#)) within their boundaries. These shorelines are defined as:

- all **marine waters**;
- **streams and rivers** with greater than 20 cubic feet per second mean annual flow;
- **lakes** 20 acres or larger;
- upland areas called **shorelands** that extend 200 feet landward from the edge of these waters; and
- the following areas when they are associated with one of the above:
 - biological **wetlands** and river deltas; and
 - some or all of the 100-year **floodplain** including all wetlands within the 100-year floodplain.

The Act also states that "the interests of all the people shall be paramount in the management of **shorelines of statewide significance**." These special shorelines are defined as:

- Pacific Coast, Hood Canal and certain Puget Sound shorelines;
- all waters of Puget Sound and the Strait of Juan de Fuca;
- lakes or reservoirs with a surface acreage of 1,000 acres or more;
- larger rivers (1,000 cubic feet per second or greater for rivers in Western Washington, 200 cubic feet per second and greater east of the Cascade crest); and
- lands associated with all the above.

[Shoreline Management Act Jurisdiction](#)

OR

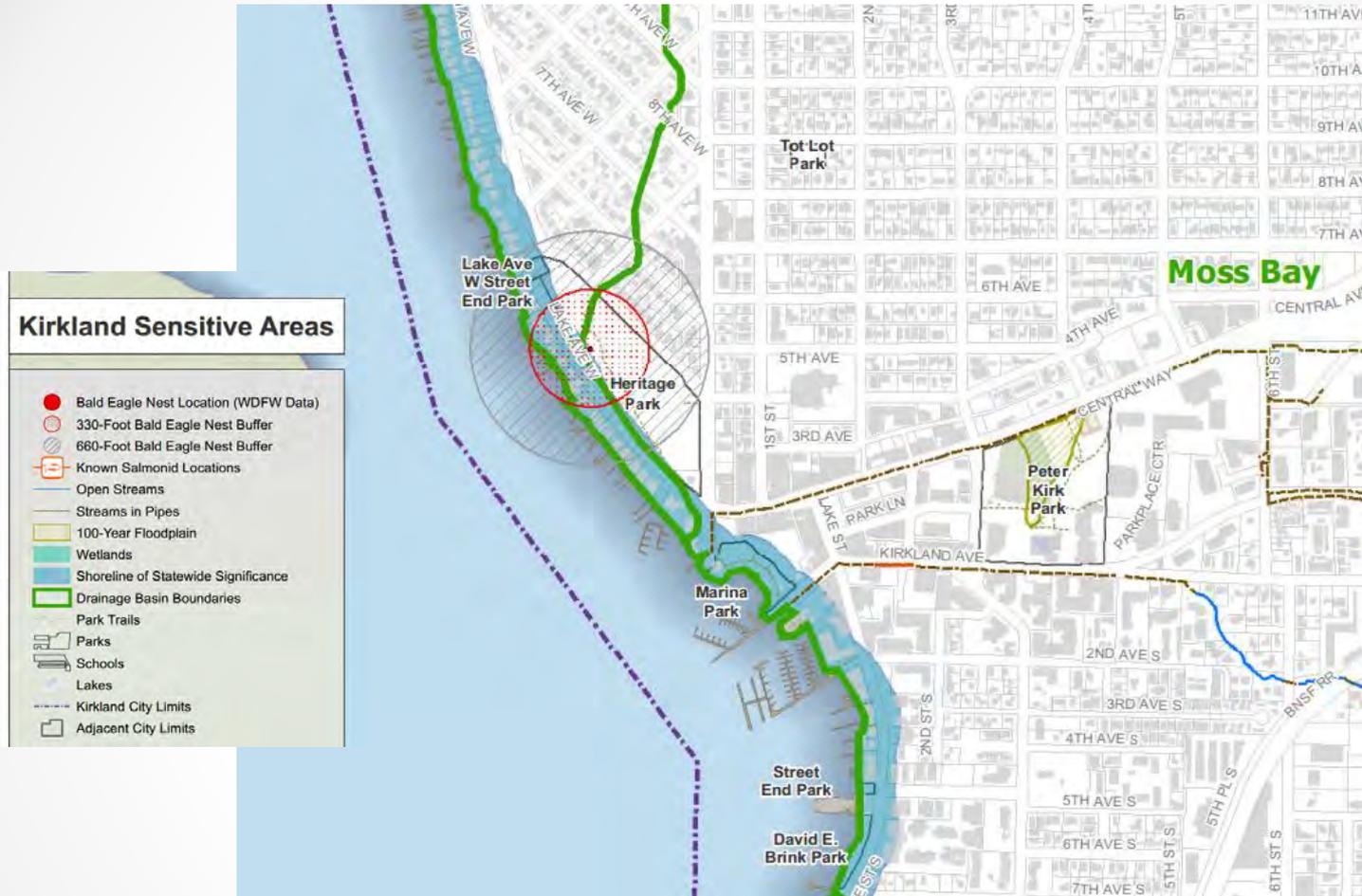
of the Act

There are three basic policy areas to the Act: shoreline use, environmental protection and public access. The Act emphasizes accommodation of appropriate uses that require a shoreline location, protection of shoreline environmental resources and protection of the public's right to access and use the shorelines ([RCW 90.58.020](#)).

Applies for all land 200 feet landward from the OHWM

http://www.ecy.wa.gov/programs/sea/sma/st_guide/intro.html

Lake Ave W is a "Sensitive Area"



<http://www.kirklandwa.gov/Assets/IT/GIS/Sensitive+Areas+Map.pdf>

Lake Ave W – Market Street Attachment C

Intersection

Table 8. Priority 1 and 2 Project Consistency with Funding Criteria

	Fiscal	Plan Consistency	Neighborhood Integrity	Transportation Connections	Multimodal	Safety
Forbes Creek Drive Signal Timing	+	+	+	O	O	√
No-Parking Zones	+	+	+	O	√	√
6th Street W Turn Restriction	+	+	+	O	O	+
18th Avenue W U-Turn Restriction	√	+	+	O	O	+
NE Juanita Drive Turn Restriction	+	√	O	-	O	-
Education/Courtesy Campaign	√	+	+	+	+	+
Gateway Treatment on Market Street/98th Avenue NE	√	+	+	+	O	+
Enhanced Crosswalks	+	+	+	+	+	+
Speed Radar Sign	+	+	+	+	O	+
Traffic Signal at Lake Avenue W/Market Street	√	+	+	+	+	+

+ High degree of match to criterion
 √ Partially meets criterion
 O Neutral
 - Low degree of match to criterion

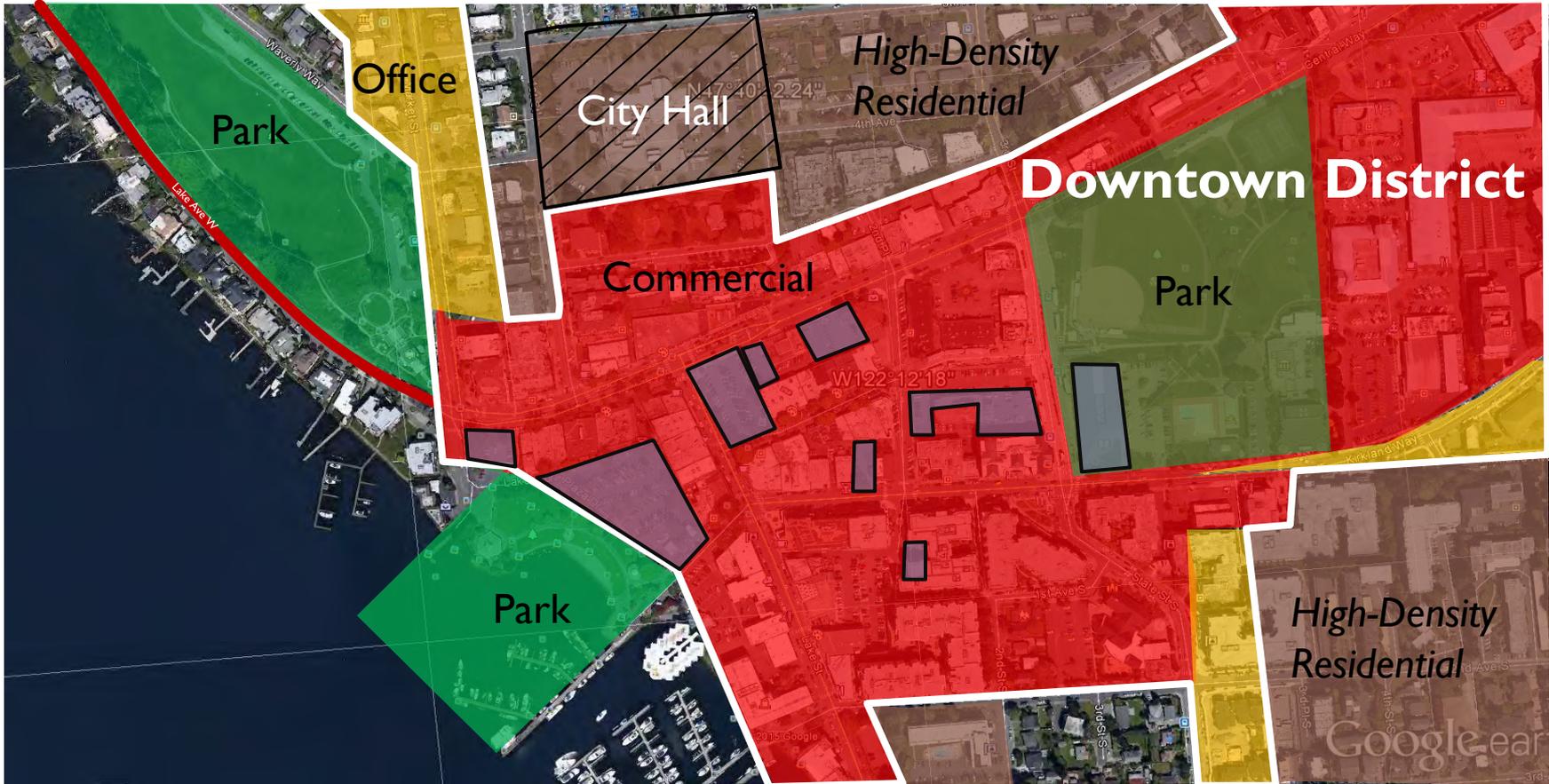
2007 Recommended Action: install a signal at Lake Ave W and Market. Studies showed that 15 of 24 vehicular accidents along Market Street occurred at this intersection between 2000-2005.

Additional vehicular traffic along this street will only increase hazards at this unsafe intersection.

<http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Attach+5+SFS+PC08142008.pdf>

Lake Ave W:

Close proximity to downtown makes it a great pedestrian street, not a parking lot



■ Current public parking lots

<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pay+Park/Park+Smart/Guide+to+Public+Parking.pdf>

<http://www.kirklandwa.gov/Assets/IT/GIS/Kirkland+Zoning+Map.pdf>

Typical (winter, non-busy) afternoon

E-page 106

Attachment C



Safety of Kirkland's residents and visitors is critical. Lake Ave W offers a quiet, safe, beautiful pedestrian walk. Increasing vehicular traffic and parking endangers people and eliminates this special environment.

Pedestrian-Friendly

- ▶ Flat, level street access from downtown
- ▶ Wide enough for walking with strollers, small children
- ▶ Close proximity to downtown
- ▶ Public waterfront access at park
- ▶ Quiet, safe place for people to enjoy
- ▶ Heavily-used pedestrian street: *hundreds* of people walk on Lake Ave W every day

Lake Ave W



No separation of vehicles from pedestrians

Steep Hillside
(landslide risk)

No pavement

Narrow street

No lines
No curbs
No sidewalks

Street Width: Current and Needed to include public parking

“Environmentally- Sensitive” Area: Bald Eagle nesting area

Steep slope : 45-50 feet high, beginning ~7-8 feet from pavement edge. Interrupted by fire hydrants, utility poles, and open drainage ditches. Significant erosion exists in location where current public parking is permitted.

Shoreline area – Shoreline Master Program rules apply for any development



Typical View



Public Parking:

- ▶ Increased parking = increased traffic = less safety for pedestrians
 - ▶ No curbs
 - ▶ No lines
 - ▶ No sidewalks, planting strips
 - ▶ Insufficient width for traffic (typical street in Kirkland is 32', Lake Ave W is frequently 20' wide or less)
- ▶ “Parking” exists only on raw land off pavement
 - ▶ Significant erosion at south end of street where current parking is
 - ▶ Open drainage ditch, utility poles in off-street area as well
- ▶ Dead-End street
 - ▶ Vehicles turn around in private driveways
 - ▶ Does not meet minimums for Fire Safety turnaround
- ▶ Known hazardous intersection: Lake Ave W and Market
 - ▶ Per City's 2007 Market Street Access Study
 - ▶ Still awaiting installation of recommended traffic light

Kirkland Landslide Risk Map

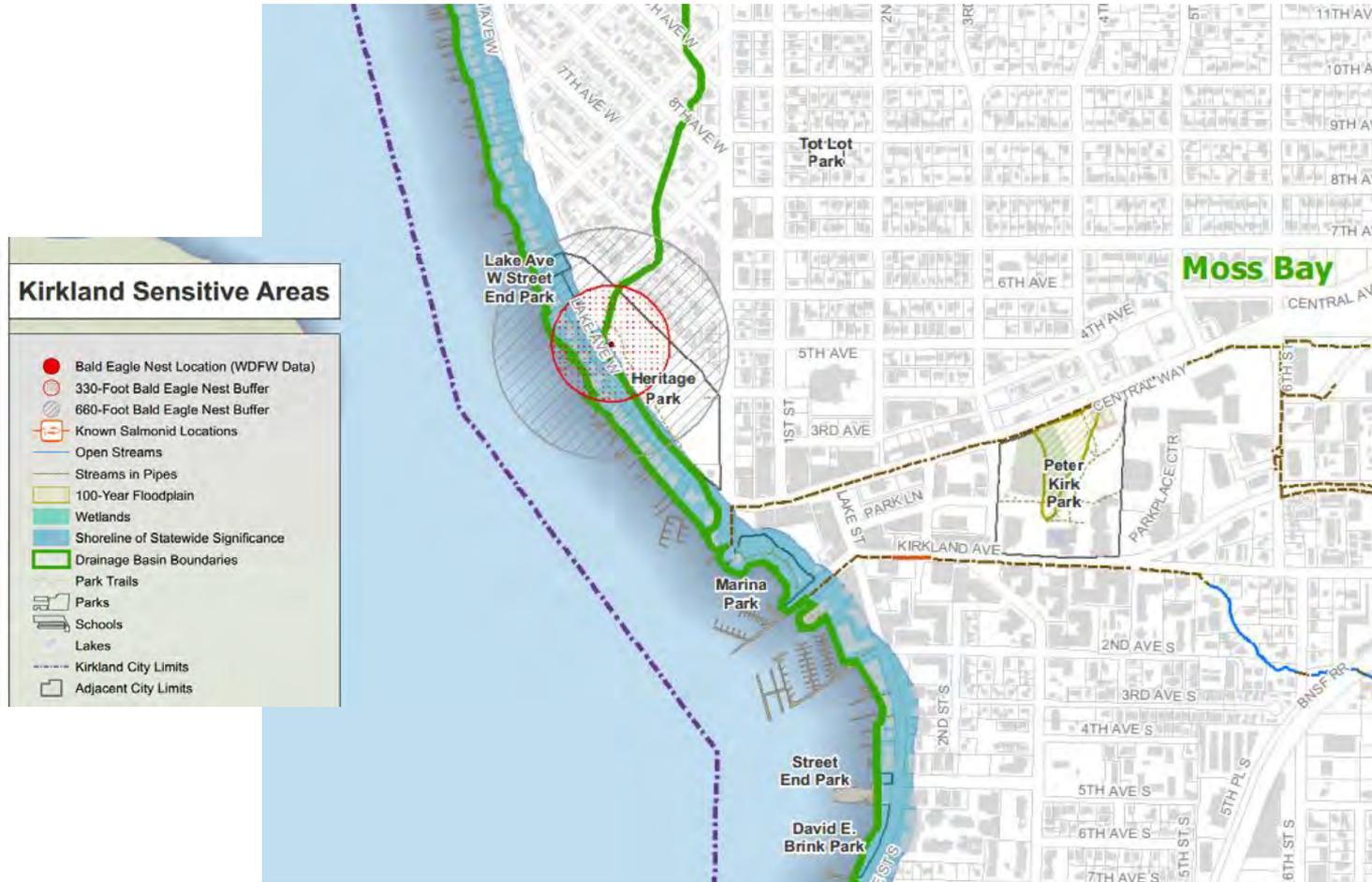
Kirkland Landslide Areas



The entire length of Lake Ave W is a seismic hazard area and high landslide hazard area – which makes it unsafe for the City to encourage increased vehicular traffic or parking.

<http://www.kirklandwa.gov/Assets/IT/GIS/Landslide+Hazard+Map.pdf>

Lake Ave W is a "Sensitive Area"



The City should not encourage vehicular traffic and parking

<http://www.kirklandwa.gov/Assets/IT/GIS/Sensitive+Areas+Map.pdf>

Development: Safety is Paramount

- ▶ **Competing Needs: Pedestrian/resident safety and public parking**
- ▶ **Best option: Leave as-is**
- ▶ **If required, development of Lake Ave W as a continued safe walking zone yet also with public parking with curbs, sidewalks, adequate vehicle turnaround would require significant investment**
 - ▶ Street widening, paved parking area, curbs, sidewalk, buffer zone
- ▶ **Challenges**
 - ▶ High-Hazard Landslide risk area
 - ▶ Environmentally Sensitive Area
 - ▶ Shoreline area (Shoreline Master Program applies)

High Hazard, High Liability, Safety Risk

- City proposes to allow spill-over downtown parking onto the low-density residential street of Lake Ave W
 - Council has received updated report on High-Hazard areas in Kirkland that reiterated need for improved mapping, public information, and importance of managing the risk of such areas, *particularly on public property*
 - Management of liability of such areas
- Lake Ave W is a High Hazard area for seismic disturbances and landslides
 - Also a dead-end street – no escape if street is blocked
- Making this area a downtown parking zone increases City liability
- Development of this street to allow for safe pedestrian use would require significant disturbance to the hillside

Steep Hillside

- Sharp 40-50+ foot elevation gain from south end of Lake Ave W all the way past Waverly Park



History of Landslides

1947: landslide on this slope killed two

1996: landslide at Lake Ave W damaged property and blocked street

2006: landslide at Lake Ave W at park, hill gave way and large tree slid down; FEMA clean-up

2015: landslide on this slope



Eugene Register-Guard - Feb 3, 1947 [Browse](#)



<http://news.google.com/newspapers?nid=1310&dat=19470203&id=uKtWAAAIBAJ&sjid=iugDAAAIBAJ&pg=3755%2c1449472>

From 3/3/15 Council Meeting

Risk Management Practices

On Private Property

- Development regulations
- Hold harmless agreements
- Maintenance of City-owned drainage systems
- Obtaining easements for public improvements on private property
- Public information – mapping and education

On Public Property

- Maintenance of undeveloped status
- Maintenance of drainage
- Mapping and geotechnical work
- Public information and education

From the presentation on HAZARDOUS SLOPES by Marilynne Beard, Deputy City Manager

- *The City needs to “manage liability”*
- *Discussion included “consideration of downslope properties”*

Limits on Regulation and Risk Management

- Property owners cannot be denied “economically viable use of their land” or risk a “takings” claim
- City cannot require a covenant that releases the City from future negligence
- Negligent maintenance of public storm water systems may lead to liability (even with a hold harmless agreement)
- Any remediation on public properties to reduce landslide hazards must be undertaken carefully

Modifications of Lake Ave W to improve street for pedestrian safety and downtown public parking will not be fast, easy or inexpensive

Recent Tree Mitigation:

- Cottonwood tree removed by City as it was rotted inside and deemed a fall risk.



Vegetation removed all the way up hillside



→ Landslide risk?

Public Parking for Downtown Businesses on Lake Ave W...

- Not safe
 - Heavy pedestrian use
 - No curbs, no lines, no sidewalks
- Not fast
 - Creating parking will require road widening, adding curbs, buffer areas, sidewalks
- Not easy
 - Hazardous slope / landslide area requires extra reports, mitigation
 - Shoreline regulations apply
- Not low cost
 - Significant expenditures required to create parking spaces, mitigate hazardous slope, and protect pedestrians

**Spillover parking on Lake Ave W is not safe. Not fast. Not easy.
Not low-cost.**

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

MEMORANDUM

Date: March 26, 2015

To: Kurt Triplett, City Manager

From: Paul Stewart, Deputy Planning Director
Eric Shields, Planning Director

Subject: Adoption of the 2015-2107 Planning Work Program

Recommendation

Staff recommends City Council approves the attached Resolution R-5119 adopting the 2015-2017 Planning Work Program.

Background

The City Council met with the Planning Commission at a joint study session on [March 3, 2015](#). At that meeting the Council reviewed the proposed 2015-2017 Planning Work Program as recommended by the Planning Commission. The Commission also briefed the Council on its activities and discussed the Comprehensive Plan update, neighborhood plan approaches and the schedule for considering future private amendment requests.

2015 – 2017 Planning Work Program

Resolution R-5119 (attached) adopts the Planning Work Program. As noted at the joint meeting the majority of Commission's and long range planning staff's time in 2015 will be devoted completing the Comprehensive Plan update. This is consistent with the recently adopted Citywide Work Program. The work program has been slightly modified since the Council reviewed it at the joint meeting as noted below.

First, the Council expressed interest in evaluating the downtown as a designated urban center under the Countywide Planning Policies. Based on Council discussion, a preliminary policy directing the City to explore the feasibility of the downtown qualifying as an urban center has been included in the draft Land Use Element. While this has not been adopted yet, **Task 1.11** has been noted as a placeholder on the Planning Work Program to be considered as part of a future Comprehensive Plan amendment task.

Second, a new task (**Task 3.10**) has been added regarding amending the City's Zoning Code regulations (Chapter 117) regarding wireless facilities. New rules have been issued by the Federal Communication Commission that will preempt

local regulations and allow greater opportunities for wireless carriers to place their facilities in Kirkland. These will go into effect in April. Code amendments will be necessary to bring our regulations into compliance with the rules.

Third, work on the Geologic Mapping (**Task 4.1** – landslide and geologic hazard areas) as part of the Critical Area Regulations (Task 4.) has been slightly revised to show it beginning in April of this year (the original draft showed it beginning in May). Staff is in the first phase of this effort. A staff project team is being formed and efforts are underway to put together an approach and general schedule. Consulting services will be needed to undertake the necessary hazard mapping and risk assessment. Initial project funding is available in the current budget.

Fourth, the schedule for Task 6.2 (CKC Eco-Charrette) has been extended to July - the previous completion date was June. Based on the initial scope and schedule, the charrette will be held in late May or early June with a Council report/presentation to occur in July.

Joint Meeting Discussion on Neighborhood Plans (Task 2.3) and Private Amendment Requests (Task 1.10)

At the joint meeting the Commission and Council discussed the general approach and framework for updating neighborhood and business district plans following the adoption of the 2015 Comprehensive Plan: cycling through six years of the first groupings of neighborhood/business district plan updates, two years of general plan update followed by the next cycle of neighborhood/business district plans. Future discussions on the groupings, timing and guidelines for plan updates should occur – possibly as part of the next planning work program review. In addition, the Commission and KAN have discussed having a joint meeting for the purpose of exploring these approaches. The City has already committed to the Finn Hill Neighborhood Plan (Task 2.1) and the Everest/Central Houghton Neighborhood Center (Task 2.2). At the joint meeting the Council was in general agreement with the Planning Commission to consider the next round of private amendment requests in 2017.

Attachments

Resolution

Exhibit A: 2015-2017 Planning Work Program

RESOLUTION R-5119

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND
ADOPTING THE 2015 – 2017 PLANNING WORK PROGRAM.

1 WHEREAS, the Kirkland City Council and the Kirkland Planning
2 Commission met at a joint meeting on March 3, 2015 to discuss the
3 proposed 2015-2017 Planning Work Program tasks and to set priorities;
4 and

5
6 WHEREAS, the Kirkland City Council reviewed a revised work
7 program at the April 7, 2015 regular meeting

8
9 NOW, THEREFORE, be it resolved by the City Council of the City
10 of Kirkland as follows:

11
12 Section 1. The adopted 2015-2017 Planning Work Program for
13 the City of Kirkland shall be established as shown on Exhibit A to this
14 resolution.

15
16 Section 2. This adopted Planning Work Program shall be generally
17 used by the City staff and Planning Commission in scheduling work tasks
18 and meeting and hearing calendars.

19
20 Section 3. A copy of this resolution and work program shall be
21 distributed to the Planning Commission, Parks Board, Transportation
22 Commission, Design Review Board, Neighborhood Associations, the
23 Chamber of Commerce and Houghton Community Council.

24
25 Passed by majority vote of the Kirkland City Council in open
26 meeting this ____ day of ____, 2015.

27
28 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: Tracey Dunlap, Deputy City Manager
Tom Mikesell, Financial Planning Manager
Neil Kruse, Senior Financial Analyst

Date: March 31, 2015

Subject: **2015-2016 BUDGET ADJUSTMENT: CIP AND OPERATING CARRYOVERS AND OTHER ADJUSTMENTS**

RECOMMENDATION:

The City Council receives a brief recap of the year-end 2014 financial results, an update on the sales tax revenue through February 2015, adopts the attached ordinance increasing the 2015-2016 budget appropriations for selected funds and approves the attached resolution amending the City Manager's employment contract.

BACKGROUND DISCUSSION:

2014 Year-End Results

The year-end results for 2014 are discussed in detail in the Financial Management Report (FMR), which is included as **Attachment A**. This section provides a brief overview of the General Fund results versus the budget:

- Actual 2014 **General Fund revenues** ended the year \$5.9 million over the budgeted level (\$85.0 million versus budget of \$79.1 million). Of this amount, \$2.3 million is due to the budgeted one-year sales tax lag. The total revenue is \$1 million more than estimated during the development of the 2015-2016 Budget in the fall of 2014. Development services-related revenue and miscellaneous other taxes ended the year higher than estimated, offsetting retail sales and utility taxes, which did not meet estimates.
- Actual 2014 **General Fund expenditures** ended the year about \$1.5 million under budget. Most of the under-expenditures are a result of salary and benefit savings.

The use of the resulting one-time funds, after factoring out obligated program reserves in the General Fund, is discussed in greater detail later in this memo.

2015 Sales Tax Revenues

Sales tax receipts through February are flat compared to the same period last year. This is due to two main factors, slowing growth in our two largest business sectors and the impact of one-time items in 2014 on year-to-date comparisons. Through the first two months of the year, Contracting and Auto/Gas Retail have grown by 1.2% and 3.4% respectively. While still positive, these growth rates follow the slowing trend we tracked through last four months of 2014. Also, a large one-time payment in the miscellaneous category, and several corrections by the Department of Revenue in 2014, skew the comparison. If these one-time factors are excluded, sales tax growth through February is 1.1 percent. A more detailed analysis can be found in the January (**Attachment B**) and February (**Attachment C**) sales tax memos, reflecting November and December taxable retail sales respectively.

Carryovers and Budget Adjustments

State law prohibits expenditures from exceeding the budgeted appropriation for any fund and requires the City to adjust appropriations when:

1. Unanticipated revenue exists and will potentially be expended;
2. New funds are established during the budget year which were not included in the original budget; or
3. The City Council authorizes positions, projects, or programs not incorporated into the current year's budget.

This budget adjustment allows for appropriation increases where it is anticipated that total expenditures may be in excess of the adopted 2015-2016 budget. Four types of adjustments are included in the proposed 2015-2016 budget amendment:

1. Operating and capital carryovers;
2. Council directed and other adjustments;
3. Housekeeping adjustments; and,
4. Recognizing General Fund resources forward (cash at the end of 2014).

Total appropriation adjustments result in a net budget increase of \$20.4 million primarily due to adjustments for actual beginning cash balances, adjustments made for capital project external revenue sources, and staffing added for the redevelopment of Park Place and Totem Lake shopping centers. Budget adjustment details total \$24.4 million; the difference of almost \$4 million from the appropriation changes is the result of some adjustments occurring within the funds. The Budget Summary Attachment (**Attachment D**) shows both line item and appropriation changes. Line item changes are administrative adjustments within funds and are provided for reference. Appropriation adjustments change the total budget and require adoption by ordinance.

The following is a recap of major items requested in this budget adjustment:

1. **Carryovers** relate to uncompleted projects, contracts, or purchases that were authorized but not spent in the prior biennial budget. In order to complete these items, both the funding and the expenditure authority need to be "carried over" from the 2013-2014 Budget to the 2015-2016 Budget. Accordingly, the 2015-2016 Adopted Budget needs to be amended. Funding for carryovers primarily comes from recognizing cash that was obligated but not spent in the prior biennium (i.e. Resources Forward) and from external sources such as grants. In some funds,

carryovers are funded by reserves in recognition that appropriated reserves are adequate to fund such items. Carryovers funded from reserves do not require an appropriation change as they are line item adjustments within the funds' appropriation. Total carryover adjustments are \$5.5 million. The appropriation change is \$2.7 million because some of the adjustments are within the existing fund appropriation.

Operating Carryover requests primarily consist of uncompleted projects and other one-time projects or activities. Recommended carryover requests total \$1.5 million in the General Fund and \$1.2 million in other operating funds. The \$2.7 million in operating carryovers are funded with \$223,944 of external grant funding and the remainder from resources forward, as described later in this memorandum. Carryover items include the following:

- **2014 Invoice Payments** – Carryovers in this category reflect adjustments to the 2015-2016 Budget to acknowledge payment of invoices in the current biennium for services received in the prior biennium. This adjustment is necessary because vendors did not invoice the City in time to be paid by the end of 2014. Carryovers for invoice payments in the General Fund total \$281,653 and \$120,939 in all other operating funds, including:

General Fund

- Human Services Contract Payments, \$206,630
- Public Works Professional Services Contracts, \$31,958
- Fire Operating Supplies, \$5,821
- Police Operating Expenses, \$28,869
- All other, \$8,375

All other funds

- Microsoft Enterprise Agreement, \$120,939

- **Projects not completed in 2013-2014** – These recommended carryovers are for projects previously funded in the 2013-2014 Budget but are not yet completed. Recommended carryovers for 2013-2014 projects continuing into or being postponed until the 2015-2016 biennium total \$1,049,746 in the General Fund and \$629,207 in other funds, including:

General Fund

- Planning, Zoning and Outreach, \$495,938
- Inmate Video Arraignment & Barcode Scanning Equipment/Hardware, \$111,449
- Professional Services for ARC Project, \$107,472
- Police Strategic Plan, \$100,000
- Public Works Web Page Redesign, \$72,441
- Regional Fire Authority Study, \$62,500
- Impact Fee Study, \$42,500
- All other, \$57,446

All other funds

- Water Utility Manhole Repair Replacement/Other Repairs, \$169,500
- Median Retrofits and Life Cycle Study, \$120,000
- Secure and Protect Surface Water Ponds, \$108,000
- Intelligent Transportation System Improvements, \$34,000
- Emergency Sewer Program Outreach, \$30,000
- Parking Space Feasibility Study, \$27,294

- Fiber Connections project in the Street Fund, \$24,000
 - Energov Support, \$23,714
 - School Zone Radar Speed Signs, \$19,000
 - All Other, \$73,699
- **Other Carryovers** – Recommended carryovers for other items that do not fall into the categories discussed above total \$201,517 in the General Fund and \$470,592 in other funds:

General Fund

- Public Disclosure Ordinance, \$25,000
- Transportation Consultant Services for Parkplace and Totem Lake Developments, \$25,000
- Investment Analysis/Banking Expenses, \$17,000
- Miscellaneous Professional Services – Neighborhood, Economic Development and Land Use, \$34,770
- Commute Trip Reduction, \$10,000
- Fire Accreditation and EOC Supplies, \$27,500
- Human Services and Senior Council activities, \$19,813
- Planning Overtime and Permitting Assistance, \$19,165
- All Other, \$23,269

All Other Non-CIP funds

- Surface Water Fund uses:
 - Totem Lake/Juanita Creek Basin Stormwater Retrofit Design, \$127,554 (grant funded)
 - Department of Ecology Partnership, \$61,810 (grant funded)
 - Other Miscellaneous Grant-funded projects, \$24,580
 - Totem Lake Water Level Monitoring, \$15,000
- Information Technology Fund uses:
 - SmartNet, \$44,985
 - Adobe LiveCycle, \$31,528
 - ArcGIS Maintenance, \$19,569
 - Telecommunications Audit, \$10,155
- Water/Sewer Telemetry Upgrades, \$40,000
- Green Kirkland Restoration, \$31,400
- Capital Projects Engineering Vehicle and Supplies, \$30,866
- Roubidoux Foundation Grant for Juanita Bay Park Restoration, \$10,000 (grant funded)
- All Other, \$23,145

CIP Funds

Balances for unfinished capital projects (work in progress) from the previous biennium were estimated during the budget process and included in the original appropriation. Adjustments are now needed to reflect actual project balances as of the end of 2014. The total balance of uncompleted projects is \$51.3 million, most of which was recognized in the budget as work in progress. However, the funding sources for these projects result in a reduction of resources forward of about \$3 million and a corresponding increase in external revenue by about the same amount. The resulting appropriation decrease of \$8,000 is the net change. The project budgets remain the same despite the change in funding sources.

The table below summarizes the work in progress by Capital Improvement Program subject area.

Capital Projects Work In Progress	
Project Type	Amount
Parks	3,305,061
Facilities	11,238,406
Transportation	20,689,550
Technology	1,922,737
Public Safety	438,076
Water and Sewer	9,279,803
Surface Water	4,418,470
Total Capital Work in Progress	51,292,103
Appropriation Changes	
External Revenue	2,989,792
Resources Forward	(2,997,883)
Net Appropriation Change	(8,091)

A detailed listing of active current work in process projects is included as **Attachment E**.

2. **Council Directed/Other Adjustments** are changes to the budget based on formal policy decisions by the Council subsequent to the adoption of the 2015-2016 budget in December or smaller changes approved by the City Manager. Net appropriation changes for these items are \$2.2 million. The appropriation changes total \$1.5 million in operating funds and \$0.7 million in capital projects funds. The line item detail for specific adjustments is higher due to use of reserves within funds. Significant adjustments include:

All Non-CIP Funds

- General Fund
 - ParkPlace Redevelopment Staffing, \$606,953
 - Totem Lake Redevelopment Staffing, \$558,247
 - A total of \$518,089 has been collected from utility tax audits and is being used to pay a refund claim from a wireless carrier (\$225,000), with the balance of \$293,089 transferred to the Technology Major Systems Reserves. Most of this revenue was received in 2013-2014; only the 2015 revenue of \$119,475 is an appropriation change
 - Fire Prevention Staffing, \$281,952 (funded from increased fee revenues and resulting in the addition of a new 1.0 FTE Fire Inspector position as described in **Attachment F**)
 - Development On-call Permit Tech, \$28,797
 - Reduce sales tax revenue assumption (\$533,300) – offset by resources forward as discussed later in the memorandum
- Street Fund Sidewalk Grinder, \$26,000
- Plastic Bag Ban, \$40,585
- IT Network Study, \$36,381
- Technology Major Systems Reserves (mentioned previously), \$293,089

These adjustments are funded by \$1.1 million from external revenues (development and fire prevention fees, utility tax audit revenue and sales tax reduction), \$1 million of internal fund transfers, 0.1 million from resources forward, and the remainder from adjustments within existing appropriations.

Two additional items having no net appropriation change are included with these adjustments. At its March 17th meeting, the City Council directed staff to prepare an amendment to the City Manager's contract, extending the term and adjusting compensation effective 1/1/2015. A resolution reflecting this amendment is attached (**Attachment G**). The biennial impact of this amendment is \$11,000; no appropriation increase is necessary since this is funded from line item adjustments to existing appropriations. Line items changes reflecting the reorganization of the City Manager's Office (CMO) and the Finance and Administration Department (F&A) are included. The CMO budget is increased by adding a second Deputy City Manager position, offset in part by the reduction to the F&A budget from eliminating the Deputy Director position. There is no net increase in FTEs. The biennial impact to the F&A and CMO line items of this reorganization is approximately \$53,000 which is funded through line item adjustments to existing appropriations.

CIP Funds

Capital Projects Funds adjustments total \$1,553,583 with an appropriation change of \$699,500 since many are funded with reserves or other projects within the funds.

- Waverly Beach Park Renovations, \$504,500
- Juanita Drive Quick Wins, \$270,000
- 100th Ave NE Corridor, \$589,200 (\$384,500 in General Transportation and \$204,700 in Surface Water)
- Park Lane Pedestrian Corridor, \$64,683
- Kirkland Decant Facility, \$125,200

3. **Housekeeping Adjustments** include items that adjust the budget detail to reflect corrections to the adopted budget totaling \$1.5 million (with matching appropriation changes). Recommended operating adjustments include:

- An increase totaling \$30,400 in the General Fund to correct items that were inadvertently left out of the budget, including amounts for Planning and Community Development Department dues and memberships budget and recreation expenses at the Peter Kirk and North Kirkland Community Centers;
- A reduction of \$460,000 in the transfer to the Water/Sewer Debt Service Fund to reflect that current balances are sufficient to meet debt service reserve requirements;
- An increase of \$1.9 million in Capital Projects funds primarily due to administrative changes in funding to the Kirkland Justice Center and City Hall Renovation projects. It was determined the original plan of using sale proceeds from the Municipal Court building for City Hall renovations was not possible because they were restricted for public safety due to previously received grant. This resulted in "swapping" funding sources for the Kirkland Justice Center (KJC) and City Hall, with the Court proceeds used to fund KJC instead. While the mechanics of these funding changes do not change the project budgets, the budget adjustment recognized the balance in the Building and Property Reserve that will be used to fund City Hall.

These adjustments are funded through resources forward, as well as a reconciliation of internal and external revenues within the capital projects funds.

4. **2014 Resources Forward**, or beginning fund balance (cash), was estimated as part of the 2015-2016 budget process during the fall of 2014. Now that 2014 is complete, staff has reconciled the estimated resources forward with actual balances. An adjustment (increase or decrease) to the budgeted beginning balance with a corresponding offset to the expenditure side will be made for all operating, capital and other non-operating funds. This offset is usually to a reserve account, but may be to other line items depending on the nature of the change in the beginning balance. The current proposed budget adjustments discussed above recognize the estimated balances in the General Fund and Other Funds required to fund carryovers.

General Fund

Based on the current information, total beginning fund balance adjustment in the General Fund is a net increase of \$4,697,040. General Fund adjustments discussed in prior sections of this memorandum account for a use of \$1,548,113. In addition, cash is being set aside for the following items that occurred since the adoption of the budget in December 2014 (a total of \$2,673,684):

- **Development Services Reserve** – Recognize that development services-related revenues received in excess of the estimate in 2014 is for work that will need to be completed in this biennium by adding \$549,421 to the development services reserves;
- **Building and Property Reserve** – Return \$1,446,738 of Resources Forward that represents unspent monies from the Building and Property Reserve back to this reserve to be used for City Hall renovations in 2015. The original master facilities funding plan allocated this reserve for funding the Kirkland Justice Center project (KJC) in 2014 and a portion of proceeds from the sale of the Municipal Court building was to be used for City Hall renovations in 2015. However, the court building original funding included a grant that was restricted for public safety purposes. So, the court proceeds were used for the KJC instead and the use of the Building and Property Reserve is now planned as part of the funding source for the City Hall Renovation project;
- **Revolving Accounts** – Adjust special reserves in General Fund to recognize an additional \$144,225 in actual cash balances; and,
- **Sales Tax Modified Two-Year Lag** - Actual 2014 sales tax revenue came in below the amount used in developing the 2015-2016 budget. Since the modified two-year lag approach sets the forecast equal to the level of the most recent year's estimate, this underperformance in sales tax has put the 2015-2016 forecast out of sync with the most recent year. To adjust for this and allow for consistency with the adopted revenue policy, staff recommends using a portion of the unobligated Resources Forward to adjust the 2015-2016 sales tax revenue forecast downward by \$266,650 per year to match the 2014 actual result.

This leaves a balance of \$431,243 as shown in the table on the following page. The staff recommendation is to preserve these funds for future City Hall debt service payments.

General Fund Resources Forward	Amount
Net Change in General Fund Resources Forward	4,697,040
General Fund Carryovers	(1,532,916)
Council Directed/Other & Housekeeping	(59,197)
Reserves Reconciliation	(2,140,384)
Sales Tax Assumption Revised	(533,300)
City Hall Debt Service Placeholder	431,243

Other Funds

In terms of all other funds (operating and capital), there is a net change to resources forward of \$9 million. Of this amount, about \$1.1 million has been allocated for operating carryovers and other adjustments as previously discussed. As mentioned previously in the capital carryforwards discussion, approximately \$2.9 million of external revenue has been received for use in the capital budget, offsetting the original funding source. This results in a net increase to resources forward.

The remaining beginning fund balance adjustment in other funds requiring an appropriation change is a net increase of \$9 million, as detailed in the following table.

Other Funds Resources Forward	Amount
Net Change in Other Fund Resources Forward	8,994,871
Carryovers/Council Directed/ Other	(1,099,760)
External Revenue Offset	2,997,883
Reserves Reconciliation	(8,589,031)
Unobligated Balance	2,303,963

Utility operating fund monies represent \$1.6 million of the \$2.3 million unobligated balance. Staff recommends allocating these funds to the operating reserves of the respective utility funds. Internal service funds represent the next largest share at \$0.4 million of the unobligated balance. The Health Benefits Fund accounts for \$0.3 million of this amount, which staff recommends be allocated to the Claims Reserve. Staff recommends that the remaining \$0.1 million of unobligated balance in internal service funds be allocated to the respective operating reserves of the funds.

The remaining \$0.3 million of unobligated balance is attributed to smaller operating funds. As these funds do not have established reserves, staff recommends these unobligated funds be retained in working capital for the respective funds as shown in the following table.

Uncommitted Fund Balances	Amount
Utility Operating Funds	1,575,131
Internal Service Funds	389,136
Lodging Tax Fund	34,860
Street Operating Fund	58,902
Cemetery Operating	32,312
Park Levy/Park Maintenance Funds	213,622
Net Change in Other Funds Resources Forward	2,303,963

SUMMARY:

The total appropriation change of \$20.4 million is summarized by adjustment type in the following table.

Adjustment Type	General Fund	Other Funds	Total
Carryovers	1,532,916	1,212,647	2,745,563
Council Directed	1,062,124	1,095,555	2,157,679
Housekeeping	30,400	1,485,424	1,515,824
Reserves	2,140,384	8,589,031	10,729,415
Sales Tax Repl.	533,300	-	533,300
Unobligated	431,243	2,303,963	2,735,206
Total	5,730,367	14,686,620	20,416,987

Adjustments by fund type are displayed in the table on the following page. Additional details can be found in the Budget Summary Attachment (**Attachment D**). The budget is adopted at the fund level which sets the total expenditure authority for the biennium for each fund. A summary of the adjustments and 2015-2016 revised budget by fund type is included in the table on the following page.

Fund Type	Current 15-16 Budget	Adjustments	Revised 15-16 Budget
General Government:			
General Fund	194,798,557	5,730,367	200,528,924
Other Operating Funds	31,384,551	718,203	32,102,754
Internal Service Funds	77,886,892	1,606,455	79,493,347
Non-Operating Funds	114,948,995	3,897,127	118,846,122
Utilities:			
Water/Sewer	89,148,000	6,262,865	95,410,865
Surface Water	41,966,491	1,837,721	43,804,212
Solid Waste	33,928,345	364,249	34,292,594
Total Budget	584,061,831	20,416,987	604,478,818

The next opportunity to adjust the budget will occur in June 2015. Issues that we are evaluating include adding capital projects staff to make progress in completing funded projects that are in the backlog.



Financial Management Report as of December 31, 2014

AT A GLANCE:

The City of Kirkland's Office of Emergency Management (OEM) is now on Facebook and Twitter (page 2 sidebar)

2014 year end revenues increased over 2013 (page 3)

Sales tax revenue growth slowed in the fourth quarter, compared to the third (page 5)

Unemployment continues to decrease, inflation is low and the housing market continues to improve (pages 7-8)

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Summary of All Operating Funds: *Revenue*

- General Fund** revenue ended 2014 **3.2 percent ahead** of 2013, an increase of \$2.6 million. Most of the increase came from the tax category. Retail sales taxes, property taxes, and other taxes combined for \$2.2 million of the total. Actual revenues were higher than anticipated, finishing the year **at 107.4 percent** of budget. A more detailed analysis of General Fund revenue can be found on page 3, and details on sales tax revenue begin on page 5.
- Water/Sewer Operating Fund** actual 2014 revenue is **up 3.6 percent** over 2013 year-end. Actual revenue for the year was **103.1 percent of budget**, reflecting higher than planned collections in water charges and other charges for service, likely due to a drier than average year.
- Surface Water Management Fund** revenues finished 2014 at **94.5 percent of budget**. Revenues in 2014 were **2.3 percent lower** than they were in 2013 due to two main factors. First, a payment for 2014 service was not received from the Lake Washington School District until January, resulting in lower collections commercial storm drainage fees. Also, Department of Ecology grant revenues expected in 2014 will not be received until 2015. Expenditures against these grants did not occur in 2014, and budget will be carried forward to 2015 concurrent with the anticipated grant revenue.
- Solid Waste Fund** finished the year with **102.7 percent of budgeted revenues**. This is **1.6 percent higher** than in 2013, due to growth in residential and commercial collections.
- Overall, in 2014 utility funds revenues were **up 1.8 percent** compared to 2013, and finished the year at **101.3 percent of budget**.

Resources by Fund	Year-to-Date Actual			Budget			% of Budget	
	12/31/2013	12/31/2014	% Change	2013	2014	% Change	2013	2014
General Gov't Operating:								
General Fund	82,401,651	85,022,180	3.2%	77,699,996	79,131,481	1.8%	106.1%	107.4%
Other General Gov't Operating Funds	25,020,698	26,459,940	5.8%	23,452,132	24,695,374	5.3%	106.7%	107.1%
Total General Gov't Operating	107,422,349	111,482,119	3.8%	101,152,128	103,826,855	2.6%	106.2%	107.4%
Utilities:								
Water/Sewer Operating Fund	24,896,223	25,780,904	3.6%	24,428,065	25,017,543	2.4%	101.9%	103.1%
Surface Water Management Fund	9,271,077	9,059,856	-2.3%	9,224,823	9,583,289	3.9%	100.5%	94.5%
Solid Waste Fund	16,054,027	16,305,834	1.6%	15,954,564	15,875,727	-0.5%	100.6%	102.7%
Total Utilities	50,221,327	51,146,594	1.8%	49,607,452	50,476,559	1.8%	101.2%	101.3%
Total All Operating Funds	157,643,676	162,628,713	3.2%	150,759,580	154,303,414	2.4%	104.6%	105.4%

Connect with Office of Emergency Management on Social Media

The City of Kirkland's Office of Emergency Management (OEM) is now on Facebook and Twitter: www.facebook.com/kirklandOEM and @OEMKirkland on Twitter.

Currently, both sites provide emergency preparedness information and resources. During major disasters and emergencies, city information will be posted and regional information will be shared on these social media channels.

The OEM aims to create a link between the community and the OEM by raising awareness of emergency management and by providing useful links and information on how to prepare the whole community for all hazards. Thus, the Kirkland community and its neighbors are highly encouraged to 'like' and 'follow' both social media channels.

According to the Federal Emergency Management Agency (FEMA) "Increasingly the public is turning to social media technologies to obtain up-to-date information during emergencies and to share data about the disaster in the form of geo data, text, pictures, video, or a combination of these media."

"In Kirkland, social media is just one more way to reach out to the whole community. It is a great way to have conversations with people who actively use Twitter and Facebook. It is important to be engaged in as many forms of community communication as we can," notes Pattijean Hooper, the City's Emergency Manager.

Summary of All Operating Funds: *Expenditures*

- **General Fund** expenditures excluding transfers finished 2014 **up 6.0 percent** from the year before. Actual expenditures finished the year at **98.1 percent of budget**. Personnel services spending, which **grew by 3.8%** over 2013 actuals, contributed the largest share of the total fund increase. A more detailed analysis of General Fund expenditures by department can be found on page 4.
- **Other General Government Operating Funds** actual expenditures were **13.5 percent higher** than 2013 due to higher spending in all funds except Cemetery Operating. The Street Operating Fund led the increase, largely due to a delay in PSE billing for street lighting electricity that had the effect of moving charges from 2013 to 2014. Spending in the Information Technology and Fleet Funds grew due to higher planned spending on computer hardware replacement and vehicle fleet replacement, respectively.

In aggregate, other general government operating funds finished 2014 at **91.3%** of budgeted funds spent. The Facilities Maintenance Fund ended the year at the largest percent below budget, finishing the year at **72.7% of budgeted funds** spent. This was largely the result of below budget expenditures for maintenance at the Kirkland Justice Center.
- **Water/Sewer Operating Fund** actual expenditures were **0.8 percent higher** than in 2013. Growth in water purchase charges and taxes was nearly completely offset by declines in other spending categories. In total, the Water/Sewer fund finished 2014 at **97.3 percent of budget**.
- **Surface Water Management Fund** expenditures at the end of December 2014 were **6.9 percent higher** than 2013. Year over year growth was due largely to higher spending on professional services contracts. Expenditures at the end of 2014 were **lower than budgeted, at 88.9 percent** of the yearly budget. All spending categories finished below budget, with under-expenditures for salaries and benefits contributing the largest share.
- **Solid Waste Fund** expenditures were **1.1 percent higher** in 2014 than in 2013. Small increases in expenditures for the waste disposal contract and other charges were mostly offset by flat spending and declines elsewhere. Expenditures in the fund finished 2014 at **98.6 percent of budget**, as above budget spending on supplies was more than offset by savings in other areas.

Expenditures by Fund	Year-to-Date Actual			Budget			% of Budget	
	12/31/2013	12/31/2014	% Change	2013	2014	% Change	2013	2014
General Gov't Operating:								
General Fund	72,383,206	76,745,261	6.0%	74,462,940	78,242,251	5.1%	97.2%	98.1%
Other General Gov't Operating Funds	17,189,875	19,513,185	13.5%	20,736,979	21,362,661	3.0%	82.9%	91.3%
Total General Gov't Operating	89,573,081	96,258,447	7.5%	95,199,919	99,604,912	4.6%	94.1%	96.6%
Utilities:								
Water/Sewer Operating Fund	20,767,593	20,927,767	0.8%	20,909,022	21,489,544	2.8%	99.3%	97.4%
Surface Water Management Fund	5,431,831	5,807,315	6.9%	6,546,354	6,532,048	-0.2%	83.0%	88.9%
Solid Waste Fund	15,537,161	15,704,029	1.1%	15,374,063	15,922,630	3.6%	101.1%	98.6%
Total Utilities	41,736,584	42,439,111	1.7%	42,829,439	43,944,222	2.6%	97.4%	96.6%
Total All Operating Funds	131,309,665	138,697,558	5.6%	138,029,358	143,549,134	4.0%	95.1%	96.6%

General Fund Revenue

- **Sales tax** revenue allocated to the General Fund in 2014 was **8.3 percent higher** than it was in 2013. This was more than budgeted, as sales tax is budgeted on a one year lag, with **115.2 percent of budget** collected by the end of the year. A detailed analysis of total sales tax revenue can be found starting on page 5.
- **Property tax** finished 2014 at **99.6 percent of budget**, which was slightly ahead of last year with **2.8 percent more** collected than in 2013. This was also above the 98 percent average property tax collections normally seen in King County.
- **Utility tax** collections finished 2014 **at budget with 100.4 percent** collected. Revenues were **down 0.7 percent** compared to 2013 due to partially offsetting factors of lower private utility (including electric and telephone) tax revenues collections and higher public utility (water, sewer, and solid waste) tax collections. Both years include the impact of one time revenue from an audit of telephone utility companies.
- **Other taxes** actual revenue was **36.9 percent higher** than in 2013 due mainly to an increase in revenue from card games, punch board and pull tabs and leasehold excise tax. This led to this category finishing the year at **137.1 percent of budget**.
- The **business licenses (base fee) and franchise fees** were **2.3 percent** higher than in 2013 and finished 2014 **above budget at 104.0 percent**.
- Collections from the **revenue generating regulatory license fee** were **0.3 percent higher** than in 2013. Revenues were above forecast at **105.7 percent of budget**. This tax is charged to employers on a per-employee basis, and it can fluctuate based on the timing of when businesses submit their payments.
- **Development-related fee** revenues were collectively **down 3.6 percent** in 2014 compared to the high level of revenue in 2013. **Plan check fees** finished the year **down 14.9 percent**, while **Building, Structural and Equipment permits** were **up 5.9 percent** over 2013. **Planning fees** revenue **decreased 2.5 percent**, while **Engineering Services** collected **11.9 percent less** than in 2013. Though below 2013 levels in several categories, **development-related fee** revenues still ended the year at **133.9% of budget**. Note that a significant portion of this additional revenue is for work yet to be completed and has been set aside in reserve for this purpose.
- **Fines and Forfeitures** were **down 2.2 percent from 2013** due to a decrease in civil traffic fines. This revenue source finished the year **above budget expectations at 109.8 percent**, due largely to parking fines.
- **Miscellaneous** revenue finished the year **up 17.2 percent** from 2013 due to higher collections from Rents, Leases and Concessions. This category was **above budget projections at 158.1 percent of budget**.

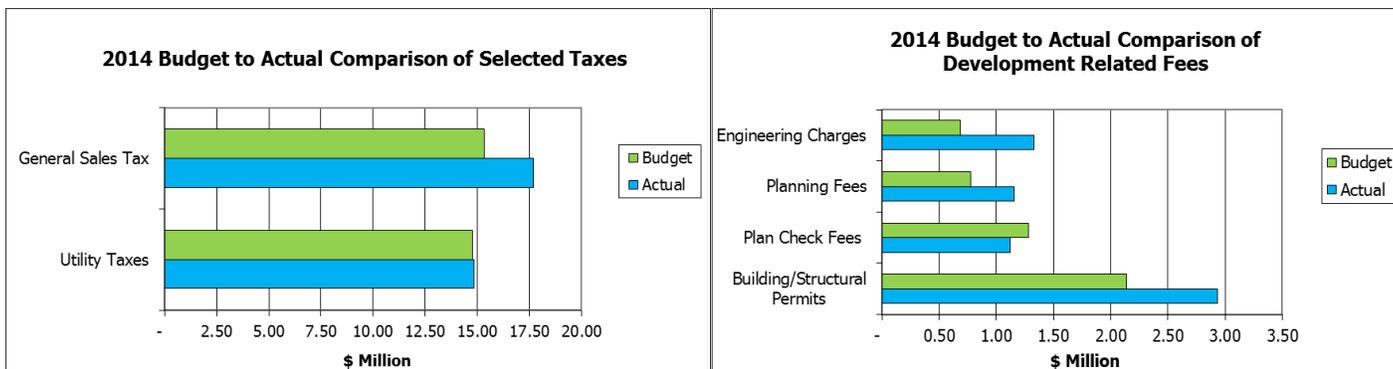
General Fund revenues ended 2014 \$2.6 million higher than in 2013 largely due to growth in sales and property taxes.

The General Fund is the largest of the General Government Operating funds. It is primarily tax supported and accounts for basic services such as public safety, parks and recreation, and community development.

- Many significant General Fund revenue sources are economically sensitive, such as sales tax and development-related fees.
- In 2014 about 428 of the City's 556 regular employees were budgeted within the general fund.

General Fund Resource Category	Year-to-Date Actual			Budget			% of Budget	
	12/31/2013	12/31/2014	% Change	2013	2014	% Change	2013	2014
Taxes:								
Retail Sales Tax: General	16,335,313	17,693,747	8.3%	15,057,904	15,353,571	2.0%	108.5%	115.2%
Retail Sales Tax Credit: Annexation	3,787,395	3,763,633	-0.6%	3,415,626	3,415,626	0.0%	110.9%	110.2%
Retail Sales Tax: Criminal Justice	1,808,722	1,940,117	7.3%	1,634,287	1,666,973	2.0%	110.7%	116.4%
Property Tax	16,429,671	16,888,059	2.8%	16,619,200	16,953,959	2.0%	98.9%	99.6%
Utility Taxes	14,951,529	14,840,227	-0.7%	14,618,866	14,779,443	1.1%	102.3%	100.4%
Rev Generating Regulatory License	2,479,881	2,486,120	0.3%	2,328,005	2,351,285	1.0%	106.5%	105.7%
Other Taxes	1,074,672	1,471,230	36.9%	1,063,975	1,073,303	0.9%	101.0%	137.1%
Total Taxes	56,867,183	59,083,132	3.9%	54,737,863	55,594,160	1.6%	103.9%	106.3%
Licenses & Permits:								
Building, Structural & Equipment Permits	2,769,879	2,932,101	5.9%	2,013,727	2,140,892	6.3%	137.5%	137.0%
Business Licenses/Franchise Fees	4,365,953	4,465,260	2.3%	4,191,459	4,295,440	2.5%	104.2%	104.0%
Other Licenses & Permits	506,993	523,483	3.3%	319,266	330,001	3.4%	158.8%	158.6%
Total Licenses & Permits	7,642,825	7,920,844	3.6%	6,524,452	6,766,333	3.7%	117.1%	117.1%
Intergovernmental:								
Grants and Federal Entitlements	102,803	157,740	53.4%	198,622	112,421	-43.4%	51.8%	140.3%
State Shared Revenues & Entitlements	1,012,717	1,105,059	9.1%	1,033,781	1,237,172	19.7%	98.0%	89.3%
EMS	884,645	884,645	0.0%	884,645	884,645	0.0%	100.0%	100.0%
Total Intergovernmental	2,000,165	2,147,444	7.4%	2,117,048	2,234,238	5.5%	94.5%	96.1%
Charges for Services:								
Internal Charges	5,229,777	5,390,549	3.1%	5,396,481	5,717,970	6.0%	96.9%	94.3%
Engineering Services	1,511,947	1,332,605	-11.9%	951,385	689,483	-27.5%	158.9%	193.3%
Plan Check Fee	1,318,431	1,122,116	-14.9%	1,082,220	1,279,914	18.3%	121.8%	87.7%
Planning Fees	1,185,075	1,155,380	-2.5%	848,164	775,550	-8.6%	139.7%	149.0%
Recreation	1,211,928	1,324,054	9.3%	1,160,300	1,160,300	0.0%	104.4%	114.1%
Other Charges for Services	2,197,827	2,172,728	-1.1%	2,210,020	2,190,907	-0.9%	99.4%	99.2%
Total Charges for Services	12,654,985	12,497,432	-1.2%	11,648,570	11,814,124	1.4%	108.6%	105.8%
Fines & Forfeits	2,167,477	2,120,029	-2.2%	1,928,925	1,929,999	0.1%	112.4%	109.8%
Miscellaneous	1,069,015	1,253,298	17.2%	743,138	792,627	6.7%	143.9%	158.1%
Total Revenues	82,401,651	85,022,180	3.2%	77,699,996	79,131,481	1.8%	106.1%	107.4%
Other Financing Sources:								
Interfund Transfers	402,008	319,955	N/A	402,008	319,955	-20.4%	100.0%	100.0%
Total Other Financing Sources	402,008	319,955	N/A	402,008	319,955	-20.4%	100.0%	100.0%
Total Resources	82,803,659	85,342,135	3.1%	78,102,004	79,451,436	1.7%	106.0%	107.4%

General Fund Revenue *continued*



General Fund Department Expenditures	Year-to-Date Actual			Budget			% of Budget	
	12/31/2013	12/31/2014	% Change	2013	2014	% Change	2013	2014
Non-Departmental	1,925,584	1,699,064	-11.8%	1,647,921	1,447,774	-12.1%	116.8%	117.4%
City Council	384,828	422,803	9.9%	403,932	457,470	13.3%	95.3%	92.4%
City Manager's Office	1,773,461	1,812,328	2.2%	2,064,111	1,951,468	-5.5%	85.9%	92.9%
Municipal Court	2,130,296	2,256,152	5.9%	2,249,404	2,301,428	2.3%	94.7%	98.0%
Human Resources	1,251,226	1,370,516	9.5%	1,263,257	1,451,068	14.9%	99.0%	94.4%
City Attorney's Office	1,327,445	1,322,968	-0.3%	1,371,489	1,384,479	0.9%	96.8%	95.6%
Parks & Community Services	7,012,622	7,542,480	7.6%	7,453,991	7,738,916	3.8%	94.1%	97.5%
Public Works (Engineering)	4,230,353	4,701,012	11.1%	4,756,261	5,079,098	6.8%	88.9%	92.6%
Finance and Administration	4,462,510	4,693,634	5.2%	4,590,803	4,874,055	6.2%	97.2%	96.3%
Planning & Community Development	3,470,275	3,711,738	7.0%	3,753,152	3,871,077	3.1%	92.5%	95.9%
Police	22,551,653	24,082,508	6.8%	22,804,767	24,447,897	7.2%	98.9%	98.5%
Fire & Building	21,862,953	23,130,057	5.8%	22,103,852	23,237,521	5.1%	98.9%	99.5%
Total Expenditures	72,383,206	76,745,261	6.0%	74,462,940	78,242,251	5.1%	97.2%	98.1%
Other Financing Uses:								
Interfund Transfers	8,035,883	6,138,738	-23.6%	10,352,901	4,915,588	-52.5%	77.6%	124.9%
Total Other Financing Uses	8,035,883	6,138,738	-23.6%	10,352,901	4,915,588	-52.5%	77.6%	124.9%
Total Expenditures & Other Uses	80,419,090	82,883,999	3.1%	84,815,841	83,157,839	-2.0%	94.8%	99.7%

Comparing 2014 and 2013 expenditures:

In 2014, excluding interfund transfers, General Fund expenditures were **6.0 percent higher** than 2013, although this increase was budgeted for as year-end expenditures were **98.1 percent** of total budgeted expenses. Expenditures were higher in 2014 compared to 2013 in nearly every General Fund department, largely due to increases in personnel costs, either through additional overtime or cost of living adjustments. Other specific reasons for increased expenditures are highlighted below. Despite this increase, 2014 expenditures were under budget in each General Fund department. This is due primarily to salary, wage and benefit savings as well as savings on professional services contracts. Non departmental spending exceeded budget in 2014, due largely to spending from the legal services reserves.

2014 General Fund actual expenditures (excluding "other financing uses") were 6.0 percent higher than they were in 2013.

- Expenditures for **Non-departmental** were **down 11.8 percent** largely due to lower spending for outside legal services. Despite this decrease, Non-departmental finished 2014 **above budget expectations at 117.4 percent**, due largely to the use of the legal services reserve primarily for litigation related to the CKC.
- Actual **Interfund Transfers** finished 2014 at **124.9 percent of budget**. This is because a transfer from the General Fund for the Public Safety Building, which was budgeted in 2013, occurred in 2014.
- Actual 2014 expenditures for the **City Council increased 9.9 percent** from 2013, due largely to spending for the citizen survey, which is conducted every even numbered year consistent with development of the biennial budget.
- The **City Manager's Office** finished 2014 at **92.9 percent of budget** mostly due to savings in professional services. These savings were primarily related to the Police Strategic Plan, which has been delayed until the 2015-2016 biennium

Continued on page 5

Financial Management Report as of December 31, 2014

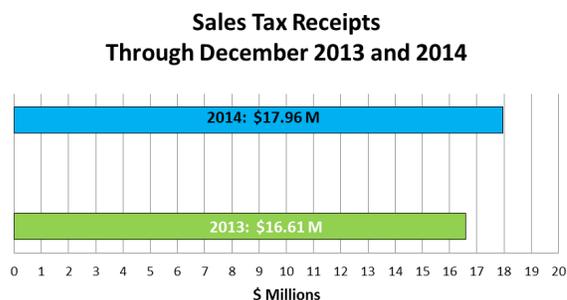
- End of year expenditures for the **Parks & Community Services Department** were at **97.5 percent of budget**, due mainly to professional services contract expenditures being lower than budgeted.
- **Planning and Community Development** and **Public Works - General Fund** expenditures were **95.9 percent and 92.6 percent of budget**, respectively, due to personnel services savings in both departments.
- **Police** expenditures ended the year at **98.5 percent** of budget. Jail contract costs ended the year **172.9 percent over** budget due to the need to house inmates at third party facilities. However, salary and benefit savings for delayed hiring of Corrections Officers and below budget spending on supplies have more than offset this overage. As a result, Jail operations spending finished the year at **98.9 percent** of budget.
- Expenditures for the **Fire & Building Department** finished 2014 with-in projections at **99.5 percent of budget**. Above-budget spending on overtime to provide 24/7 coverage was covered by vacancy savings, resulting in overall savings in personnel services for the year. A summary of Fire District #41 funds in shown in the table to the right. Currently these funds are set aside for the consolidated fire station capital project.

Summary of Fire District 41 Funds	
2014 Revenues & Expenditures	
Beginning Balance	5,223,879
Investment Interest	\$ 23,132
Expenditures:	\$ 50,230
Current Balance	\$ 5,196,781

Sales Tax Revenue Analysis

The 2013 and 2014 totals in this section contain \$270,000 that is passed to the Street Operating Fund, therefore the total is \$270,000 higher than the sales tax figures in the General Fund Revenue table on page 3.

Year-end sales tax revenue was **8.2 percent** higher in 2014 than 2013. This growth in revenue was concentrated in services, other retail and auto/gas retail, with services making up the largest single increase. Sales tax revenue received through December is from sales between November 2013 and October 2014.



Review by business sectors:

- **Contracting ended up 4.4 percent** through December compared to 2013. Construction trends were similar to 2013, with several large commercial and multi-family projects continuing to drive growth along with increases in residential construction, however, growth slowed at the end of the year.
- Sales tax from the retail sectors was collectively **up 6.9 percent** compared to 2013.
- The **auto/gas retail** sector was **up 5.7 percent** compared to 2013.
- The **general merchandise/miscellaneous retail** sector was **up 4.3 percent** in 2014 compared to 2013 due to positive gains from retailers across the city.
- The **retail eating/drinking** sector performance was **up 7.8 percent** compared to 2013. Revenue increases can be attributed to improved sales at many established restaurants along with the opening of some new establishments over the course of the year.
- **Other retail** was **up 11.3 percent** compared to 2013 due to positive performance across most categories, including internet sales, building & garden stores and food & beverage retailers.
- The **services** sector was **up 12.4 percent** compared to 2013. This increase can be attributed to growth from professional scientific services and other services in the sector. Other services include personal care, pet care, dry cleaning and many other services.
- **Wholesale** revenues were **up 10.2 percent** in 2014, outpacing retail sales in general.
- The **miscellaneous** sector was **up 22.5 percent** in 2014, largely due to a one-time revenue in early 2014. If this revenue is excluded the sector would have finished the year up 5.2 percent.

Neighboring Cities Sales Tax
 Bellevue was up 4.5 percent, Redmond was down 6.8 percent through December compared to December 2013.

King County
 King County's sales tax receipts were down 0.6 percent through the end of the year compared to 2013.

Business Sector Group	January-December		Dollar Change	Percent Change	Percent of Total		Percent of \$ Change
	2013	2014			2013	2014	
Services	2,096,563	2,357,155	260,592	12.4%	12.6%	13.1%	19.2%
Contracting	2,739,984	2,860,618	120,634	4.4%	16.5%	15.9%	8.9%
Communications	472,092	501,853	29,761	6.3%	2.8%	2.8%	2.2%
Auto/Gas Retail	4,147,690	4,384,706	237,016	5.7%	25.0%	24.4%	17.4%
Gen Merch/Misc Retail	2,004,660	2,091,289	86,629	4.3%	12.1%	11.6%	6.4%
Retail Eating/Drinking	1,371,105	1,477,789	106,684	7.8%	8.3%	8.2%	7.9%
Other Retail	2,125,084	2,364,892	239,808	11.3%	12.8%	13.2%	17.7%
Wholesale	759,399	837,107	77,708	10.2%	4.6%	4.7%	5.7%
Miscellaneous	888,736	1,088,338	199,602	22.5%	5.4%	6.1%	14.7%
Total	16,605,313	17,963,747	1,358,434	8.2%	100.0%	100.0%	100.0%

Kirkland's sales tax base is comprised of a variety of businesses which are grouped and analyzed by business sector (according to "North American Industry Classification System" or NAICS). Nine business sector groupings are used to compare 2013 and 2014 sales tax receipts in the table to the left.

Month	Sales Tax Receipts		Dollar Change	Percent Change
	2013	2014		
January	1,333,113	1,390,304	57,191	4.3%
February	1,618,028	1,800,690	182,662	11.3%
March	1,225,511	1,291,149	65,638	5.4%
April	1,181,984	1,285,803	103,819	8.8%
May	1,387,795	1,601,648	213,853	15.4%
June	1,264,563	1,402,468	137,905	10.9%
July	1,380,475	1,462,879	82,404	6.0%
August	1,369,409	1,542,047	172,638	12.6%
September	1,483,066	1,579,688	96,622	6.5%
October	1,437,663	1,596,001	158,338	11.0%
November	1,479,089	1,551,384	72,295	4.9%
December	1,444,617	1,459,686	15,069	1.0%
Total	16,605,313	17,963,747	1,358,434	8.2%

When analyzing monthly sales tax receipts, there are two items of special note: First, most businesses remit their sales tax collections to the Washington State Department of Revenue on a monthly basis. Small businesses only have to remit their sales tax collections either quarterly or annually, which can create anomalies when comparing the same month between two years. Second, for those businesses which remit sales tax monthly, there is a two month lag from the time that sales tax is collected to the time it is distributed to the City.

- Sales tax revenues for the fourth quarter of 2014 were 5.6 percent higher than the fourth quarter of 2013.
- In October and November revenues were up 11.0 percent and 4.9 percent respectively on the strength of improved performance from the services, retail and wholesale sectors. December sales were up 1.0 percent, slowed by a weak month in contracting sales tax. If contracting is excluded from December's totals, the month was up 4.9 percent over the same month in 2013.

Sales tax revenue in 2014 was the highest on record at nearly \$18.0 million; the previous highs were 2013 at \$16.6 million and 2007's pre-recession/pre-annexation peak of \$16.5 million. The totals from 2014 and 2013 include annexation area revenues of \$516,000 in 2013 and \$531,000 in 2014. Three sectors, services, other retail, and auto/gas retail, accounted for over half of the sales tax growth. These growth sectors are heavily dependent on consumer spending and can be sensitive to the wider economic environment.

Revenues grew throughout 2014 against the economic backdrop of increasing consumer confidence levels and decreasing unemployment levels, so the economic outlook is encouraging.

Kirkland's sales tax base is further broken down by business district (according to geographic area), as well as "unassigned or no district" for small businesses and businesses with no physical presence in Kirkland.

Comparing to the same period last year:

Totem Lake, which accounted for 29.2 percent of the total sales tax receipts in 2014, was **up 5.6 percent** due to the continued sales growth in the automotive/gas retail sector and repairs & maintenance with mixed results in other sectors. Sixty percent of this business district's revenue comes from the auto/gas retail sector.

NE 85th Street, which made up 13.9 percent of the total sales tax receipts in 2014, was **up 5.7 percent** compared to 2013. This area's sales grew due to improving auto retail and general retail sales. These two retail sectors contribute 82.2 percent of this business district's revenue.

Downtown, which accounted for 6.2 percent of 2014 sales tax receipts, was **up 1.6 percent**. Retail eating and drinking establishment revenues grew the most out of any sector downtown in 2014, with other sectors being mixed.

Carillon Point & Yarrow Bay, which account for 2.1 percent of the total sales tax receipts, were **up 5.3 percent** compared to 2013. About 68.1 percent of this business district's revenue came from retail eating/drinking and accommodations in 2014.

Houghton & Bridle Trails, which produced 2.5 percent of the total sales tax receipts in 2014, were **up 0.5 percent** due to growth in retail food stores, wholesale and amusements being mostly offset by decreases from other sectors.

Juanita, which generated 1.5 percent of the total 2014 sales tax receipts, was **down 0.5 percent** compared to 2013. Revenues were mixed with decreases in retail eating/drinking establishments and other businesses being slightly greater than increases from sporting goods and recreation sales.

North Juanita, Kingsgate, & Finn Hill accounted for 3.0 percent of the total sales tax receipts in 2014 and were **up 2.9 percent** over 2013. Overall, Kingsgate grew the most out of these neighborhoods with growth of 6.9 percent, with Finn Hill and North Juanita increasing modestly at 1.1 and 0.6 percent, respectively.

Year-end tax receipts by business district for 2013 and 2014 are compared in the table on the next page.

Financial Management Report as of December 31, 2014

When reviewing sales tax receipts by business district, it's important to be aware that 41.7 percent of the revenues received in 2014 were in the "unassigned or no district" category largely due to contracting and other revenue, which includes revenue from internet, catalog sales and other businesses located outside of the City. This percentage has grown in recent years as internet sales have grown in volume.

Business District	Jan - December Receipts		Dollar Change	Percent Change	Percent of Total	
	2013	2014			2013	2014
Totem Lake	4,974,159	5,251,717	277,558	5.6%	30.0%	29.2%
NE 85th St	2,354,155	2,488,823	134,668	5.7%	14.2%	13.9%
Downtown	1,101,528	1,119,629	18,101	1.6%	6.6%	6.2%
Carillon Pt/Yarrow Bay	350,227	368,939	18,712	5.3%	2.1%	2.1%
Houghton & Bridle Trails	446,991	449,119	2,128	0.5%	2.7%	2.5%
Juanita	266,131	264,747	(1,384)	-0.5%	1.6%	1.5%
Kingsgate	180,265	192,774	12,509	6.9%	1.1%	1.1%
North Juanita	239,467	240,946	1,479	0.6%	1.4%	1.3%
Finn Hill	96,275	97,339	1,064	1.1%	0.6%	0.5%
Unassigned or No District:						
Contracting	2,737,360	2,854,267	116,907	4.3%	16.5%	15.9%
Other	3,858,756	4,635,447	776,691	20.1%	23.2%	25.8%
Total	16,605,313	17,963,747	1,358,434	8.2%	100.0%	100.0%

Sales Tax Revenue Outlook Sales tax growth slowed between the third and fourth quarter of 2014 after growing quickly during the first three quarters of the year. The high growth in year-over-year sales tax that was experienced in 2013 slowed over the course of the year in 2014, however, revenues have remained at record setting levels in dollar terms. Big ticket items, such as auto purchases and contracting services, were significant contributors to growth in 2014, but growth in services and other retail contributed more to increased revenues in 2014. Together, these four sectors accounted for 63.2 percent of the increases in sales tax for the year. All other major sectors in the City experienced growth in 2014, as did most districts with the exception of Juanita.

OFFICE VACANCIES:

According to the latest report from CB Richard Ellis Real Estate Services, Kirkland's office vacancy rate in 2014 was 4.5 percent, significantly lower than the Puget Sound total vacancy rate of 13.7 percent, and an improvement from 2013's vacancy rate of 8.1 percent. Overall the Eastside has become the strongest office market in the Puget Sound region, with an office vacancy rate of 11 percent, better even than downtown Seattle's vacancy rate of 12.4 percent.

The region currently has 5.5 million square feet of office space under construction, nearly 2.5 times more than this time last year. This includes projects on the Eastside, with over 1.5 million square feet planned in Bellevue and 180,000 in Kirkland, while the Amazon expansion is contributing to over 2 million square feet of new office space in Seattle's Lake Union neighborhood.

LODGING TAX REVENUE:

Lodging tax revenue grew compared to 2013, finishing the year up 10.2 percent, an increase of \$25,021. This meant revenues finished 2014 at 114.8 percent of budget.

Economic Environment Update The Washington State economy continued to expand, adding 23,700 nonfarm jobs in the fourth quarter of 2014, according to the February 2015 update from the Washington State Economic and Revenue Forecast Council. This growth was stronger than forecasted and rounds out a year of strong employment growth in the state, with nonfarm employment growing by 90,300 jobs in 2014.

The Conference Board's **Consumer Confidence Index** decreased from 94.5 in October to 91.0 in November but rebounded to 92.6 in December. A rating of 100 equals the 1985 consumer confidence level. Consumer confidence has grown significantly over the course of the year, rising from 77.5 in December 2013 to the year's high point in October (94.5) and finishing the year at 92.6, a one-year increase of 15.1 points.

The Bureau of Labor Statistics **unemployment data** from December show the seasonally adjusted national rate decreased to 5.6 percent in December, decreasing 1.1 percent from December 2013's unemployment of 6.7 percent. Washington State unemployment ended the year at 6.3 percent in December, decreasing from 6.7 percent in December 2013. Local unemployment rates declined for King County, moving from 4.7 percent in December 2013 to 4.1 percent in December 2014. Kirkland's unemployment rate dropped from 4.5 percent in December 2013 to 4.2 percent in December 2014. Note that the Bureau of Labor Statistics (BLS) data for the City of Kirkland does not yet include the 2011 annexation areas, and these areas will not be included until early 2015 when the database will be updated based on Census data, according to the BLS. Unemployment data is reported on a one month lag at the national and state levels and on a two month lag at the county and city levels.

The Western Washington Purchasing Manager Index indicated continued growth in economic activity in December 2014. The index was at 56.2 in December, which is positive since an index reading greater than 50 signals an expanding economy.

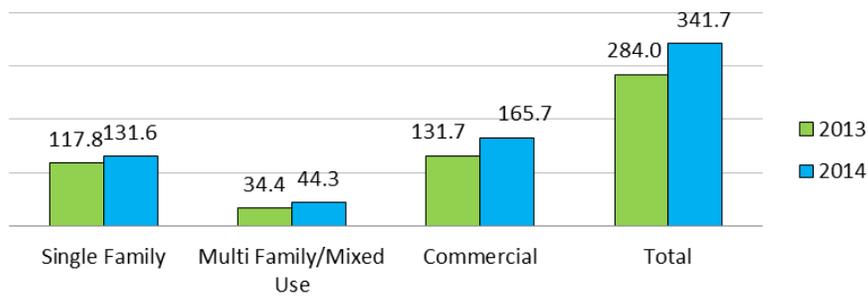
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Economic Environment Update *continued*

Local **building permitting activity** has risen compared to 2013 in terms of the valuation for 2014. Permitting activity has increased in every major category, with the largest dollar increase coming from commercial permits and the largest increase by percentage coming from multi-family/mixed use permits. Permit activity in the fourth quarter was equal to the third quarter, with each of those quarters accounting for 22 percent of the year's development valuations.

The **housing market** was strong, but stable in the fourth quarter of 2014 with the Case-Shiller housing index for the Seattle metro area remaining stable at nearly 170. The pre-recession peak index score was 192.3 in July 2007. There were 110,000 new housing permits issued in the fourth quarter of 2014 according to the Washington State Economic and Revenue Council, accounting for 27 percent of housing permits in 2014. The sale prices of existing home have remained robust over the past year and were stable during the fourth quarter, although prices were still 11.7 percent below their 2007 peak. **Inflation** in the Seattle area remained low. In December 2014, the Seattle core CPI increased 1.7 percent compared to the previous December while the national CPI increased only 0.8 percent.

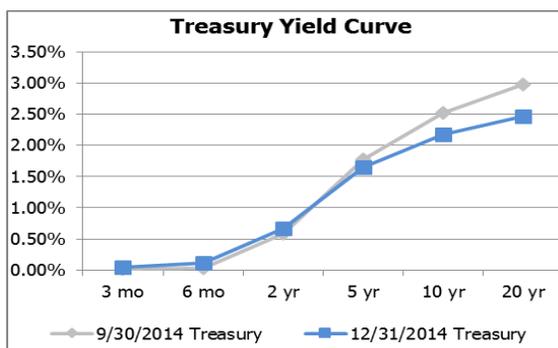
Valuation of Building Permits
Fourth Quarter Total 2013 and 2014
(in millions \$)



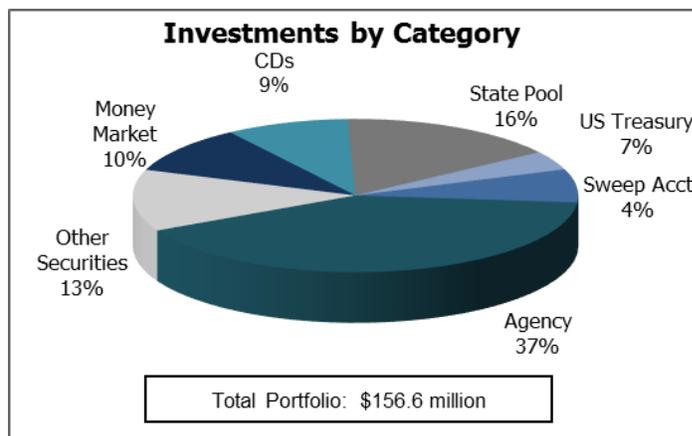
Investment Report

MARKET OVERVIEW

The U.S. economy slowed in the last quarter of 2014 with Gross Domestic Product (GDP) increasing at an annual rate of 2.2 percent October through December. The Fed Funds rate continued to remain at 0 to 0.25 percent, where it is expected to stay until mid-to-late 2015. The yield curve flattened slightly with rates from 6 months to 2 years rising and the 5 to 20 year rates falling.



The City's portfolio increased to \$156.6 million on December 31, 2014 compared to \$147 million on September 30, 2014. Portfolio balances typically increase in the 4th quarter with the collection of the 2nd half of the property taxes paid in October and November.



CITY PORTFOLIO

The primary objectives for the City of Kirkland's investment activities are: legality, safety, liquidity and yield. Additionally, the City diversifies its investments according to established maximum allowable exposure limits so that reliance on any one issuer will not place an undue financial burden on the City.

Diversification

The City's current investment portfolio is composed of Government Sponsored Enterprises (GSEs) bonds, US Agency bonds, State and Local Government bonds, the State Investment Pool, an overnight bank sweep account, a bank money market account and bank certificates of deposit. City investment procedures allow for 100% of the portfolio to be invested in U.S. Treasury or Federal Government obligations.

Financial Management Report as of December 31, 2014

2014 ECONOMIC OUTLOOK and INVESTMENT STRATEGY

The outlook for growth in the U.S. economy looks mostly unchanged from that of three months ago, according to 39 forecasters surveyed by the Federal Reserve Bank of Philadelphia. The U.S. economy is expected to grow at an annual rate of 3.2 percent in 2015 and 2.9 percent in 2016. CPI inflation is expected to average 1.1 percent in 2015 and 2.1 percent in 2016. The unemployment rate is expected to average 5.4 percent in 2015 and fall to 5.1 percent in 2016. The Fed Funds rate, currently at 0 to 0.25%, is expected to remain at this level throughout into middle or late 2015.

It is expected that rates will slowly but steadily increase throughout 2015. As opportunities are available, the City will purchase securities with longer duration to realize increased returns and continue to the process of rebalancing the investment portfolio.

The State Pool is currently at 0.13% and will continue to remain low as the Fed Funds rate remains at 0.00 to 0.25 percent. Total estimated investment income for 2015 is \$922,055.

Investment Report *continued*

Liquidity

The target duration for the City's portfolio is based on the 0-5 year U.S. Treasury. The average maturity of the City's investment portfolio increased from 1.38 years on September 30, 2014 to 1.44 years on December 31, 2014.

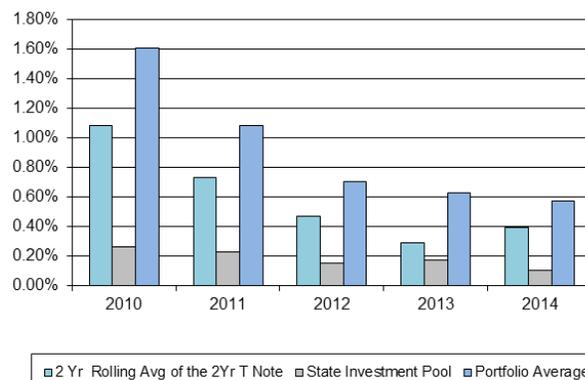
Yield

The City contracted with Government Portfolio Advisors in the 2nd half of 2014. With their advice, the City began the process of rebalancing the investment portfolio to take advantage of rising interest rates. Rebalancing involves selling some of the low performing securities and replacing them with securities generating greater interest returns. As a result, the portfolio yield to maturity increased to 0.62 percent on December 31, 2014 from 0.57 percent on September 30, 2014. The City's portfolio benchmark is the range between the 90 day Treasury Bill and the 2 year rolling average of the 2 year Treasury Note. This benchmark is used as it is reflective of the maturity guidelines required in the Investment Policy adopted by City Council.

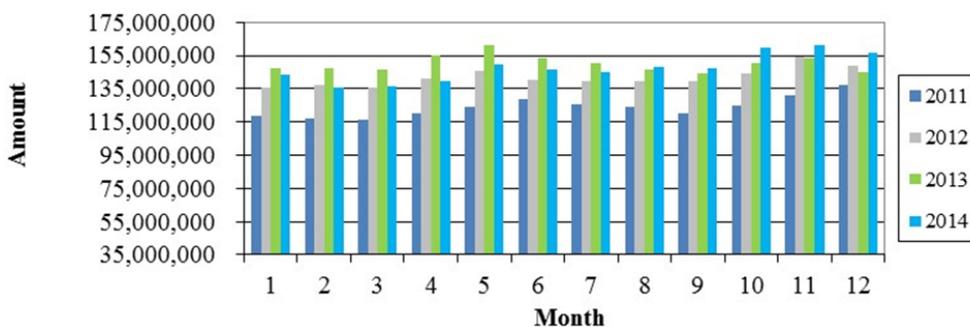
The City's portfolio outperformed both the 90 day T Bill and the 2 year rolling average of the 2 year Treasury Note which was 0.39 percent on December 31, 2014.

The City's practice of investing further out on the yield curve than the State Investment Pool results in earnings higher than the State Pool during declining interest rates and lower earnings than the State Pool during periods of rising interest rates. This can be seen in the adjacent graph.

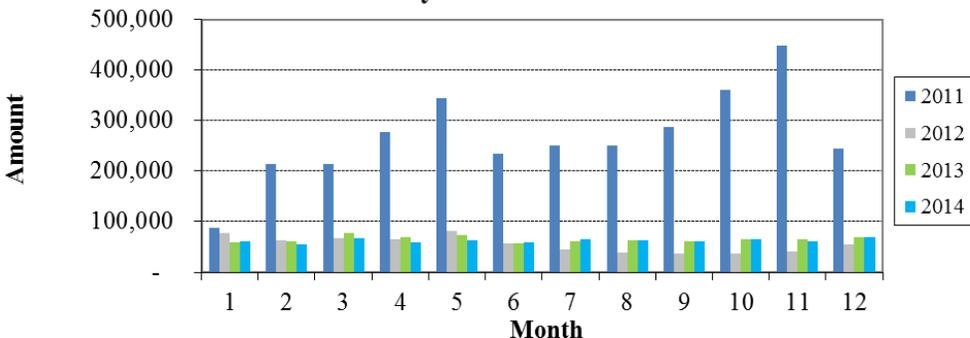
Investment Interest Rate Comparisons



Portfolio Size



Monthly Interest Earned



RESERVES are an important indicator of the City's fiscal health and effectively represent "savings accounts" that are established to meet unforeseen budgetary needs (general purpose reserves) or are dedicated to a specific purpose. The reserves are listed with their revised estimated balances as of December 31, 2014. These amounts will be reconciled with actual results as part of the March 2015 budget adjustments.

Reserve Analysis

General Purpose Reserves

- The **Revenue Stabilization Reserve** was used almost in its entirety during the 2009-10 biennium as part of the budget balancing strategy to address the severe economic downturn, which allowed the City to mitigate some negative impacts to services. The planned contributions in 2014 brought this reserve back to target levels by the end of the fourth quarter.
- The **Building and Property Reserve** has been identified as an available funding source for facility expansion and renovation projects and a significant portion was planned to be used during the 2013-14 biennium, causing it to finish the year slightly below target.
- The **General Capital Contingency Reserve** was used to fund project cost increases in the previous biennium, so replenishment is still underway, with over \$700,000 added in 2014. This fund is still in need of further replenishments in order to reach its target balance.

General Capital Reserves

- Real estate activity was strong again in 2014, with activity similar to 2013. **Real Estate Excise Tax (REET)** collections finished the year **2.2 percent ahead of 2013**. Revenue through the end of the year was **196 percent of budget**, so the current budgeted ending balance does not reflect actual revenue trends. This budget amount was adjusted upward for the 2015-16 biennium. \$270,000 REET 2 reserves was authorized during the fourth quarter to fund targeted transportation projects on the Juanita Drive corridor.
- Impact fees** are also significantly ahead of the 2014 budget, finishing the year with \$2.8 million in revenue above budget. Transportation impact fees are 76.2 percent ahead of the same period last year and park impact fees are 44.1 percent ahead. There is minimal planned use of transportation impact fees for capital projects and no planned use of park impact fees for park capital projects in the current budget cycle except for debt related to parks. Use of these funds will be evaluated as part of the 2015 CIP evaluation. As with REET, the budgeted ending balance for Impact Fees was increased for the 2015-16 biennium.

Reserves	Est. 2013 Beginning Balance	Adopted 2014 Ending Balance	Revised 2014 Ending Balance	2013-14 Target	Revised Over (Under) Target
GENERAL PURPOSE RESERVES WITH TARGETS					
General Fund Reserves:					
General Fund Contingency	50,000	50,000	3,382	50,000	(46,618)
General Oper. Reserve (Rainy Day)	2,806,513	2,806,513	2,806,513	4,219,482	(1,412,969)
Revenue Stabilization Reserve	1,231,431	2,468,068	2,468,068	2,468,068	0
Building & Property Reserve	2,137,598	571,579	571,579	600,000	(28,421)
Council Special Projects Reserve	250,000	178,372	15,059	250,000	(234,941)
Contingency	2,201,870	2,426,425	2,426,425	4,275,442	(1,849,017)
General Capital Contingency*	2,806,513	4,352,261	3,532,261	5,735,330	(2,203,069)
General Purpose Reserves with Targets	11,483,925	12,853,218	11,823,287	17,598,322	(5,775,035)
ALL OTHER RESERVES WITH TARGETS					
General Fund Reserves:					
Litigation Reserve	350,000	350,000	350,000	50,000	300,000
Firefighter's Pension Reserve*	1,746,298	1,484,209	1,484,209	1,568,207	(83,998)
Health Benefits Fund:					
Claims Reserve*	1,187,813	2,615,856	2,615,856	1,424,472	1,191,384
Rate Stabilization Reserve	1,000,000	1,000,000	1,000,000	500,000	500,000
Excise Tax Capital Improvement:					
REET 1**	3,477,948	4,507,512	2,922,724	1,071,000	1,851,724
REET 2**	2,284,826	2,319,112	1,663,483	2,225,500	(562,017)
Water/Sewer Operating Reserve:					
Water/Sewer Operating Reserve	2,414,471	2,414,471	2,414,471	1,979,380	435,091
Water/Sewer Debt Service Reserve:					
Water/Sewer Debt Service Reserve	488,200	498,591	498,591	508,717	(10,126)
Water/Sewer Capital Contingency:					
Water/Sewer Capital Contingency	1,107,600	1,107,600	1,107,600	250,000	857,600
Surface Water Operating Reserve:					
Surface Water Operating Reserve	706,364	706,364	706,364	412,875	293,489
Surface Water Capital Contingency:					
Surface Water Capital Contingency	816,480	816,480	816,480	758,400	58,080
Other Reserves with Targets	15,580,000	17,820,195	15,579,778	10,748,551	4,831,227
Reserves without Targets	35,751,424	37,434,612	37,584,031	n/a	n/a
Total Reserves	62,815,349	68,108,025	64,987,096	n/a	n/a

The target comparison reflects revised ending balances to the targets established in the budget process for those reserves with targets.

General Purpose reserves are funded from general revenue and may be used for any general government function.

All Other Reserves with Targets have restrictions for use either from the funding source or by Council-directed policy (such as the Litigation Reserve).

*Includes replenishments adopted in early April 2013 and adjustments to actual cash balances adopted in June 2013.

**Includes replenishments adopted in April 2013 and adjustments to actual cash balances adopted in June 2013; does not reflect increased collections in 2013-2014.

The summary to the right details all Council authorized uses and additions in the 2013-14 biennium.

USES AND ADDITIONS HIGHLIGHTS		
RESERVE	AMOUNT	DESCRIPTION
2013-14 Council Authorized Uses		
2013 First Quarter Uses	\$302,000	
2013 Second Quarter Uses	\$630,319	
2013 Third Quarter Uses	\$489,981	
2013 Fourth Quarter Uses	\$1,103,451	
2014 First Quarter Uses	\$1,369,000	
2014 Second Quarter Uses	\$174,300	
2014 Third Quarter Uses	\$1,023,355	
Council Special Project Reserve	\$14,013	Human Services Uses
REET 2 Reserve	\$270,000	Juanita Drive Quick Wins
SWM Transp. Reserve	\$204,700	100th Avenue Corridor
2013-14 Council Authorized Additions		
Real Estate Excise Tax 2 - Transp.	\$77,303	Return from NE 120th Street Extension (East)
Surface Water Transportation	\$49,000	Return from NE 112th Street Sidewalk
Council Special Projects Reserve	\$13,500	Return from 9-11 Memorial Sculpture
Development Services 2014 YE Addition	\$2,320,387	

Financial Management Report as of December 31, 2014

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General Fund and Contingency reserves are funded from general purpose revenue and are governed by Council-adopted policies.

Special Purpose reserves reflect both restricted and dedicated revenue for specific purpose, as well as general revenue set aside for specific purposes.

General Capital Reserves provide the City the ability to respond to unexpected changes in costs and accumulate funds for future projects. It is funded from both general revenue and restricted revenue.

Utility reserves are funded from utility rates and provide the utilities with the ability to respond to unexpected costs and accumulate funds for future replacement projects.

Internal service funds are funded by charges to operating departments. They provide for the accumulation of funds for replacement of equipment, as well as the ability to respond to unexpected costs.

Reserves	Description	Est. 2013 Beginning Balance	Adopted 2014 Ending Balance	Additional Authorized Uses/Additions	Revised 2014 Ending Balance
GENERAL FUND/CONTINGENCY					
General Fund Reserves:					
General Fund Contingency	Unexpected General Fund expenditures	50,000	50,000	(46,618)	3,382
General Oper. Reserve (Rainy Day)	Unforeseen revenues/temporary events	2,806,513	2,806,513	0	2,806,513
Revenue Stabilization Reserve	Temporary revenue shortfalls	1,231,431	2,468,068	0	2,468,068
Building & Property Reserve	Property-related transactions	2,137,598	571,579	0	571,579
Council Special Projects Reserve	One-time special projects	250,000	178,372	(163,313)	15,059
Contingency	Unforeseen expenditures	2,201,870	2,426,425	0	2,426,425
Total General Fund/Contingency		8,677,412	8,500,957	(209,931)	8,291,026
SPECIAL PURPOSE RESERVES					
General Fund Reserves:					
Litigation Reserve	Outside counsel costs contingency	350,000	350,000	0	350,000
Labor Relations Reserve*	Labor negotiation costs contingency	65,348	65,348	0	65,348
Police Equipment Reserve*	Equipment funded from seized property	48,685	58,685	0	58,685
LEOFF 1 Police Reserve	Police long-term care benefits	618,079	618,079	0	618,079
Facilities Expansion Reserve	Special facilities expansions reserve	800,000	-	0	0
Development Services Reserve*	Revenue and staffing stabilization	1,004,194	1,437,068	1,260,285	2,697,353
Development Svcs. Technology Reserve	Permit system replacement	264,810	404,810	1,060,102	1,464,912
Tour Dock*	Dock repairs	138,892	171,392	0	171,392
Tree Ordinance*	Replacement trees program	29,717	29,717	0	29,717
Revolving/Donation Accounts*	Fees/Donations for specific purposes	451,090	537,890	0	537,890
Lodging Tax Fund*	Tourism program and facilities	240,991	221,951	0	221,951
Cemetery Improvement*	Cemetery improvements/debt service	662,614	712,174	0	712,174
Off-Street Parking	Downtown parking improvements	147,016	212,836	0	212,836
Firefighter's Pension*	Long-term care/pension benefits	1,746,298	1,484,209	0	1,484,209
Total Special Purpose Reserves		6,567,734	6,304,159	2,320,387	8,624,546
GENERAL CAPITAL RESERVES					
Excise Tax Capital Improvement:					
REET 1**	Parks/transportation/facilities projects, parks debt service	3,477,948	4,507,512	(1,584,788)	2,922,724
REET 2**	Transportation and other capital projects	2,284,826	2,319,112	(655,629)	1,663,483
Impact Fees					
Roads**	Transportation capacity projects	2,060,540	2,066,737	0	2,066,737
Parks**	Parks capacity projects	685,727	598,023	0	598,023
Street Improvement	Street improvements	995,958	995,958	(2,002)	993,956
General Capital Contingency*	Changes to General capital projects	2,806,513	4,352,261	(820,000)	3,532,261
Total General Capital Reserves		12,311,512	14,839,603	(3,062,419)	11,777,184
UTILITY RESERVES					
Water/Sewer Utility:					
Water/Sewer Operating Reserve	Operating contingency	2,414,471	2,414,471	0	2,414,471
Water/Sewer Debt Service Reserve*	Debt service reserve	488,200	498,591	0	498,591
Water/Sewer Capital Contingency	Changes to Water/Sewer capital	1,107,600	1,107,600	0	1,107,600
Water/Sewer Construction Reserve	Replacement/re-prioritized/new projects	9,093,871	8,228,606	0	8,228,606
Surface Water Utility:					
Surface Water Operating Reserve	Operating contingency	706,364	706,364	0	706,364
Surface Water Capital Contingency	Changes to Surface Water capital	816,480	816,480	0	816,480
Surface Water-Transp. Related Rsv	Replacement/re-prioritized/new projects	3,794,629	4,580,229	(1,228,255)	3,351,974
Surface Water Construction Reserve	Trans. related surface water projects	1,990,126	2,577,367	(465,000)	2,112,367
Total Utility Reserves		20,411,741	20,929,708	(1,693,255)	19,236,453
INTERNAL SERVICE FUND RESERVES					
Health Benefits:					
Claims Reserve*	Health benefits self insurance claims	1,187,813	2,615,856	0	2,615,856
Rate Stabilization Reserve	Rate stabilization	1,000,000	1,000,000	0	1,000,000
Equipment Rental:					
Vehicle Reserve*	Vehicle replacements	9,154,784	9,260,709	0	9,260,709
Radio Reserve	Radio replacements	7,686	7,686	0	7,686
Information Technology:					
PC Replacement Reserve*	PC equipment replacements	308,256	482,150	0	482,150
Technology Initiative Reserve	Technology projects	690,207	523,835	0	523,835
Major Systems Replacement Reserve	Major technology systems replacement	245,500	656,200	0	656,200
Facilities Maintenance:					
Operating Reserve	Unforeseen operating costs	550,000	550,000	0	550,000
Facilities Sinking Fund*	20-year facility life cycle costs	1,702,704	2,437,162	(475,711)	1,961,451
Total Internal Service Fund Reserves		14,846,950	17,533,598	(475,711)	17,057,887
Grand Total		62,815,349	68,108,025	(3,120,929)	64,987,096

*Includes replenishments adopted in early April 2013 and adjustments to actual cash balances adopted in June 2013.

**Includes replenishments adopted in April 2013 and adjustments to actual cash balances adopted in June 2013; does not reflect increased collections in 2013-2014.



The Financial Management Report (FMR) is a high-level status report on the City's financial condition that is produced quarterly.

- It provides a **summary budget to actual and year over year comparisons** for year-to-date revenues and expenditures for all operating funds.
 - The **Sales Tax Revenue Analysis** report takes a closer look at one of the City's larger and most economically sensitive revenue sources.
 - **Economic environment** information provides a brief outlook at the key economic indicators for the Eastside and Kirkland such as office vacancies, residential housing prices/sales, development activity, inflation and unemployment.
 - The **Investment Summary** report includes a brief market overview, a snapshot of the City's investment portfolio, and the City's year-to-date investment performance.
 - The **Reserve Summary** report highlights the uses of and additions to the City's reserves in the current year as well as the projected ending reserve balance relative to each reserve's target amount.
- Tracey Dunlap, Deputy City Manager
 - Michael Olson, Deputy Director of Finance & Administration
 - Tom Mikesell, Financial Planning Manager
 - Neil Kruse, Senior Financial Analyst
 - George Dugdale, Senior Financial Analyst
 - Kyle Butler, Budget Analyst
 - Alyshia Saltman, Budget Analyst



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Economic Environment Update References:

- The Conference Board Consumer Confidence Index Press Release December 30, 2014
- Carol A. Kujawa, MA, A.P.P., *ISM-Western Washington, Inc. Report On Business*, Institute for Supply Management-Western Washington, December, 2014
- Quarterly Economic & Revenue Forecast, November 2014—Washington State Economic & Revenue Forecast Council
- Monthly Economic and Revenue Publication, February 2015—Washington State Economic & Revenue Forecast Council
- CB Richard Ellis Real Estate Services, Market View Puget Sound, Fourth Quarter 2014
- CB Richard Ellis Real Estate Services, Market View Puget Sound, Fourth Quarter 2013
- S&P/Case-Shiller Seattle Home Price Index
- U.S. Bureau of Labor Statistics
- Washington State Employment Security Department
- Washington State Department of Revenue
- Washington State Department of Labor & Industries
- City of Kirkland Building Division
- City of Kirkland Finance & Administration Department



CITY OF KIRKLAND
Department of Finance & Administration
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Director of Finance & Administration
 Kyle Butler, Budget Analyst

Date: February 23, 2015

Subject: January Sales Tax Revenue

January sales tax revenue is **up 1.2 percent** compared to January 2014. This figure is skewed because of a large one-time revenue and several large sales tax refunds to businesses in January 2014; if these transactions are excluded, sales tax revenues grew by 4.3 percent year-over-year. Results this month reflect sales activity in November, due to the two month lag in reporting sales tax data.

Comparing January 2015 to January 2014

Comparing collections from the month of January this year and last provides insight into business sector performance controlling for seasonal cycles in sales.

2014-2015 Sales Tax Receipts by Business Sector-Monthly Actuals

Business Sector Group	January		Dollar Change	Percent Change	Percent of Total	
	2014	2015			2014	2015
Services	171,888	157,074	(14,814)	-8.6%	12.4%	11.2%
Contracting	139,114	213,040	73,926	53.1%	10.0%	15.1%
Communications	37,348	39,274	1,926	5.2%	2.7%	2.8%
Retail:						
Auto/Gas Retail	359,349	393,192	33,843	9.4%	25.8%	28.0%
Gen Merch/Misc Retail	160,223	172,080	11,857	7.4%	11.5%	12.2%
Retail Eating/Drinking	109,372	113,804	4,432	4.1%	7.9%	8.1%
Other Retail	190,973	192,541	1,568	0.8%	13.7%	13.7%
Wholesale	57,691	56,681	(1,010)	-1.8%	4.1%	4.0%
Miscellaneous	164,346	68,976	(95,370)	-58.0%	11.9%	4.9%
Total	1,390,304	1,406,662	16,358	1.2%	100%	100%

Comparing month to month, January sales tax collections this year are **\$16,400 (1.2 percent)** higher than January 2014. This is part of a slowing growth trend over recent months that is lower than the **4.9 percent** increase from November 2013 to November 2014 but higher than the **1.0 percent** increase from December 2013 to December 2014. January 2014 did have a number of unusually large transactions, including a large one-time receipt of sales tax from a major equipment purchase and several major sales tax refunds that were administered to businesses by the Department of Revenue. If these transactions are excluded, January 2015 grew by **4.3 percent** year-over-year. Next month's sales tax comparisons should provide a useful perspective on spending compared to past years, since it reflects holiday sales activity.

Contracting saw strong growth compared to January 2014 increasing by **53.1 percent**, however, this increase is largely due to a sales tax refund that was administered in January 2014, and if this is excluded the sector is up by **6.7 percent**. This adjusted increase in contracting coincides with growing development activity in the City. The top three improving sectors were rounded out by solid growth in Auto Sales (**9.4 percent**) and General Merchandise Retail (**7.4 percent**). January did experience decreases in revenues compared to 2014 in the miscellaneous sector (**58 percent**) and the services sector (**8.6 percent**). The drop in revenues from the miscellaneous sector is heavily skewed by the previously mentioned revenues from a large one-time purchase and several sales tax refunds, if those are excluded this sector is down **3.9 percent** compared to last year. Services revenues were due to a large one-time revenue in 2014 from an information services company; if this sale is factored out Services are up by **9.7 percent**.

Overall, the month to month comparison shows growth across most business sectors, with the exceptions of Miscellaneous, Services and Wholesale.

National and Regional Economic Context:

Information about wider trends in the economy provides a mechanism to help understand current results in Kirkland, as well as predict future performance. The combination of consumer confidence, unemployment levels, housing data and auto sales provide of the broader economic context for key factors in sales tax revenues.

2014-2015 Wider Economic Indicators

Indicator	Most recent month of data	Unit	Month			Yearly Average	
			Current	Previous	Change	2014	2015
Consumer Confidence							
Consumer Confidence Index	January	Index	102.9	93.1	9.8	86.9	102.9
Unemployment Rate							
National	January	%	5.7	5.6	0.1	6.2	5.7
Washington State	December	%	6.3	6.2	0.1	6.0	n/a
King County	December	%	4.1	4.4	<i>-0.3</i>	4.7	n/a
Kirkland (pre annex boundaries)	December	%	4.2	4.4	<i>-0.2</i>	4.7	n/a
Housing							
New House Permits	December	Thousands	37.8	36.1	1.7	34.4	n/a
Seattle Area Home Prices	November	Index	169.8	170.4	<i>-0.6</i>	167	n/a
Inflation (Core CPI)							
National	December	% Change	0.8	1.3	<i>-0.5</i>	1.6	n/a
Seattle	December	% Change	1.7	2.1	<i>-0.4</i>	1.9	n/a
Car Sales							
New Vehicle Registrations	January	Thousands	23.7	24.9	<i>-1.2</i>	23.4	23.7

Bold numbers indicate data point is highest or lowest in that year.

Numbers in *italics* indicate a negative movement from the previous months data.

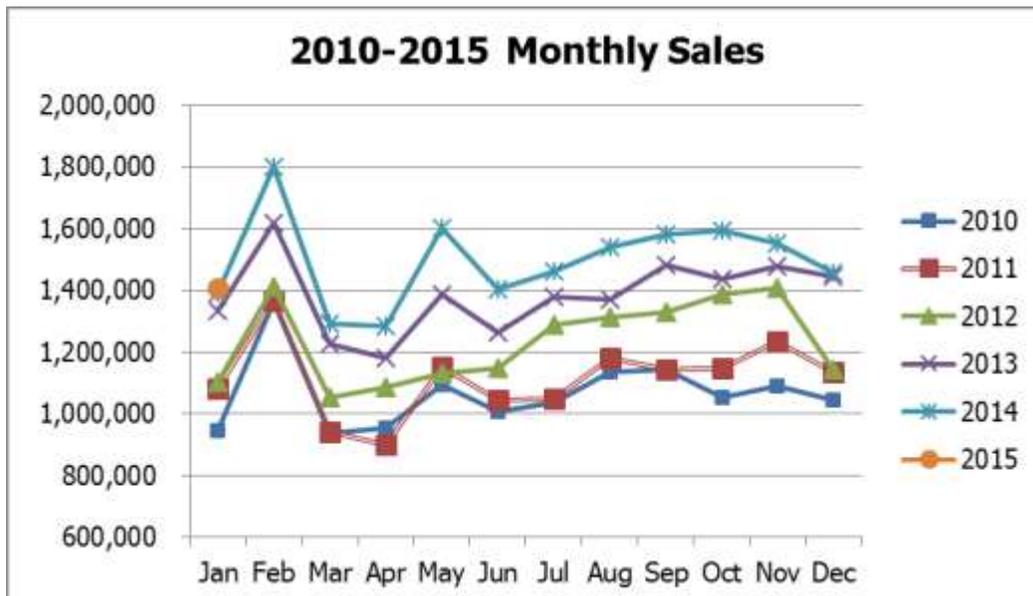
The **Consumer Confidence Index** increased sharply from 93.1 in December to 102.9 in January, riding a rising tide of consumer sentiment stemming from growth in the job market and a declining unemployment rate. The Bureau of Labor Statistics **unemployment data** from January show the seasonally adjusted national rate increasing slightly from 5.6 percent in December to 5.7 percent in January. December is the most recent available month for state and local unemployment rates. Washington State unemployment increased to 6.3 percent in December from 6.2 percent in November. Local unemployment rates declined for King County, moving from 4.4 percent in November to 4.1 percent in December. Kirkland's unemployment rate dropped from 4.4 percent in November to 4.2 percent in December. The low unemployment rates are encouraging, but they are partially due to

“underemployment” and a relatively low labor participation rate of 62.9 percent (compared to the pre-recession high of 66.4 percent), so they should be interpreted with some caution. The National **inflation rate** dropped from 1.3 percent in November to 0.8 percent in December. The Seattle metro area bimonthly inflation rate has dropped from 2.1 percent in October to 1.7 percent in December. The Federal Reserve’s target inflation rate is 2 percent.

Analysis of statewide vehicle registrations and housing market indicators provides useful information on the health of two of the City’s most important sales tax categories. After steadily climbing for over two years, **Seattle area home prices** have remained relatively flat for the past six months. The number of new housing permits improved in the fourth quarter of 2014, with November and December having the most and second most monthly permits in 2014, respectively. These last two months of housing permit data suggest an increased level of development activity, but more positive months of data will be needed to establish whether or not this marks a new trend. Data on **new vehicle registrations** in Washington show a similar pattern to the housing market. After strong increases as the economy recovered from the recession, new auto registrations statewide reached a post-recession high in the second quarter and topped that with marginally stronger sales in the third quarter. Auto sales dropped to 22,500 in November, rebounded to the highest level of the year with 25,100 sales in December, and started 2015 with 23,700 sales.

Conclusion

Sales tax revenues have increased rapidly since 2010. The most recent two months were flat compared to the same months a year prior. This flat growth in December was due to a drop in contracting sales tax collections, which rebounded strongly in January. January sales taxes in 2014 were inflated by a single one-time purchase of major equipment. January 2015 grew relative to last year if this transaction is excluded. The wider economy has also been improving and has been matched by high levels of consumer confidence. However, the level of growth has been slow month-over-month for the past three months. While there is some evidence that one-off occurrences affected the growth comparisons, the general trend indicates slowing growth ahead.





CITY OF KIRKLAND
Department of Finance & Administration
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Director of Finance & Administration
 Kyle Butler, Budget Analyst

Date: February 27, 2015

Subject: February Sales Tax Revenue

February sales tax revenue was **down 0.9 percent** compared to February 2014. The drop in revenues was driven by lower collections in two volatile sectors, Contracting and Automotive Retail, which were down 21.6 percent and 1.8 percent, respectively. All other major sectors improved by 5.5 percent in aggregate. Results this month reflect sales activity in December, due to the two month lag in reporting sales tax data.

Comparing February 2015 to February 2014

Comparing collections from the month of February this year and last provides insight into business sector performance controlling for seasonal cycles in sales.

2014-2015 Sales Tax Receipts by Business Sector-Monthly Actuals

Business Sector Group	February		Dollar Change	Percent Change	Percent of Total	
	2014	2015			2014	2015
Services	228,169	232,236	4,067	1.8%	12.7%	13.0%
Contracting	316,658	248,362	(68,296)	-21.6%	17.6%	13.9%
Communications	43,147	43,287	140	0.3%	2.4%	2.4%
Retail:						
Auto/Gas Retail	421,677	414,081	(7,596)	-1.8%	23.4%	23.2%
Gen Merch/Misc Retail	251,957	263,805	11,848	4.7%	14.0%	14.8%
Retail Eating/Drinking	121,541	136,926	15,385	12.7%	6.7%	7.7%
Other Retail	254,782	261,982	7,200	2.8%	14.1%	14.7%
Wholesale	74,527	82,093	7,566	10.2%	4.1%	4.6%
Miscellaneous	88,232	100,917	12,685	14.4%	5.0%	5.7%
Total	1,800,690	1,783,689	(17,001)	-0.9%	100%	100%

Comparing month to month, February sales tax collections this year are \$17,000 (**0.9 percent**) lower than February 2014. This is a continuation of a slowing growth trend over recent months that is now negative, but the negative changes are isolated to two sectors. The declines materialized in the Contracting and Auto/Gas Retail sectors, which are historically volatile and can vary greatly from month to month. For Contracting, this decline of **21.6 percent** was due to the timing of large projects in 2014 which were either completed or in a less material-intensive stage of the construction process by February 2015. The City's building department reports high levels of permit applications in the first two months of 2015, so it is possible that the weakness in Contracting is temporary. Automotive sales were down **1.8**

percent compared to February 2015, so it is difficult to know if this month's results were simply an anomaly or indicative of any larger trend. All other sectors showed growth in February when compared to the prior year, and the City's sales taxes were **up by 5.5 percent** if Contracting and Auto/Gas Retail are excluded.

Retail Eating/Drinking saw strong growth compared to February 2015, increasing by **12.7 percent**. The Wholesale sector improved by **10.2 percent** and General Merchandise Retail grew by **4.7 percent**. The Miscellaneous sector grew by **14.4 percent** because of increases in the Real Estate and Finance & Insurance Sectors. Overall, the month to month comparison shows growth across most business sectors, with the exceptions of the Contracting and Auto/Gas Retail sectors.

Year-to-Date Business Sector Review

Year-to-date sales tax totals are useful for comparing revenues received so far this year with last year's totals through the same period. This information gives context on a sector's longer term performance and allows developing trends to be identified.

City of Kirkland Actual Sales Tax Receipts

Business Sector Group	January - February		Dollar Change	Percent Change	Percent of Total	
	2014	2015			2014	2015
Services	400,123	389,342	(10,781)	-2.7%	12.5%	12.2%
Contracting	456,317	461,902	5,585	1.2%	14.3%	14.5%
Communications	80,494	82,561	2,067	2.6%	2.5%	2.6%
Retail:						
Auto/Gas Retail	781,026	807,273	26,247	3.4%	24.5%	25.3%
Gen Merch/Misc Retail	411,650	435,409	23,759	5.8%	12.9%	13.6%
Retail Eating/Drinking	230,913	250,730	19,817	8.6%	7.2%	7.9%
Other Retail	445,688	454,497	8,809	2.0%	14.0%	14.2%
Wholesale	132,218	138,772	6,554	5.0%	4.1%	4.3%
Miscellaneous	252,565	169,865	(82,700)	-32.7%	7.9%	5.3%
Total	3,190,994	3,190,351	(643)	0.0%	100%	100%

Through the end of February, sales tax is flat, with **0.0 percent** change compared to last year, however this is skewed due to a single one-time transaction that occurred in January 2014 and several major sales tax corrections carried out by the Department of Revenue that altered the collections for 2014. If this one-time revenue and those corrections are excluded then sales tax collections are up 1.1 percent through the end of February compared to last year. Neighboring cities have had mixed results in sales tax collections so far this year according to data from the Department of Revenue. Redmond is down 10.8 percent through February compared to 2014, Bellevue is up 7.0 percent and Seattle is up 12.1 percent over the same timeframe. These results indicate that Kirkland's 0.0 percent growth so far this year is not part of a larger regional trend and is related to specific timing of transactions so far this year.

The largest growth by dollar amount of any sector is **Auto/Gas Retail**, where 2015 collections have increased \$26,000 over last year. The second largest growth by dollar amount is **General Merchandise/Miscellaneous Retail** with an increase of nearly \$24,000. **Retail Eating/Drinking** revenues have grown nearly \$20,000 compared to this point in 2014.

Miscellaneous is down **32.7 percent** because of the large one-payment from January 2014 that was mentioned earlier. If this payment, as well as a one-time sales tax correction by the DoR are factored out the sector has grown by **6.2 percent**. **Services** are down (**2.7 percent**) after two months because of a

large one-time revenue from the information technology sector in 2014; with this excluded the services sector is up 10.1 percent.

National and Regional Economic Context:

Information about wider trends in the economy provides a mechanism to help understand current results in Kirkland, as well as predict future performance. Very few categories have changes since the January sales tax report. The updated categories are shown in the table below.

2014-2015 Wider Economic Indicators

Indicator	Most recent month of data	Unit	Month			Yearly Average	
			Current	Previous	Change	2014	2015
<i>Consumer Confidence</i>							
Consumer Confidence Index	February	Index	96.4	103.8	-7.4	86.9	100.1
<i>Inflation (Core CPI)</i>							
National	January	% Change	-0.2	0.8	<i>-1.0</i>	1.6	-0.2

Bold numbers indicate data point is highest or lowest in that year.

Numbers in *italics* indicate a negative movement from the previous months data.

At the time of this publication, new data for many of the economic indicators discussed in the January Sales Tax Memo are not yet available. Two new data points have been published, including the **Consumer Confidence** Index, which decreased from 103.8 in January to 96.4 in February. This index score of 96.4 remains higher than it was at any point in 2014. **National inflation data** (Consumer Price Index) for January has also become available since the last sales tax memo and it shows that the national CPI has actually experienced negative inflation (deflation) of 0.2 percent from January 2014 to January 2015. This is due to low gas prices.

Conclusion

As the chart below shows, sales tax revenues had increased steadily since 2010 but were flat in December and January when they are compared to the same month a year prior. February 2015 sales taxes were one percent lower than they were in February 2014, this change was largely due to lower revenues from the contracting and auto sales sectors, which can be volatile businesses due to external economic influences. The drop in contracting sales played the largest role in February's year-over-year decline, this is partially due to the timing of large projects in the City that were more active a year ago. The City has been experiencing high levels of building permit applications in early 2015, so upcoming month's sales tax data will provide more clarity on the construction sector's revenue trend. According to the Washington State Economic Forecast Council, the national and state economies have been experiencing positive, if modest, growth and many economic indicators are encouraging. This positive trend has been matched by relatively high levels of consumer confidence. However, here in Kirkland the level of growth has been slow for the past four months, a situation that will be monitored closely.

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City of Kirkland
2015-2016 Budget
2015 March Budget Adjustment Summary

Dept.	Description	Appropriation Adjustment	Adjustment Type			Funding Source			Funding Source/Notes
			Carryover	Council/Other	Housekeeping	Resources Forward	Internal Transf./Chrg.	Resources Forward	
General Fund									
CMO	Police Strategic Plan	100,000	100,000					100,000	
CMO	Regional Fire Authority Study	62,500	62,500					62,500	
CMO	Neighborhood Plans	51,656	51,656					51,656	
CMO	Outreach - K2035	61,982	61,982					61,982	
CMO	Pet License Marketing funds	4,100	4,100					4,100	
CMO	Active Transportation Plan Implementation	1,500	1,500					1,500	
CMO	Neighborhood Services Professional Services	11,430	11,430					11,430	
CMO	Economic Development Professional Services	8,000	8,000					8,000	
CMO	Legislative Travel & Subsistence	5,000	5,000					5,000	
PCS	NKCC Lobby Furniture Reupholstery	3,300	3,300					3,300	
PCS	Human Services Contracts/Eastside Winter Shelter	211,558	211,558					211,558	
PCS	2013-2014 Viva Volunteer Event Revenue	1,750	1,750					1,750	
PCS	Senior Council Projects/Intern	23,135	23,135					23,135	
PCS	Park Project Supplies	7,000	7,000					7,000	
PCS	2014 Leash Enforcement Invoice	3,575	3,575					3,575	
PCS	Blair House Reroofing	9,400	9,400					9,400	
PCS	Park Equipment Rentals for Inspections	7,950	7,950					7,950	
PCS	Youth Council Projects/Supplies	19,500	19,500					19,500	
PCS	ARC Project Professional Services	107,472	107,472					107,472	
PW	Web Page Redesign-Slalom Contract	72,441	72,441					72,441	
PW	PW Construction Inspectors Tablets	3,596	3,596					3,596	
PW	Transportation Consultant services	25,000	25,000					25,000	
PW	Smart Board	7,200	7,200					7,200	
PW	Active Transportation Plan Implementation	26,819	26,819					26,819	
PW	Commute Trip Reduction	10,000	10,000					10,000	
PW	BKR Model Operation & Maintenance	13,993	13,993					13,993	
PW	King County CTR Grant Consultant Services	17,965	17,965					17,965	
PW	Project Engineer Furniture	1,419	1,419					1,419	
F&A	Investment Analysis & Other Banking Expenses	17,000	17,000					17,000	
F&A	Public Disclosure Ordinance	25,000	25,000					25,000	
PCD	Land Use Consulting	15,340	15,340					15,340	
PCD	Planning Overtime	6,151	6,151					6,151	
PCD	GMA/Comp Plan Update/EIS	225,755	225,755					225,755	
PCD	Additional Permitting Assistance	13,014	13,014					13,014	
PCD	Transportation Master Plan	31,738	31,738					31,738	
PCD	Totem Lake Planned Action	74,517	74,517					74,517	
PCD	Zoning Code and Plan Amendments	7,500	7,500					7,500	
PCD	Zoning Code Charts to Tables	15,971	15,971					15,971	
PD	Police Unpaid Invoices	28,869	28,869					28,869	
PD	Inmate Barcode Scanner/Video Equipment/Software	111,449	111,449					111,449	

Dept.	Description	Appropriation Adjustment	Adjustment Type				Funding Source			Funding Source/Notes
			Carryover	Council/Other	Housekeeping	Resources Forward	Internal Transf./Chrg.	Resources Forward	External Revenue	
General Fund (continued)										
PD	Investigations Camera Equipment	4,300	4,300					4,300		
F&B	Fire Department Supplies	20,821	20,821					20,821		
F&B	Fire Department Accreditation	12,500	12,500					12,500		
F&B	Fire Stations Alarm Systems	1,250	1,250					1,250		
ND	Impact Fee Study	42,500	42,500					42,500		
F&B	Fire Prevention Staffing	281,952		281,952					281,952	
PW	On-Call Permit Tech	28,797		28,797				28,797		
Mult.	Park Place Redevelopment Staffing	606,953		606,953					606,953	
Mult.	Totem Lake Redevelopment Staffing	558,247		558,247					558,247	
N/A	Major Systems Reserve Replenishment	119,475		119,475					119,475	2013-14 and 2015 Utility Tax Audit Revenue
PCD	Planning Dues & Memberships	14,600			14,600			14,600		Correction, approved in 15-16 budget proces
PCS	NKCC and PKCC Camp Recreation Expenses	15,800			15,800			15,800		Correction, approved in 15-16 budget proces
N/A	Revolving Accounts-Recognize Actual Balances	144,225				144,225		144,225		
N/A	Building & Property Reserve-Recognize Actual Balance	1,446,738				1,446,738		1,446,738		
N/A	Development Svcs Reserves-Recognize Actual Balances	549,421				549,421		549,421		
N/A	Recognize Sales Tax Revenue Reduction	(533,300)		(533,300)					(533,300)	
N/A	Replace Sales Tax Loss with Resources Forward	533,300				533,300		533,300		
N/A	City Hall Debt Service Placeholder	431,243		431,243		-		431,243	-	
		5,730,367	1,532,916	1,493,367	30,400	2,673,684	-	4,697,040	1,033,327	
Lodging Tax Fund										
CM	Lodging Tax/Tourism - Professional Services	5,000	5,000					5,000		
CM	Resources Forward-Recognize Actual Balance	34,860				34,860		34,860		
	Lodging Tax Fund Total	39,860	5,000	-	-	34,860	-	39,860	-	
Street Operating Fund										
PW	Vehicle	24,900	24,900					24,900		
PW	Office Furniture & Equipment	5,966	5,966					5,966		
PW	Fire Station Fiber Connection	24,000	24,000					24,000		
PW	ITS Improvements	34,000	34,000					34,000		
PW	Parking Pay Stations Modem	3,000	3,000					3,000		
PW	Retrofit Medians	90,000	90,000					90,000		
PW	Median Life Cycle Study	30,000	30,000					30,000		
PW	LED Conversion	11,000	11,000					11,000		
PW	Replacement Trees	8,145	8,145					8,145		
PW	Sign Fabrication Software	12,000	12,000					12,000		
PW	School Zone Radar Speed Sign Replacements	19,000	19,000					19,000		
PW	Parking Space Feasibility Study	27,294	27,294					27,294		
PW	Sidewalk Grinder	26,000		26,000				26,000		
PW	Revolving Accounts-Recognize Actual Balances	1,802				1,802		1,802		
PW	Resources Forward-Recognize Actual Balance	58,902				58,902		58,902		
	Street Operating Fund Total	376,009	289,305	26,000	-	60,704	-	376,009	-	

Dept.	Description	Appropriation Adjustment	Adjustment Type				Funding Source			Funding Source/Notes
			Carryover	Council/Other	Housekeeping	Resources Forward	Internal Transf./Chrg.	Resources Forward	External Revenue	
Cemetery Operating Fund										
PCS	Resources Forward-Recognize Actual Balance	32,312				32,312		32,312		
Cemetery Operating Fund Total		32,312	-	-	-	32,312	-	32,312	-	
Parks Maintenance Fund										
PCS	City/School Partnership Supplies	6,000	6,000					6,000		
PCS	Juanita Beach Park Compliance Monitoring	4,000	4,000					4,000		
PCS	Juanita Beach Park Signs & Restriping	5,000	5,000					5,000		
PCS	Resources Forward-Recognize Actual Balance	115,397				115,397		115,397		
Parks Maintenance Fund Total		130,397	15,000	-	-	115,397	-	130,397	-	
Parks Levy Fund										
PCS	Green Kirkland Restoration	31,400	31,400					31,400		
PCS	Juanita Bay Park Restoration Grant	10,000	10,000						10,000	
PCS	Resources Forward-Recognize Actual Balance	98,225				98,225		98,225		
Parks Levy Fund Total		139,625	41,400	-	-	98,225	-	129,625	10,000	
Impact Fees Fund										
N/A	Resources Forward-Recognize Actual Balance	335,560				335,560		335,560		
Impact Fees Fund Total		335,560	-	-	-	335,560	-	335,560	-	
Excise Tax Capital Improvement Fund										
N/A	Resources Forward-Recognize Actual Balance	852,843				852,843		852,843		
Excise Tax Capital Improvement Fund Total		852,843	-	-	-	852,843	-	852,843	-	
LTGO Debt Service Fund										
N/A	Resources Forward-Recognize Actual Balance	(3,305)				(3,305)		(3,305)		
LTGO Debt Service Fund Total		(3,305)	-	-	-	(3,305)	-	(3,305)	-	
UTGO Debt Service Fund										
N/A	Resources Forward-Recognize Actual Balance	(3,588)				(3,588)		(3,588)		
UTGO Debt Service Fund Total		(3,588)	-	-	-	(3,588)	-	(3,588)	-	
General Capital Projects Fund										
PCS	Waverly Beach Park Renovations CPK 0087 100	429,500		429,500			429,500			REET 1 Reserves/Re-purpose Snyder's Corner
N/A	Net CIP Projects Carryover Reconciliation	673,648	673,648					337,524	336,124	
N/A	2015-2016 CIP Funding Adjustments	1,945,424			1,945,424		1,446,738		498,686	
General Capital Projects Fund Total		3,048,572	673,648	429,500	1,945,424	-	1,876,238	337,524	834,810	
Transportation Capital Projects Fund										
PW	Juanita Drive Quick Wins CNM 0090	270,000		270,000			270,000			REET 2 Reserves approved by Council December 2014
PW	CIP Projects Carryover Reconciliation	(565,714)	(565,714)					1,337,887	(1,903,601)	
N/A	Resources Forward Adjustment	(36,004)				(36,004)		(36,004)		
Transportation Capital Projects Fund		(331,718)	(565,714)	270,000	-	(36,004)	270,000	1,301,883	(1,903,601)	

Dept.	Description	Appropriation Adjustment	Adjustment Type				Funding Source			Funding Source/Notes
			Carryover	Council/Other	Housekeeping	Resources Forward	Internal Transf./Chrg.	Resources Forward	External Revenue	
Water/Sewer Utility Operating Fund										
PW	Water Capital Projects (misc.)	50,000	50,000					50,000		
PW	Telemetry Upgrades	40,000	40,000					40,000		
PW	Manhole Rehab	119,500	119,500					119,500		
PW	Water Comp Plan Update	7,400	7,400					7,400		
PW	Emergency Sewer Program Outreach	30,000	30,000					30,000		
PW	Resources Forward Adjustment	810,277				810,277		810,277		
Water/Sewer Utility Operating Fund Total		1,057,177	246,900	-	-	810,277	-	1,057,177	-	
Water/Sewer Debt Service Fund										
PW	Debt Service Funding Reduction	(460,000)				(460,000)	(460,000)			Due to change in debt service reserve requirements
PW	Resources Forward-Recognize Actual Balance	(5,634)				(5,634)		(5,634)		
Water/Sewer Debt Service Fund Total		(465,634)	-	-	(460,000)	(5,634)	(460,000)	(5,634)	-	
Water/Sewer Capital Fund										
PW	CIP Projects Carryover Reconciliation	(1,401,640)	(1,401,640)					(5,445,854)	4,044,214	External funding from Bond Proceeds/Grants
PW	Resources Forward Adjustment	7,072,962				7,072,962		7,072,962		
Water/Sewer Capital Fund Total		5,671,322	(1,401,640)	-	-	7,072,962	-	1,627,108	4,044,214	
Surface Water Operating Fund										
PW	Totem Lake/Juanita Creek Basin Stormwtr	127,554	127,554						127,554	Grant funding
PW	Dept. of Ecology Containment	4,580	4,580						4,580	Grant funding
PW	Storm Water Audit	20,000	20,000						20,000	Grant funding
PW	Dept. of Ecology Partnership	61,810	61,810						61,810	Grant funding
PW	Totem Lake Water Level Monitoring	15,000	15,000					15,000		
PW	Private Stormwater Inspection Hardware	5,000	5,000					5,000		
PW	Secure & Protect Ponds	108,000	108,000					108,000		
PW	Resources Forward Adjustment	441,190				441,190		441,190		
Surface Water Operating Fund Total		783,134	341,944	-	-	441,190	-	569,190	213,944	
Surface Water Capital Fund										
PW	CIP Projects Carryover Reconciliation	1,285,615	1,285,615					772,560	513,055	
N/A	Resources Forward Adjustment	(231,028)				(231,028)		(231,028)		
Surface Water Capital Fund Total		1,054,587	1,285,615	-	-	(231,028)	-	541,532	513,055	
Solid Waste Fund										
PW	Plastic Bag Ban	40,585		40,585				40,585		
PW	Resources Forward Adjustment	323,664				323,664		323,664		
Solid Waste Fund Total		364,249	-	40,585	-	323,664	-	364,249	-	
Health Benefits Fund										
N/A	Resources Forward Adjustment	295,084				295,084		295,084		
Health Benefits Fund Total		295,084	-	-	-	295,084	-	295,084	-	

Dept.	Description	Appropriation Adjustment	Adjustment Type				Funding Source			Funding Source/Notes
			Carryover	Council/Other	Housekeeping	Resources Forward	Internal Transf./Chrg.	Resources Forward	External Revenue	
Equipment Rental Fund										
PW	Resources Forward Adjustment	86,527				86,527		86,527		
Equipment Rental Fund Total		86,527	-	-	-	86,527	-	86,527	-	
Information Technology Fund										
IT	Adobe Live Cycle Training/Support	31,528	31,528					31,528		
IT	Franchise Update Legal Fees	14,418	14,418					14,418		
IT	Energov Support	23,714	23,714					23,714		
IT	SMartNet	44,985	44,985					44,985		
IT	ArcGIS Maintenance	19,569	19,569					19,569		
IT	FirstWatch Fire Software	6,900	6,900					6,900		
IT	Telecommunications Audit	10,155	10,155					10,155		
IT	Microsoft Enterprise Agreement	120,939	120,939					120,939		
IT	PDGroup Consulting	8,981	8,981					8,981		
IT	Network Study	36,381		36,381				36,381		
IT	Major Systems Replacement Reserve	293,089		293,089			293,089			Transfer from General Fund (Utility Tax Audit Revenue)
IT	PC Replacement Reserve-Recognize Actual Balance	(111,757)				(111,757)		(111,757)		
IT	Resources Forward Adjustment	17,640				17,640		17,640		
Information Technology Fund Total		516,542	281,189	329,470	-	(94,117)	293,089	223,453	-	
Facilities Maintenance Fund										
F&A	Sinking Fund Reserves-Recognize Actual Balance	590,640				590,640		590,640		
F&A	Resources Forward Adjustment	117,662				117,662		117,662		
Facilities Maintenance Fund Total		708,302	-	-	-	708,302	-	708,302	-	
Firefighter's Pension Fund										
N/A	Resources Forward Adjustment	(1,237)				(1,237)		(1,237)		
Firefighter's Pension Fund Total		(1,237)	-	-	-	(1,237)	-	(1,237)	-	
TOTAL OTHER FUNDS		14,686,620	1,212,647	1,095,555	1,485,424	10,892,994	1,979,327	8,994,871	3,712,422	
TOTAL ALL FUNDS		20,416,987	2,745,563	2,588,922	1,515,824	13,566,678	1,979,327	13,691,911	4,745,749	

Line Item Adjustments/Fiscal Notes		
ND	New Cingular Utility Tax Refund Claim	225,000
PK	Waverly Beach Park Renovations CPK 0087 100	75,000
PW	100th Ave NE Corridor CST 0083	384,500
PW	Park Lane Ped Cor CNM 0064 (Water/Sewer)	5,000
PW	100th Ave NE Corridor CST 0083	204,700
PW	Kirkland Decant Facility Exp CSD 0082	125,200
PW	Park Lane Ped Cor CNM 0064	59,683
TOTAL ALL FUNDS		1,079,083

City of Kirkland
2015-2016 Budget
Active Capital Projects (Work in Process) from 2013-2014

Description	2015 Beginning Project Balance
General Capital Projects Fund	
Forbes Lake Park Development CPK 0056	555,302
Open Space CPK 0049	100,000
Park Play Area Enhancements CPK 0066	187,549
Waverly Beach Park Renovation CPK 0087 100	496,819
Heritage Pk Hall Renovation CPK 0095 200	45,872
McAuliffe Park Development CPK 0108	164,191
Spinney Homestead CPK 0113 100	492,953
Terrace Park Renovation CPK 0115	514,953
Green Kirkland CPK 0121	56,666
Peter Kirk Pool Upgrades CPK 0123	92,991
Snyders Corner Park CPK 0124	75,000
Park & Open Space CPK 0131	48,979
Dock/Shoreline CPK 0133 100	233,763
Neighborhood Park CPK 0133 300	1,009
Edith Moulton Park CPK 0133 400	80,436
132nd Park Playfields CPK 0134	75,000
Everest Park Restroom CPK 0138	75,000
Totem Lake Park Master Plan CPK 0139 100	8,578
Public Safety Building CGG 0013 102	1,831,344
City Hall Expansion CGG 0035 100	1,865,529
Maintenance Center Expansion CGG 0037 002	1,168,486
North Kirkland Fire Station CGG 0039	5,196,781
Facilities Energy Efficiency	249,448
Facilities Life Cycle Projects-Active	383,998
Facilities Life Cycle Projects-Closures	542,820
NE 85th Street Utility Undergrounding CST 0075	487,293
State Street Utility Undergrounding CST 0076	12,727
Records Management System CGG 0006 110	196,205
Municipal Court Technology CGG 0006 205	12,059

General Capital Projects Fund (continued)	
Permit System Replacement CGG 0006 501	241,383
Network Servers CIT 0100	254,913
Network Infrastructure CIT 0110	97,884
Network Storage CIT 0120	286,973
Network Phone CIT 0130	50,000
Network Security CIT 0140	55,778
GIS Workplan CIT 0200	185,541
Finance/HR System CIT 0300	74,348
Maintenance Mgt System Upgrade CIT 0702	142,806
Disaster Recovery CIT 0901	125,000
Wireless in the Park Phase 2 CIT 0903	199,847
Disaster Supply Storage Units CPK 0056	37,014
Defibrillator Unit Replacement CPS 0062	28,221
Dive Rescue Equipment CPS 0067	55,000
SCBA Replacement CPS 0071	20,844
Fire Personal Protective Equipment CPS 0076	231,868
Police Equipment Closures	65,129
General Capital Projects Fund Total	17,404,300

Transportation Capital Projects Fund	
Annual Street Preservation One-time Project CST 0006 002	165,418
98th Avenue Bridge Project CST 0055	1,052,864
NE 120th Street Roadway Extension CST 0057 001	353,637
Juanita Drive Master Plan CST 0082	32,065
Annual Street Preservation CST 1406	324,730
Street Maintenance & Ped Safety Levy CST 1406 003	857,018
Annual Striping Program CST 1480	16,509
Regional Coordination CST 9999	80,043
Cross Kirkland Corridor Interim Trail CNM 0024 000	1,542,909
Cross Kirkland Corridor Master Plan CNM 0024 101	82,631
NE 100th/Spinney Homestead Pk Sdwk Ph 2 CNM 0034 001	71,610
Rose Hill Business District Sidewalks CNM 0051	2,565,836
NE 112th Street Sidewalk CNM 0053	9,249
6th Street Sidewalk CNM 0082	6,654
Park Ln Pedestrian Corridor Imprvmnts Ph 2 CNM 0064 001	815,072
Central Way Pedestrian Enhancements Ph 2 CNM 0065	41,487
12th Avenue Sidewalk CNM 0066	61,610
Lakeview School Walk Route Enhancements CNM 0068	19,793
JFK Non-motorized Program CNM 0073	101,310
6th Street S. Sidewalk CNM 0082	576,761
South Kirkland TOD/CKC Multi-Modal Conn. Ph 2 CNM 0084	98,463
Street Levy Pedestrian Safety CNM 1306 200	28,573
Annual Sidewalk Maintenance Program CNM 0057	296,403
Peter Kirk Restroom Renovation CTR 0004 002	10,541
6th Street/Kirkland Way Traffic Signal CTR 0065	1,191,299
NE 85th/132nd NE Intersection Improvements CTR 0078	695,712
NE 85th/124th NE Intersection Improvements CTR 0080	948,131
100th Ave NE/NE 132nd St. Intersection Imprvmnts CTR 0083	627,141
Growth & Transportation Efficiency GTEC CTR 0102	46,831
Kirkland ITS Implementation Phase I CTR 0111 000	848,604
Kirkland ITS Implementation Phase IIC CTR 0111 003	2,554,069
Downtown Pedestrian Safety Improvments CTR 0112	7,139
Citywide Safety & Traffic Flow Improvements CTR 0113	246,462
6th Street S./ 9th Avenue S. Traffic Signal CTR 0115	1,001,155
Transportation Capital Projects Fund Total	17,377,729

Water/Sewer Capital Fund	
7th Ave S Swr Main Replacement CSS 0064	547,510
NE 80th St Sewer Main CSS 0067	2,289,982
Sewer System Telemetry Upgrade CSS 0074	8,843
Inflow/Infiltration Reduct Upg CSS 075	114,736
5th Av S Swrmn Repl CSS 0078	155,301
7th-8th Av W Alley Swr CSS 0081	138,870
Supply Stn 3 Replacement CWA 0063	141,000
Vulnerability Anal. Facil Upgd CWA0093	326,773
N Reservoir Seismic Upg/Recoat CWA 0094	367,698
Telemetry System Upgrades CWA 0115	17,723
132nd Av NE/NE 8th St CWA 0016 CWA 0116	2,698,218
NE 85th St Watermain Rplcmnt CWA 0140	1,768,063
Park Lane Wtrmn CWA 0148	238,842
6th St Wtr Main Replacement CWA 0150	301,774
7th Ave S Wtr Main Replcmnt CWA 0151	164,470
Water/Sewer Capital Fund Total	9,279,803

Surface Water Capital Fund	
NE 85th Detention/Sediment Cnl CSD 0025	385,147
Cochran Sprng Lk WA Blvd Crss CSD 0048	233,611
Forbes Cr/KC Access Rd Culvert CSD 0051	144,107
Forbes Cr/Coors Pnd Chnl Grade CSD 0053	170,581
SWM Sediment Pond Reclam Ph 2 CSD 0058	79,736
Totem Lk Blvd Flood Cntrl Meas CSD 0059	1,138,301
NE 129th Pl/Juanita Creek CSD 0067	25,427
Totem Lk Twin Culvert Rplcmnt CSD 0075	566,358
NE 141 St-111 Av Clv CSD 0076	143,613
Goat Hill Storm CSD 0077	87,616
Billy Creek Ravine CSD 0078	71,479
Pub Sfty Bldg SW Qual CSD 0079	8,435
Kirkland Decant Facility Exp CSD 0082	1,021,796
7th Ave S Strm Main Rplcmnt CSD 0083	153,860
CKC Water Quality Retrofit CSD 0085	9,505
2014 Annual Replacement CSD 1447	178,898
NE 120th Roadway Ext SW CST 0057	139,484
NE 85th Utility Undergrounding CST 0075	35
100th Ave NE Corridor CST 0083	14,121
CKC Interim Trail CNM 0024	192,745
RH Business District Sidewalk CNM 0051	44,669
112th St. Sidewalk CNM 0053	16,672
6th St Sidewalk CNM 0059	8,280
Park Lane Ped Cor CNM 0064	1,917,155
Elem School Walkroute CNM 0067	319,729
JFK Non Motorized CNM 0073	30,000
2014 Annual Sidewalk CNM 1457	20,000
85th/132nd Ave Int Impr CTR 0078	47,227
85th/124th Ave Int Impr CTR 0080	45,607
NE 68th/108th Ave Impr CTR 0085	16,077
Surface Water Capital Fund Total	7,230,271
Total Capital Projects	51,292,103



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: Tracey Dunlap, Deputy City Manager
Date: March 24, 2015
Subject: Fire Prevention Staffing Recommendation

As part of the 2014 fee study, Fire Prevention fees were completely overhauled, with a new fee structure and new rates. The new structure is designed to bring Fire Prevention fees closer to cost recovery targets and make fees simpler to administer. The new fees were projected to generate annual incremental revenue of \$210,913, taking total cost recovery to 96% of target. The additional revenue would more fully fund the fire plan review and inspection work performed by the Assistant Fire Marshal and other Fire Prevention staff, freeing up General Fund to add new resources to handle other workload in the division. Additional resources should provide added capacity for fire inspectors to carry out more non-fee generating inspections, consistent with the recommendations of the Fire Strategic Plan.

The adopted budget did not reflect the additional Fire Prevention fee revenues pending an evaluation of the resource needs of the Division. The March budget adjustments include the recommendation to add a 1.0 FTE fire inspector position to accelerate the frequency of annual inspections. The total cost for adding this position is \$155,267 (\$34,615 in one-time costs and \$120,652 in on-going costs per year). Recognizing this amount of the increased fire prevention fee revenue frees up General Fund resources to add the 1.0 FTE inspector position. Staff is recommending that only this amount of fire prevention fee revenue be recognized at this time, as revenues from the increased fees in the early months of the year are less than the original projections. As better data is collected to assess workload needs and fee revenues, further refinements to the fees may be recommended in the future.

In addition, the Fire Protection Engineer 1.0 FTE position approved as part of the 2013 mid-biennial budget process is shown in the Building Division budget, as it was funded from Building Permit fees to help expedite fire plan review. This position requires specialized expertise and will be dependent on development activity. To ensure that this relationship is clear, the Fire Protection Engineer will be an AFSCME position that will be budgeted in the Building Division, but will report directly to the Fire Marshal in the Fire Prevention Division.

Council approval of the new 1.0 FTE fire inspector position results in an adjustment to the biennial budget of \$281,952.

ORDINANCE O-4480

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING THE BIENNIAL BUDGET FOR 2015-2016.

1 WHEREAS, the City Council finds that the proposed adjustments to the Biennial Budget
2 for 2015-2016 reflect revenues and expenditures that are intended to ensure the provision of
3 vital municipal services at acceptable levels;

4
5 NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

6
7 Section 1. The April 2015 adjustments to the Biennial Budget of the City of Kirkland
8 for 2015-2016 are adopted.

9
10 Section 2. In summary form, modifications to the totals of estimated revenues and
11 appropriations for each separate fund and the aggregate totals for all such funds combined are
12 as follows:

<u>Funds</u>	<u>Current Budget</u>	<u>Adjustments</u>	<u>Revised Budget</u>
General	194,798,557	5,730,367	200,528,924
Lodging Tax	834,672	39,860	874,532
Street Operating	21,063,040	376,009	21,439,049
Cemetery Operating	856,334	32,312	888,646
Parks Maintenance	3,080,209	130,397	3,210,606
Parks Levy	5,550,296	139,625	5,689,921
Contingency	4,036,425		4,036,425
Impact Fees	7,062,824	335,560	7,398,384
Excise Tax Capital Improvement	20,864,944	852,843	21,717,787
Limited General Obligation Bonds	6,837,479	(3,305)	6,834,174
Unlimited General Obligation Bonds	1,453,331	(3,588)	1,449,743
General Capital Projects	37,855,498	3,048,572	40,904,070
Transportation Capital Projects	35,121,922	(331,718)	34,790,204
Water/Sewer Operating	59,759,516	1,057,177	60,816,693
Water/Sewer Debt Service	1,368,834	(465,634)	903,200
Utility Capital Projects	28,019,650	5,671,322	33,690,972
Surface Water Management	23,888,452	783,134	24,671,586
Surface Water Capital Projects	18,078,039	1,054,587	19,132,626
Solid Waste	33,928,345	364,249	34,292,594
Health Benefits	26,577,496	295,084	26,872,580
Equipment Rental	21,842,793	86,527	21,929,320
Information Technology	14,351,934	516,542	14,868,476
Facilities Maintenance	15,114,669	708,302	15,822,971
Firefighter's Pension	1,716,572	(1,237)	1,715,335
	584,061,831	20,416,987	604,478,818

13 Section 3. This ordinance shall be in force and effect five days from and after its
14 passage by the Kirkland City Council and publication, as required by law.

15
16 Passed by majority vote of the Kirkland City Council in open meeting this ____ day of
17 _____, 2015.

18
19 Signed in authentication thereof this ____ day of _____, 2015.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

RESOLUTION R-5121

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN AMENDED AND RESTATED EMPLOYMENT AGREEMENT BETWEEN THE KIRKLAND CITY COUNCIL AND KURT TRIPLETT, ITS CITY MANAGER.

1 WHEREAS, after a formal recruitment and selection process, the
2 Kirkland City Council appointed Kurt Triplett as City Manager in 2010;
3 and

4
5 WHEREAS, during his tenure as City Manager, Kurt Triplett
6 helped guide the City through the annexation of Finn Hill, Juanita and
7 Kingsgate, as well as the "Great Recession," while maintaining the City's
8 AAA credit rating; and

9
10 WHEREAS, the City Manager has been instrumental in the
11 acquisition and development of the Cross Kirkland Corridor for the
12 residents of Kirkland and the continued implementation of the Cross
13 Kirkland Corridor Master Plan; and

14
15 WHEREAS, the City Manager is working to complete and
16 implement Kirkland 2035, a process to update the City's master plans
17 for transportation, parks, and other vital services, including the
18 Comprehensive Land Use Plan, to keep Kirkland a livable, walkable,
19 green and vibrant city; and

20
21 WHEREAS, the City Manager has continued to enhance the
22 provision of efficient, cost-effective services by city government; and

23
24 WHEREAS, the City Manager is implementing strategies to
25 position the City well for the expiration of the annexation sales tax credit
26 in 2021, including the redevelopment of the Parkplace and Totem Lake
27 Malls; and

28
29 WHEREAS, the City Council entered into an employment
30 agreement with the City Manager as of June 28, 2010, which was
31 subsequently amended in January 2011 and November 2013; and

32
33 WHEREAS, the City Council conducted a review of the City
34 Manager's performance during the period November 2014 through
35 March 2015, and based on the review, the City Council desires to extend
36 the duration of the City Manager's employment and increase his
37 compensation; and

38
39 WHEREAS, the City Council further desires to consolidate all
40 amendments into a single amended and restated agreement.

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

43
44 Section 1. The Amended and Restated Employment Agreement
45 for the City Manager of the City of Kirkland, attached as Exhibit "A" and
46 incorporated by this reference, is approved by the Kirkland City Council
47 to be its agreement as to terms and conditions of employment with Kurt
48 Triplett as Kirkland City Manager.

49
50 Section 2. The Mayor is authorized to sign an Amended and
51 Restated Employment Agreement which is substantially similar to that
52 attached as Exhibit "A" on behalf of the City of Kirkland and its City
53 Council.

54
55 Passed by majority vote of the Kirkland City Council in open
56 meeting this ____ day of _____, 2015.

57
58 Signed in authentication thereof this ____ day of _____,
59 2015.

MAYOR

Attest:

City Clerk

AMENDED AND RESTATED EMPLOYMENT AGREEMENT

This Amended and Restated Employment Agreement is entered into between Kurt Triplett ("City Manager") and the City of Kirkland ("City") to describe the terms and conditions of the City Manager's employment with the City.

Recitals

- A.** After a formal recruitment and selection process, the City Council of the City of Kirkland appointed Kurt Triplett as City Manager in 2010.
- B.** The parties entered into an Employment Agreement, as of June 28, 2010, which was subsequently amended in January 2011 and November 2013.
- C.** The City Council conducted a review of the City Manager's performance during the period November 2014 through March 2015, and based on the review, the City Council desires to extend the duration of the City Manager's employment and increase his compensation.
- D.** The parties wish to enter into an Amended and Restated Employment Agreement that sets forth all of the rights and obligations of the parties and that will supersede all prior negotiations, discussions or agreements.

1. Agreement and Effective Date

The effective date of this Amended and Restated Employment Agreement is January 1, 2015. In accordance with the provisions of Chapter 35A.13 RCW, the City Manager is appointed by the Kirkland City Council ("Council") for an indefinite term and may be removed at any time by a vote of the majority of the Council.

2. Residence

The City Manager shall reside within the City.

3. Powers and Duties

The City Manager's powers and duties shall be as provided for by the laws of the State of Washington, by City ordinance, and as the Council may from time to time prescribe. The City Manager agrees to abide by the International City Management Association ("ICMA") Code of Ethics.

4. Salary

The City Manager's annual salary shall be \$186,468. In January 2015, the City Manager received the two percent annual wage adjustment awarded to City employees in the Management and Confidential Employees ("MAC") group. In subsequent years, the

City Manager shall be eligible for and shall receive annual wage adjustments awarded to City employees in the MAC group. In addition, the Council shall review the City Manager's salary in December 2015 and annually thereafter to determine whether further salary adjustments are appropriate based on merit or other considerations. Any salary adjustments approved by the Council based on this review shall become effective January 1 of the following year. The City Manager's salary will not be reduced during the term of this Agreement (absent removal or resignation) unless the average salary for MAC employees is reduced, in which case the City Manager's salary may not be reduced by more than the MAC average reduction.

5. Performance Appraisals

The Council and the City Manager shall discuss the City Manager's performance, and the Council shall complete an annual review of the City Manager's performance at a Council meeting in December. Performance appraisal may be combined with the annual salary review.

6. Benefits

Holidays and Leaves

The City Manager shall accrue 20 days' vacation leave per year and shall be granted holidays, sick leave, and management leave as provided in Kirkland Municipal Code Chapter 3.80. Unused vacation leave may be carried forward to the next calendar year, so long as the total balance of vacation leave does not exceed 240 hours. There shall be no payment in lieu of vacation except as provided in Section 7, below.

The City Manager shall also be granted a Community Service Day on the same terms as employees in the MAC group.

Benefits and Insurance

The City Manager will be provided medical, dental, disability, employee assistance program, life insurance and other benefits not otherwise addressed in this Agreement on the same terms as employees in the Executive Management group. The City will reimburse the City Manager for the cost of an annual physical examination to the extent such cost is not covered by insurance, up to a maximum of \$1,500 per year or such amount as may be authorized in the biennial budget for members of the Executive Management group.

Retirement

In lieu of federal Social Security contributions, equivalent employer and employee contributions shall be made to the Municipal Employees Benefit Trust.

The City shall make required employer contributions on the City Manager's behalf into the Public Employees' Retirement System Plan 2 (PERS 2). The City Manager shall be responsible for the PERS 2 employee contribution. The City shall also contribute an amount equal to six percent of base salary to an ICMA 401A retirement plan for the City Manager's benefit, subject to and in accordance with the terms of the plan and Internal Revenue Code requirements.

The City Manager may elect to direct pre-tax dollars to a voluntary ICMA deferred compensation plan for City employees, subject to and in accordance with the terms of the plan and Internal Revenue Code requirements.

Automobile and Travel

In lieu of other expense reimbursement for travel within the local area, the City Manager shall receive \$425 per month to defray the expense of using a personal automobile for official travel. (Pursuant to Chapter 42.24 RCW, it is the determination of the Council that this means of reimbursement is less costly than providing an automobile to the City Manager.) The City Manager will also be entitled to mileage reimbursement (or use of City vehicles, if available) for City business travel outside the local area, meaning outside of a 50-mile radius of Kirkland City Hall. In addition, the City Manager may be reimbursed for other reasonable and necessary expenses incurred in the course of City business in accordance with City policy (currently Reimbursable Expense Policy No. 3-2).

7. Termination and Severance Pay

In the event the City Manager is removed from office or asked to resign by the Council during the term of this Agreement, the City Manager shall receive severance pay equal to six months' salary; *provided* that the City Manager shall not be eligible for severance pay if removed or asked to resign for malfeasance in office or conviction of a felony. Severance pay shall not be payable upon expiration of this Agreement (or any automatic extension hereof) if either party gives timely notice of intent not to renew under Section 10.

In the event the City Manager voluntarily resigns and gives at least 90 days' advance notice in writing, the City Manager shall be paid at separation for up to 240 hours of unused vacation, or such lesser amount as will avoid excess compensation liability to the City under applicable retirement laws.

8. Indemnification, Hold Harmless and Defense

The City shall indemnify, hold harmless and defend the City Manager from and against any claims related to or arising out of the exercise of his powers and duties as City Manager to the extent provided by and in accordance with Chapter 3.72 of the Kirkland Municipal Code and RCW 4.96.041.

9. Entire Agreement

This Agreement constitutes the entire agreement and supersedes any other agreements, oral or written, between the parties.

10. Duration

This Agreement is effective January 1, 2015, and shall continue in effect through December 31, 2020, absent prior termination. This Agreement will be automatically extended for additional one-year periods on the same terms and conditions, unless it is superseded by a new written agreement between both parties or unless either party gives the other written notice of intent not to renew at least six months prior to the expiration

date (i.e., before June 1, 2020, or, in the event of automatic extension, before the applicable subsequent anniversary date).

11. Review

Either party may request review and/or renegotiation of any provision of this Agreement during the duration of this Agreement, but no changes to any of the provisions may be made without the agreement of both parties.

DATED this _____ day of _____, 2015.

Kurt Triplett, City Manager

Amy Walen, Mayor

Attest:

City Clerk



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



MEMORANDUM

Date: March 25, 2015

To: Kurt Triplett, City Manager

From: David Barnes, Associate Planner
Deb Powers, Urban Forester
Paul Stewart AICP, Deputy Planning Director

Subject: COMPREHENSIVE PLAN BRIEFING, ENVIRONMENT ELEMENT, FILE NO. CAM13-00465, SUB-FILE#5

This memo addresses the following Comprehensive Plan Update topics:

- Draft of new Environment Element

I. RECOMMENDATION

Staff recommends that the City Council reviews and provides comments to staff on the Planning Commission's preliminary recommendations on the draft Environment Element of the Comprehensive Plan.

II. BACKGROUND DISCUSSION

The City Council has requested that the Council review draft sections of the Comprehensive Plan Update starting now rather than wait until the entire Draft Plan is completed later this year. The draft Environment Element was reviewed by the Planning Commission on [September 11, 2014](#), [October 23, 2014](#) and [January 8, 2015](#). The draft Element has been preliminarily approved by the Planning Commission, but the Commission has not yet conducted a hearing.

On March 23rd 2015, the Houghton Community Council reviewed the draft element and was in agreement with the Planning Commission on the draft goals and policies and made comments/suggestions to the sections noted below.

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. Any substantial comments received by the City Council will be brought back to the Planning Commission for further consideration, if needed.

The draft Environment Element (Attachment 1) is a substantial rewrite of the existing element and is therefore not shown in a strikeout format. The existing Chapter V. Natural Environment Chapter can be found in the [Comprehensive Plan](#) available on the City's web site.

III. SUMMARY OF CHANGES TO ELEMENT

Introduction

The name of the element has changed from Natural Environment to Environment to be more inclusive and also to support the addition of the Built Environment section. The framework that led to an extensive rewrite of this element was driven by a citywide visioning exercise wordle which expressed the community's desire for Kirkland to be livable, sustainable and green.

The introduction narrative is new. The concept of a livable and sustainable community is introduced and defined. It explains the use of principles and standards from the International Living Future Institute's [Living Communities Challenge](#) and applies them throughout the element. Questions and answers are posed in such a manner to help the reader better understand the element's concept and what the City as a whole needs to do in order to be livable and sustainable for future generations.

The revised element consists of six sections:

- Natural Systems Management
- Trees and Vegetation
- Soils and Geology
- Built Environment
- Climate Change
- Healthy Food Community

A brief summary of each section is noted below. Some of the sections build on the existing Natural Environment chapter while other sections are new.

E-1. – Natural Systems Management (Revised)

This section combines the existing sections "*Managing the Natural Environment*" with "*Water Systems*" and renames it "*Natural Systems Management*". Much of the narrative from the existing element was retained. The language was updated where necessary and new policies were added based on County-Wide Planning Policy requirements. The focus of protecting and enhancing the sensitive areas within all of Kirkland's drainage basins remains intact.

E-2. – Trees and Vegetation (Revised)

The original "*Vegetation*" section is outdated since significant changes have occurred in Kirkland, including a major land annexation, the achievement of the tree canopy and other forestry-related goals, and an increasing body of work on the benefits that trees provide in

urban areas. The revised policy shifts to maintain current canopy cover while achieving optimal health, safety and sustainability of the urban forest. To achieve this, Kirkland developed a long-term, comprehensive city-wide [Urban Forestry Strategic Management Plan](#) and expanded the section to be more relevant and adaptive.

E-3. – Soils and Geology (Revised)

This revised section adds introductory language to the narrative that highlights the importance of regulating geologic hazard areas and informing the public of these areas. The new policies discuss how we should protect and stabilize these areas using best available science and practices in order to protect life and property.

E-4. – Built Environment (New)

This new section was created to reflect new goals and policies in the "*Built Environment*". The narrative describes the opportunity to encourage "living buildings" and how that concept restores and regenerates the natural environment. Since this is not addressed in the current element, this addition allows the development of policy that lends support to energy efficiency, clean renewable energy, and sustainable certifications of City and private projects. This supports other City sustainability goals such as the reduction of greenhouse gas emissions.

E-5. – Climate Change (New)

This new section evolved from the existing "*Air*" section. The revised goals and policies are based on countywide and state efforts to address climate change. These include the adopted Countywide Planning Policies and the King County-Cities Climate Collaboration. It notes the work the City has done historically to address climate change. The City signed on to the U.S. Mayors Climate Protection Agreement in 2005. In 2012, the City founded and continues to participate in the King County Climate Change Collaborative (K4C). Mayor Walen has signed Resolution R-5077 (King County-Cities Climate Collaboration (K4C) Joint Letter of Commitment) to have consistent greenhouse gas (GHG) emission reduction targets with King County and to continue to advocate and support State and Federal policy regarding clean energy, mass transportation and fuel standards and other collaborative initiatives (see Attachment 2). Policies E-5.1, E-5.4, E-5.5, E-5.6 have been created in response to the K4C Joint Letter of Commitment. The section acknowledges that although much work has been done, more effort is needed. This includes updating the City's Climate Protection Plan and Natural Resource Management Plan and developing strategies, funding and implementing actions to meet our GHG reduction goals.

E-6. – Healthy Food Community (New Section)

This section is new and was created as a response to PSRC Vision 2040 and to be consistent with the County-wide Planning Policies. Three new policies have been developed that help address market expansion, access, availability of locally produced food. One new policy addresses the environmental impact of food production.

IV. HOUGHTON COMMUNITY COUNCIL

The Houghton Community Council met on March 23rd and offered the following comments:

- Introduction Section
 - Consider using another word besides “stakeholder” to describe those interested or impacted.
 - Definition of Economic Sustainability: Make sure a balanced approach is taken in regards to the economy and that may mean compromising the environment.
 - More information was requested on the Living Community Challenge.
- Trees and Vegetation – Preservation of views of Lake Washington is important.
- Climate Change – Define or describe climate change.

Staff will discuss further with the Planning Commission any revisions in response to the HCC comments.

V. CITY COUNCIL DISCUSSION QUESTIONS

Staff would like Council to discuss and provide direction on the following questions:

1. Are there any clarifications or areas that need additional information?
2. Does the Council have any suggested edits or additions to the draft element?

Attachments:

1. New Draft Environment Element and maps
2. Resolution R-5077

Environment Element Draft

Introduction

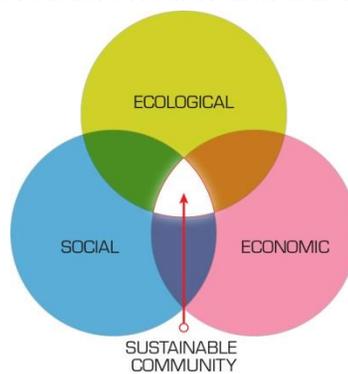
What is a Livable and Sustainable Community?

Green, sustainable and livable were aspirations that were expressed during the Comprehensive Plan community visioning process and were incorporated into the Vision Statement and Guiding Principles.

Livable may be subjective for each citizen, but it has been defined as a quality of life standard that is attached to a place. Kirkland as a place needs to have characteristics that allow it to be connected, be aesthetically pleasing to be in and allow access to the basic needs of living such as clean water, air, healthy food, affordable housing, education, and employment opportunities. A livable city should also have reliable infrastructure including government that is proactive and can manage its operations to ensure that the quality of life stays high for a majority, if not all of its citizens. The concepts of livable and sustainable go hand in hand.

Sustainability means meeting our present needs while ensuring future generations have the ability to meet theirs. To become a more sustainable city, we need to consider the long term and wide ranging impacts of our actions and to evolve, strengthen and expand our policies and programs to adapt to new situations. The three key areas of sustainability are:

- **Ecological Sustainability:** Ensure that natural systems and built structures protect habitats, create a healthy environment, and promote energy efficiency.
- **Economic Sustainability:** Ensure a strong economy that is able to support our community while not compromising the environment in which we live.
- **Social Sustainability:** Ensure that we provide a sense of community to our residents, and support basic health and human service needs.



Resilience takes sustainability to the next step in which a community can adapt to the ever changing environment in a socially responsible manner. At its most basic level, a resilient community ensures that its residents and workforce can provide food and water during extreme weather events or disasters. In the built environment, it means encouraging buildings that have a low carbon foot print and thus do not impact the environment, such as the recently completed Bullitt Center building in Seattle. This building harvests its energy from solar panels, collects rain water for non-potable uses, and processes all its sewage waste internally. The Center is an example of a self-sufficient living building constructed according to the International Living Future Institutes standards.

What components of a livable and sustainable community do we have now?

The Growth Management Act requires the City to adopt development regulations that protect critical areas. For Kirkland, these include wetlands, frequently flooded areas, fish and wildlife conservation areas and geologically hazardous areas. Kirkland has codes, laws, policies and programs in place now to protect the natural environment such as our streams, wetlands, and lakes to certain standards.

However, when development is proposed near these sensitive areas, the buffers for development will need to be evaluated to provide a greater level of protection necessary to maintain their function and values and ensure restoration of these natural systems and their important ecological functions. In some cases our natural systems such as streams have been altered or placed in underground pipes prior to regulations being enacted that may have protected them. The State's Best Available Science standard is to be used in updating the City's critical area regulations.

The intent of Kirkland's tree code is to maintain and enhance the City's overall tree canopy and slow the loss of canopy due to development and tree removals in order to maximize the public benefits provided by trees. When initially drafted, the code aimed to increase the citywide tree canopy cover to 40 percent. Having met the canopy goal – a measure of *quantity* - the City is shifting its focus to urban forest *quality*. The Urban Forestry Strategic Management Plan, adopted in 2013, was developed to guide the City's efforts towards a long-term sustainable urban forest.

Kirkland's Green Building Program encourages new homes to be built to high levels of energy efficiency, conserve and use less water, and use healthier materials in the construction. The program uses Built Green and LEED for Homes as a third-party to verify that the home achieves the required certification level. In exchange for the builder or homeowner achieving this certification, the City reviewers agree to expedite the review of the building permit. The City program requires that homes are built tighter than the state energy code, exceeds requirements for water efficient fixtures, uses non-toxic and low emitting materials that are healthier for indoor air

quality, and requires that the project reduce waste and recycle left over materials. In addition, testing is done after construction is completed to ensure that the home's performance meets the certifying programs standards. However, the scope of the City's program does not include all building types and therefore the City does not realize quite as many environmental benefits as it could if the program was expanded and includes a retrofit component for existing structures.

Kirkland's Climate Protection Action Plan (CPAP) provides goals for reductions in greenhouse gas emissions which are important because the overall livability of the Kirkland community relies upon the achievement of these goals. While we cannot predict the exact outcome of not achieving them, we do know that taking a cautious and conservative approach is a prudent strategy. An adopted Climate Protection Action Plan that considers government operations and the community's overall carbon footprint are an excellent starting point. In order to realize the value of this plan, the next steps must be taken to implement the plan and then measure the success of our actions.

What do we need to do to be a more livable & sustainable community?

Question should be considered and discussed: Are we doing all we can to restore and regenerate the environment, providing a high quality of life for all residents, promoting the recruitment of businesses that manufacture, retail and operate in a manner that enhances the environment? Do we use and produce renewable energy? Are we reusing our waste so that it becomes a new resource? Are we ensuring that equity exists in Kirkland so that a diverse range of citizens with varying socio-economic backgrounds can actually afford to live in Kirkland, and enjoy the many benefits of a City that is working toward a more livable and sustainable community? The International Living Future Institute, which is located in the Pacific Northwest, is the creator of a stringent building certification (Living Building Challenge) and has developed standards and a robust certification for a Living Communities Challenge (LCC). Kirkland may or may not choose to certify the City as a living community, however, many of the principles from the Living Communities Challenge have been incorporated into the policies of this element.

Here are some of the actions needed to help accomplish this goal:

- Restore our natural systems and critical areas including streams, wetlands, habitat areas and Lake Washington for maximum ecological value and functions.
- Implement the Strategic Urban Forestry Management Plan to enhance our urban forest.

- Revamp Kirkland's Green Building Program to promote Living Buildings and retrofit existing buildings to be as efficient as possible.
- Develop new codes to provide maximum protection and enhancement of geologic features such as steep slopes, landslide and seismic hazard areas.
- Fund and Implement Kirkland's Climate Protection Action Plan and regional commitments so that we can be readily adaptable and resilient in advance of the effects of climate change.
- Develop a functional Sustainability Master Plan for the City that identifies best practices that allows all of the strategies to be implemented and measured, and if needed, adjusted to achieve a Livable and Sustainable community.

The policies contained in the Environment Element establishes the basis and framework for these concepts and should be utilized to create incentives, regulations, programs and actions to help Kirkland become more livable and sustainable for all current and future generations.

Natural Systems Management

Natural systems serve many essential biological, hydrological, and geological functions that significantly affect life and property in Kirkland. Features such as wetlands and streams provide habitat for fish and wildlife, flood control, and groundwater recharge, as well as surface and groundwater transport, storage, and filtering. Vegetation, too, is essential to fish and wildlife habitat, and also helps support soil stability, prevents erosion, moderates temperature, produces oxygen, and absorbs significant amounts of water, thereby reducing runoff and flooding. Soils with healthy structure and organic content, such as those found in natural wooded areas, absorb, store, and transport water, effectively supporting vegetation, slope integrity, and reducing flooding and erosion. Clean air is essential to life. In addition to these functions, the natural environment provides many valuable amenities such as scenic landscape, community identity, open space, and opportunities for recreation, culture, and education. Kirkland's citizens recognize and often comment upon the important role the natural environment plays in the quality of life.

Maintaining these valuable natural systems within Kirkland is a crucial but complex undertaking. Effective management of the natural environment must begin with the understanding that natural features are components of systems which are, in turn, interdependent upon other natural systems that range beyond the City's borders. The Washington State Growth Management Act and Federal Endangered Species Act

underscore this approach and prescribe additional requirements. Accordingly, Kirkland manages the interrelated natural systems:

- Jointly with other agencies and the affected Federally recognized tribes to ensure coordinated and consistent actions among the jurisdictions sharing an ecosystem (e.g., a watershed);
- Comprehensively, by coordinating natural systems information and practices across City departments;
- Scientifically, by applying the best available science to system-wide inventories and analyses to formulate policies and development standards to protect the functions and values of critical areas; and,
- Conscientiously, to give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries through salmonid habitat conservation.

Additionally, Kirkland's desire and duty to protect natural resources must be balanced with the City's obligations to accommodate future growth and provide a development process that is timely, predictable, and equitable to developers and residents alike.

As an urban community with a considerable legacy of environmental resources, Kirkland continues its longstanding effort to balance multiple concerns. The City's natural resources include thirteen drainage basins – some with salmonid-bearing streams, several large wetlands, two minor lakes, and extensive shoreline on Lake Washington (see Figure E-1). Large portions of the City contain steep slopes and mature vegetation (see Figures E-2, E-3, and E-4). Future growth will generally be infill within Kirkland's well-established, compact land use pattern. Because many of the remaining sites are small and constrained by environmentally sensitive or hazardous areas, Kirkland's challenge for the future will be to accommodate infill growth and development while protecting and enhancing natural systems on public and private lands.

A variety of tools are needed to effectively manage the natural environment, because natural systems traverse private and public property lines as well as jurisdictional boundaries. These tools include:

- Programs and practices used by the City to maintain land for which it is responsible, such as parks, open space, and rights-of-way;
- Public education and involvement to cultivate a culture of stewardship;
- Incentives to foster sound practices by Kirkland residents, businesses, and institutions;

- Acquisition of the most ecologically valuable sites by the City when feasible; and
- Regulations accompanied by effective enforcement.

The fundamental goal is to protect natural systems and features from the potentially negative impacts of nearby development and to protect life and property from certain environmental hazards. To accomplish this, the Element:

- Recognizes the importance of environmental quality and supports standards to maintain or improve it;

Supports comprehensive management of activities in sensitive and hazard areas through a variety of methods in order to ensure high environmental quality and to avoid risks or actual damage to life and property;

- Promotes system-wide management of environmental resources. Supports interagency coordination among jurisdictions sharing an ecosystem;
- Supports the acquisition of comprehensive technical data and the application of best available science for natural systems management; and
- Acknowledges the importance of informing the public of the locations, functions, and needs of Kirkland's natural resources.

Goal E-1: Protect and enhance Kirkland's natural systems and features

Policy E-1.1: Use a system-wide approach to effectively manage natural systems in partnership with affected State, regional, and local agencies as well as affected federally recognized tribes.

Environmental resources – such as streams, soils, and trees – are not isolated features, but rather components of ecosystems that go beyond a development site and, indeed, beyond our City boundaries. Therefore, a system-wide approach is necessary for effective management of environmental resources. Also, recognition of the interdependence of one type of natural system upon another is essential. An example of this is the relationship between the shoreline and Lake Washington. For this reason, a comprehensive approach to the management of natural resources is most effective.

Responsibility for management of these ecosystems falls to many agencies at many levels of government, including King County, State resource agencies, and watershed planning bodies. Kirkland and its planning area lie within the Usual and Accustomed Treaty Area of the Muckleshoot Indian Tribe. Joint coordination and planning with all affected

agencies is appropriate to ensure consistent actions among the jurisdictions sharing an ecosystem.

Policy E-1.2: Manage activities affecting air, vegetation, water, and the land to maintain or improve environmental quality, to preserve fish and wildlife habitat, to prevent degradation or loss of natural features and functions, and to minimize risks to life and property.

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

Because of the many problems caused by adverse impacts to natural vegetation, water, or soils/geologic systems, development should provide site-specific environmental information to identify possible on- and off-site methods for mitigating impacts. The City should be indemnified from damages resulting from development in sensitive or hazard areas, and land surface modification of undeveloped property should be prohibited unless a development application has been approved. Protective measures should also include techniques to ensure perpetual preservation of sensitive areas and their buffers, as well as certain hazard areas.

Policy E-1.3: Manage the natural and built environments to achieve no net loss of the functions and values of each drainage basin; and proactively enhance and restore functions, values, and features.

State and Federal laws require no net loss of functions and values of lakes, streams and wetlands. These laws may also require the protection, enhancement and restoration of these features. Development should avoid or minimize the impacts to these functions and values. Where degradation has occurred, enhancement and restoration should be pursued. Projects, programs and regulations should include mitigation banking when appropriate, adaptive management approaches and Best Available Science standards to preserve and enhance the functions. Limited modification of wetland and streams that have very low ecological function and value may be allowed, provided these functions and values are fully restored or enhanced.

Policy E-1.4: Pursue restoration and enhancement of the natural environment and require site restoration if land surface modification violates adopted policy or development does not ensue within a reasonable period of time.

The City should look for and act upon opportunities to restore or enhance natural features and systems wherever significant environmental benefits will be realized cost-effectively. Too, land surface modifications that violate the intent of the Goals and Policies should be corrected through site restoration. Developers and property owners should be required to restore the affected sites to a state that approximates the conditions that existed prior to the unwarranted modification. Development should be required to restore the site to a safe condition and re-vegetate areas where vegetation has been removed.

Policy E-1.5: Work toward creating a culture of stewardship by fostering programs that support sound practices, such as low impact development and sustainable building techniques.

Kirkland can promote public environmental awareness and stewardship of sensitive lands in a variety of ways. The City can provide resources and incentives to assist the public in adopting practices that benefit rather than harm natural systems. For example, the City should work with residents, businesses, builders, and the development community to promote low impact development and sustainable building practices. These practices can lower construction and maintenance costs and enhance human health, as well as benefit the environment.

The City should promote and model these practices and others, including purchasing energy efficient and renewable technology products and services whenever feasible, by maintaining model sensitive area buffers, using current arboricultural techniques for public trees, using and eventually certifying new public facilities through programs fostering sustainable building practices, and by linking Kirkland stakeholders to information sources and programs for notable trees, neighborhood planting events, backyard wildlife, and streamside living.

Policy E-1.6: Minimize human impacts on habitat areas and pursue the creation of habitat corridors where wildlife can safely migrate.

Wildlife corridors, also known as a habitat corridors, provide a safe passage for wildlife between one area of refuge to another. The Kirkland Streams, Wetlands and Wildlife Study done by the Watershed Company in 1998 identifies some the challenges and opportunities to enhance existing wildlife corridors and should be updated to include mapping of these areas and the most current information about protection, enhancement and restoration and creation of new areas where wildlife can live and thrive. Establishing new or re-establishing these corridors are a mitigation strategy to the effects of urbanization. The City should incentivize the creation of backyard wildlife sanctuaries on private property and encourage larger pieces of property to dedicate permanent conservation easements. For City owned properties, the City should pursue acquisition, enhancement and restoration of land that could be add to Kirkland's existing wildlife corridors.

Policy E -1.7: Develop a City-Wide Sustainability Master Plan

In 2003, the City adopted the Natural Resource Management Plan to address environmental issues. The City has used the plan to develop new environmental programs, initiatives and regulations. There are many areas, such as operations and development of the City that could be guided by a comprehensive approach towards sustainability. The City has numerous programs, initiatives and master plans that address certain aspects of sustainability (Surface Water Master Plan, Transportation Master Plan, Urban Forestry Strategic Plan and the Cross Kirkland Corridor Master Plan) but it does not have functional plan that coordinates all of the City's efforts using the lens of sustainability.

The City prepares an annual performance measure report that shows how the City is doing based on a set of metrics. A sustainability master plan would develop a set of more refined measurements, such as goals and indicators of success. However, it would also identify strategies and resources necessary to implement the plan. Examples from other cities to consider include the City of Issaquah (Resource Conservation Office), The City of Seattle (Office of Sustainability and the Environment) and the City of Shoreline (Environmental Sustainability Strategy).

Policy E-1.8: Provide information to all stakeholders concerning natural systems and associated programs and regulations.

The City can also increase awareness by allowing access where appropriate to sensitive areas for scientific and recreational use while protecting natural systems from disruption. Careful planning of access trails and the installation of environmental markers and interpretive signs can allow public enjoyment of lakes, streams, or wetlands and increase public awareness of the locations, functions and needs of sensitive areas. In the case of large scale projects on sensitive sites, the City can require developers and property owners to provide additional materials, such as brochures, to inform owners and occupants of the harmful or helpful consequences of their actions in or near sensitive areas and buffers.

Water Systems

Policy E-1.9: Using a watershed-based approach, both locally and regionally, apply best available science in formulating regulations, incentives, and programs to maintain and, improve the quality of Kirkland's water resources.

Kirkland's Streams, Wetlands, and Wildlife Study (July, 1998) is a natural resource inventory of wetlands, streams, fish, wildlife, and habitat areas within Kirkland. A drainage basin or watershed approach was used to identify Kirkland's drainage systems, to determine primary and secondary basins, and to evaluate and record the primary functions, existing problems and future opportunities for each drainage basin. This data

and analysis forms a scientific basis for system-wide resource management that addresses the distinct characteristics of each basin.

Figure E-1 indicates general locations of known sensitive areas and drainage basin boundaries. This study is supplemented by technical information from the Water Resource Inventory Area (WRIA) 8 salmon conservation planning effort and the City's *Surface Water Master Plan*. The WRIA 8 Chinook Salmon Conservation Plan was adopted by the City in 2005 (Resolution R-4510). Since that time Kirkland has provided financial and legislative support and worked collaboratively with other cities within the WRIA 8 watershed to increase funding for salmon recovery and implementation of the plan.

Policy E-1.10: Prioritize removing fish passage barriers for public projects.

Culverts and other structures may pose physical barriers to fish, resulting in loss of habitat and population decline. The removal of fish passage barriers for the City's public projects is not a requirement, but the State has created a board to develop an inventory of existing barriers under city and county roads and a prioritized removal list.

Consequently, the City's Surface Water Master Plan (SWMP) has developed an inventory of publicly-owned culverts and their fish passage barrier status. The SWMP has also prioritized those barriers for removal, and developed conceptual designs and cost estimates for removal of the first few barriers. This inventory needs to be kept up-to-date, and should be augmented with an inventory of fish passage barriers that exist on private property.

Policy E-1.11: Support removal of fish passable barriers and daylighting of streams on private property.

For many years it was believed that conventional piped drainage systems were the best method for handling all drainage in urban areas. Consequently, as rights-of-way and properties developed, segments of Kirkland's streams were placed in pipes. Over time it has been observed that open drainage can be more effective than conventional detention and engineered conveyance. The size, shape and placement of the pipes can also cause a barrier that prohibits fish migration upstream. In addition, piped drainage systems can cause increased flooding, decreased water quality, decreased ground water recharge, loss of fish and wildlife habitat, loss of urban forest, and reduced viability of streams and wetlands due to lost natural hydrological systems.

One way to restore these connections and promote fish passable barriers is to remove the stream segments in pipes and daylight them in natural channels. While there may be challenges to doing this such as financial costs and loss of property due to providing a buffer and day lit channel, the benefits may outweigh these costs and challenges. The City should prioritize private piped stream segments for daylighting and removal of fish passable barriers and encourage this change by pursuing grant funding, creating

incentive programs, removal of disincentives, and adopting updated regulations.

Policy E-1.12: Protect surface water functions by preserving and enhancing natural drainage systems.

The City should look for and act upon opportunities to restore or enhance natural features and systems wherever significant environmental benefits will be realized cost-effectively. Too, land surface modifications that violate the intent of the goals, policies and regulations should be corrected through site restoration. Affected sites should be restored to a state which approximates the conditions that existed prior to the unwarranted modification. Development should be required to restore the site to a safe condition and re-vegetate areas where vegetation has been removed.

Policy E-1.13: Comprehensively manage activities that may adversely impact surface and ground water quality or quantity.

Increases in impervious surface resulting from development result in decreases in ground water recharge. This, in turn, results in a decline in base flows and subsequent loss of habitat that impacts fish and wildlife populations.

Urban runoff often contains pollutants such as gasoline, oil, sediment, heavy metals, herbicides, and other contaminants. These materials degrade the quality of water in our streams and lakes. Steps to limit contamination include:

- Prohibit the dumping of refuse or pollutants in or next to any open watercourse, wetlands or into the storm drainage system. Dumped refuse and pollutants can contaminate surface and subsurface water and can physically block stream flows;
- Provide education to businesses and residents about the role that each plays in maintaining and improving water quality;
- Require projects to provide water quality treatment facilities if they propose to alter or increase significant quantities of impervious surface that generate pollution; and
- Preserve and enhance sensitive area buffers to maximize natural filtration of contaminants. Pursue opportunities to improve buffer viability by improving maintenance of buffer vegetation.

Policy E-1.14: Respond to spills and dumping of materials that are impactful to the environment.

The City should take a proactive approach and provide funding for immediate response to spills and dumping of hazardous materials and pollutants within the City. It is far easier and cost effective to prevent damage rather than mitigate degradation of Kirkland's streams, wetlands and lakes. Spill control and cleanup is required per the City's Phase II NPDES Municipal Stormwater Permit. It is far easier to clean up spills and prevent pollutants from reaching our waterways, than to try and clean polluted lakes and streams.

Surface Water

The City adopted an updated Surface Water Master Plan in 2014. This plan outlines the priorities and needs for surface water management and related programs, requirements and activities in the City. Implementation of the plan is important for the City in its overall efforts to address stormwater runoff, water quality, flooding and environmental protection.

Policy E-1.15: Improve management of stormwater runoff from impervious surfaces by employing low impact development practices through City projects, incentive programs, and development standards.

As land is developed, the loss of vegetation, the compaction of soils, and the transformation of land to impervious surface all combine to cause uncontrolled stormwater runoff to degrade streams, wetlands and associated habitat; to increase flooding, and to make many properties wetter. Low impact development practices minimize impervious surfaces, and use vegetated and/or pervious areas to treat and infiltrate stormwater. Such practices can include incentives or standards for landscaped rain gardens, permeable pavement, narrower roads, vegetated rooftops, rain barrels, impervious surface restrictions, downspout disconnection programs, "green" buildings, street edge alternatives and soil management.

Policy E-1.16: Retrofit existing impervious surfaces for water quality treatment and look for opportunities to provide regional facilities.

New development has limitations on impervious surfaces and requires water quality treatment of stormwater based on adopted stormwater design regulations.

While it is important to regulate new development, the bulk of change in Kirkland's stormwater infrastructure will occur through redevelopment. Partnering with private properties may be a cost-efficient way to achieve regional water quality treatment, as it is usually far less expensive to build facilities in parking lots rather than beneath public right of way which is encumbered by numerous utilities. The City should pursue grant funding, incentive programs, regulations and planning for retrofitting existing impervious

areas to improve water quality treatment and further the goals of the Surface Water Master Plan.

Flood Storage

Policy E-1.17: Preserve the natural flood storage function of 100-year floodplains and emphasize nonstructural methods in planning for flood prevention and damage reduction.

Floodplains are lands adjacent to lakes, rivers, and streams that are subject to periodic flooding. Floodplains naturally store flood water, protect water quality, and provide recreation and wildlife habitat. New development or land modification in 100-year floodplains should be designed to maintain natural flood storage functions and minimize hazards to life and property (see Figure E-1).

Policy E-1.18: Make allowances for connections between existing streams and their floodplain to increase floodplain storage.

Funding, construction and maintenance of vaults or tanks upstream can be more costly and difficult than finding in-channel areas to store water to increase floodplain storage. The City should identify and implement flood plain storage near existing streams to reduce water velocities that benefit fish and other aquatic organisms and can translate into less flooding and property damage.

TREES & VEGETATION

Trees and vegetation - primary elements of the urban forest - enhance Kirkland's quality of life, minimize the effects of urbanization, and contribute to and define community character. Unfortunately, many urban elements negatively impact trees, shortening their normal life expectancy and risking overall canopy loss. It is important that municipal planning and management efforts direct the urban landscape to maximize the public benefits that trees and vegetation provide over a long term horizon.

Goal E-2: Protect, enhance and restore trees and vegetation in the natural and built environment.

Policy E-2.1: Strive to achieve a healthy, resilient urban forest with an overall 40 percent tree canopy coverage.

Healthy trees and vegetation provide numerous ecological benefits, including filtration and interception of stormwater runoff, improved air quality, reduced atmospheric carbon, erosion reduction, hillside and stream bank stabilization, and temperature moderation;

thereby reducing the urban heat island effect, and provision of fish, wildlife and pollinator habitat. In addition, trees provide numerous economic, social and aesthetic benefits.

Significant improvements in stormwater management and air quality could be realized if the average tree canopy cover of 40 percent was maintained¹. A sustainable urban forest consists of diverse tree ages and species, both in native and planted settings. Larger, mature trees should be maintained and protected, as the greatest benefits accrue from the continued growth and longevity of larger trees.

Policy E-2.2: Implement the Urban Forestry Strategic Management Plan.

To ensure that trees function well in their intended landscape and provide optimal benefits to the community over a long term horizon, urban forests require sound and deliberate management. In order to track progress, it will be important to complete, then monitor and maintain a public tree inventory, assess the environmental benefits of Kirkland's urban forest, as well as to assess the urban tree canopy cover at least every 10 years. The City's Urban Forestry Strategic Management Plan should be updated and revised every 6 years to reflect current knowledge, technology, and industry standards.

Policy E-2.3: Provide a regulatory framework to protect, maintain and enhance Kirkland's urban forest, including required landscaping standards for the built environment.

Wherever development may occur, care should be taken to plan, build, and use development practices to avoid unnecessary removal or destruction of trees, particularly significant stands of native evergreen trees, natural woodlands and associated vegetation and sensitive area buffers. Needless removal or destruction of such vegetation should not be allowed.

In the built and paved environment, trees, shrubs and groundcovers function to screen adjacent land uses and activities, define views, and unify and organize disparate site elements. Plantings can reflect the character of and transition to adjacent areas, and attract customers to businesses by increasing visual appeal. Foliage can reduce reflection or glare from street lights or vehicles, making an area more hospitable and safe; while dense foliage can absorb and disperse sound. Energy cost savings can be realized by arranging plants around buildings for an insulating effect from extreme temperatures and to deflect wind.

Policy E-2.4: Balance the regulatory approach with the use of incentives, City practices and programs, and public education and outreach.

Incentives can promote stewardship of natural resources on private land by rewarding sound practices. Examples may include saving time and money in the permitting process, allowing variations to development codes, discounting utility rates, offering vouchers for

plant materials, providing technical assistance/cost sharing for restoration or enhancement of natural areas, and public recognition for developers or sites that exemplify excellence or innovation in tree retention.

Examples of increasing awareness and educating the community about the goals and challenges of managing the urban forest may include providing materials, workshops and presentations for developers, arborists, and homeowners. A greater emphasis on community outreach can help generate the support and community vision necessary for a healthy, sustainable urban forest.

Policy E- 2.5: Collaborate with overlapping jurisdictions to align Kirkland’s tree protection with the needs of utility providers, transportation agencies and others to maximize tree retention and reduce conflicts with major projects.

Urban trees are regarded more and more as assets similar to other infrastructure investments. When major projects in Kirkland are planned, combined efforts and mutual cooperation and support produces efficiencies and cost savings, preventing tree preservation conflicts that may arise with overlapping jurisdictions such as in the I-405, Sound Transit, Seattle City Light, and Puget Sound Energy corridors. Consultation by these jurisdictions with the City should occur to ensure that trees and vegetation are only removed when necessary and that appropriate replanting occur consistent with City policies and standards. Vegetation management plans, particularly for utility corridors should be established to guide removal and pruning operations and activities.

¹ Regional Ecosystem Analysis: Puget Sound Metropolitan Area - Calculating the Value of Nature, 1998, by American Forests, www.americanforests.org

SOILS AND GEOLOGY

Geologically hazardous areas are defined as critical areas under the Growth Management Act. These consist of landslide, erosion and seismic hazard areas. They pose a potential threat to the health and safety of the community. Many areas of the City have steep slopes and ravines subject to erosion and hazardous conditions (earthquakes and landslides). Geologically hazardous areas are mapped depicting the general location and presence of these areas based on available geologic and soils information. (See Figure _____).

Landslides are highly probable in many steep and unstable slope areas, regardless of development activity. Landslides may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Damage resulting from landslides may include loss of life and property, disruptions to utility systems, or blockage of transportation and emergency access corridors. For these reasons, development is

regulated where landslides are likely. In some cases, regulation may result in severe limitations to the scale and placement of development, and land surface modification should be limited to the smallest modification necessary for reasonable site development.

In the Puget Sound area, possible damage to structures on some unstable slopes or wetland areas can be caused by low-intensity tremors. This is especially true when hillsides composed of clay and/or organic materials are saturated with water. Slopes with grades of 15 percent or steeper are also subject to seismic hazards. Areas with slopes between 15 and 40% or greater are particularly vulnerable. Low-intensity earth tremors could cause liquefaction and damage development in wetland areas composed of organic or alluvial materials. In hillside and wetland areas, structures and supporting facilities need to be regulated and designed to minimize hazards associated with earthquakes. The City should provide information to the public about potential geologic hazards, including site development, building techniques and disaster preparedness.

Goal E-3: Ensure public safety by avoiding or minimizing impacts to life and property from geologically hazardous areas.

Policy E-3.1: Require appropriate geotechnical analysis, sound engineering principles and best management practices for development in or adjacent to geologically hazard areas.

The City's Landslide and Hazard Areas Map shows the general location of these areas. The determination of the actual conditions and characteristics of these hazards on or near property are based on detailed scientific and geotechnical engineering analysis and principles. The City can require geotechnical investigations, reports and recommendations by a qualified engineer when development is proposed or restoration activities are being considered in or adjacent to geologically hazard areas.

Policy E-3.2: Regulate land use and development to protect geologic, vegetation and hydrological functions and minimize impacts to natural features and systems.

Geological hazard areas, especially steep forested slopes and hillsides provide multiple critical area functions. Performance standards, mitigating conditions, or limitations and restrictions on development activity may be required. Clustering of development away from these areas should be encouraged or required. Using natural drainage systems, retention of existing vegetation and limitations on clearing and grading are preferred approaches.

Policy E-3.3: Utilize best available science and data for seismic and landslide area mapping.

Governor Jay Inslee convened a SR 530 Landslide Commission to identify lessons learned from this catastrophic event. The Commission released its report in December, 2015 and noted the following:

"The SR 530 Landslide highlights the need to incorporate landslide hazard, risk, and vulnerability assessments into land-use planning, and to expand and refine geologic and geohazard mapping throughout the State. The lack of current, high-quality data seriously hampers efforts under the Growth Management Act (RCW 36.70A) and other regulatory programs to account and plan for these hazards. Use lidar (Light Detection and Ranging) mapping to target high priority areas hazardous to people or property. Ensure that landslide hazard and risk mapping occur in the highest priority areas first, including transportation corridors, such as the Everett-Seattle rail line and the trans-Cascades highways, residential areas, urban growth areas, emergency evacuation routes, and forest lands..."

The City has relied on geologic and soils mapping done by King County in the early 1990's. In 2011 the City undertook a comprehensive geologic detailed mapping of the pre-annexation portion of the City. The City should complete the surficial and soils mapping for the entire city and conduct a hazard and risk assessment utilizing best available science. Kirkland's programs, practices and regulations relating to geologic hazard areas, clearing and grading, vegetation, and critical areas should be evaluated once the assessment has been completed. As new information or better science evolves or as conditions change, policies, regulations and programs should be regularly updated.

Policy E-3.4: Retain vegetation where needed to stabilize slopes.

Significant vegetation as cover on hazard slopes can be important, because plants intercept precipitation reducing peak flow, runoff, and erosion that can impact water quality and slope stabilization. Vegetated ravines also provide habitat linkages for wildlife. Avoiding disturbance of steep slopes and their vegetative cover should be a high priority. Natural Growth Protection Easements should be required where needed to protect these areas.

Policy E-3.5: Promote sound soil management practices through standards, regulations and programs to limit erosion and sedimentation.

Healthy soil provides nutrients to support vegetation and habitat for subsurface organisms, and it absorbs, cleans, stores, and conveys water, thereby improving water

quality and moderating water quantity. Mismanagement or neglect of soil can result in increased flooding, loss of vegetation, sedimentation of watercourses, erosion, and landslides – all of which degrade habitat for humans as well as for other species. Soil erosion should be controlled during and after development through the use of best available technology and management practices. The City should have both standards to address soil erosion and programs so that valuable topsoil will be conserved and reused and soil for required plantings will be amended as appropriate.

BUILT ENVIRONMENT

Ensuring that sustainable development principles such as those used in the International Living Futures Institute's Living Building Challenge (LBC) are used when land is developed or redeveloped in Kirkland is an effective strategy for managing the built environment in order to create a livable community that can exist in harmony with natural systems. The Living Building Challenge™ is the built environment's most rigorous performance standard. It calls for the creation of building projects at all scales that operate as cleanly, beautifully and efficiently as nature's architecture. To be certified under the Challenge, projects must meet a series of ambitious performance requirements over a minimum of twelve months of continuous occupancy. Some of the areas that are measured fall under heading such as Water, Energy, Health and Happiness, Materials, Equity and Beauty. If all of the performance standards are achieved, the building helps regenerate the environment by producing all of its own energy, harvesting its own water, processing all of its waste and offsetting impacts of its construction. There are only a handful of certified Living Buildings world-wide, but this is changing and soon there will be more buildings that give more back to the environment than they take from it.

Achieving any of the LBC principles can be a challenging. Technology is changing daily, and building, stormwater and energy codes are lagging behind. Current codes can be improved to address healthier building materials. These same codes could be modified so that buildings harvest the energy or the water that it uses. However, it is possible today for structures in the built environment to be designed and constructed to create a net – positive effect. Even existing structures can be retrofitted to be more efficient and reduce the impacts on the environment.

The City has a prime opportunity to provide leadership in the built environment by constructing its own facilities to the highest sustainability standards or apply some of the best practices from the Living Building Challenge. The City can also promote and encourage sustainable development by supporting the incorporation of Living Building

Challenge principles in the State building, energy and stormwater codes. Working in collaboration with other regional partners to ramp up these requirements will spur more technological advances in the building industry, which in turn will help get more living buildings in Kirkland and ensure that the community is livable now and for future generations.

Goal E – 4: Manage the built environment to reduce waste, prevent pollution, conserve resources and increase energy efficiency.

Policy E-4.1: Expand City programs that promote sustainable building certifications and require them when appropriate.

The City developed an expedited green building program for single family homes in 2009. Applications that qualify can get priority review of the permit. Many builders and homeowners have taken advantage of reduced permit review times in exchange for building sustainable structures that help the City further reduce energy and resource use. These types of programs are also important because they promote healthy indoor air quality and reduce greenhouse gas emissions which support other City policies. The existing program should be updated to consider other incentives and to include all structures such as commercial and mixed use buildings and major renovations of existing structures so that all building types can be built more sustainably.

Larger developments, and projects that require a master plan should be required to achieve a sustainability certification, utilizing certification programs such as LEED or Built Green. The level of certification should be evaluated by the type and size of the development.

Policy E-4.2: Design, build and certify public building projects to LEED, Living Building Challenge or equivalent certification standards.

The City currently builds its public facilities to meet at least a LEED “Silver” certification. There are other certifications such as the International Living Futures Institute’s Living Building challenge that move beyond merely reducing environmental impacts by restoring and regenerating the natural environment through the construction of “living buildings”. Living Buildings harvest and clean their own water, clean their wastewater and produce and use their own clean renewable energy. The City should consider moving to a LEED Gold certification level as a goal and begin utilizing portions of the Living Building Challenge certification with the intent of eventually constructing “living

buildings”.

Policy E-4.3: Implement energy efficiency projects for City facilities, and measure building performance through Environmental Protection Agency’s (EPA) Energy Star or equivalent program.

The City strives to increase the energy efficiency of its buildings and infrastructure such as street lights and signals and has measured the effectiveness of building improvements by using the EPA’s portfolio manager program. The City should continue to look for ways to further reduce energy use and support local and regional climate change emission reduction targets by supporting local solar campaigns, using Photovoltaic Solar Panels (PV) on City facilities to generate clean renewable energy and purchasing electric and clean energy vehicles for the City’s fleet.

Policy E-4.4: Utilize rigorous sustainability standards and green infrastructure in all City projects.

There are many programs that exist to measure the sustainability of buildings, but there are very few that measure and certify the other types of projects such as roads, sewer and stormwater projects as identified in the City’s Capital Improvement Program (CIP). As part of the project’s design, the City should incorporate environmental or sustainable measures.

This could be done by considering more than just the initial costs to design and build infrastructure projects. The cost of an infrastructure project could look at installing purple stormwater pipe and reclaiming that water for other uses. Prioritization should be placed on reducing the environmental impacts of these infrastructure projects throughout the entire project development process from conception to completion and maintenance. This could include hiring consultants and contractors that are specialists in the design and construction of greener, more sustainable infrastructure. The City should certify these types of projects by using the King County Sustainability Scorecard if there are not any recognized sustainability certifications available.

Policy E-4.5: Utilize life cycle cost analysis for public projects that benefit the built and natural environment.

LCCA graphic on sidebar

Life Cycle Cost Analysis (LCCA) is a concept that considers the total cost of ownership for improvements such as city buildings and infrastructure over its lifetime. There are

many factors to consider when proposing a project, and budget has traditionally been very important. Criteria that allows the total costs, both financial and environmental should be considered, prior to commencing a Capital Improvement Project. The positive benefits of employing an environmental lens can help reduce facility operations and maintenance costs, reduce use of resources, such as water and energy and further the City's goals to enhance the natural and built environment.

Policy E-4.6: Work with regional partner such as Regional Code Collaborative (RCC) to build on the Washington State Energy Code, leading the way to "net-zero carbon" buildings through innovation in local codes, ordinances, and related partnerships.

One technique to increase energy efficiency is to make the energy code more stringent and thereby codifying highly efficient structures. This can be done by working with regional partners as Kirkland does not have its own energy code and uses the Washington State Energy Code. Another strategy could be to incentivize owners of existing structures to upgrade their buildings and reduce energy usage by working with utility providers to help incentivize these improvements. Both new and existing buildings owners will need to the appropriate tools to do this. Another technique is to work with other cities and building associations such as the King and Snohomish County Masterbuilder's to build a workforce to implement a regional energy efficiency retrofit economy. In order for these efforts to be successful they must have participation from owners of existing and new buildings.

Policy E-4.7: Work with regional partners to pursue 100% use of a combination of reclaimed, harvested, grey and black water for the community's needs.

A livable and sustainable community plans ahead and works towards ensuring that a vital resource such as water continues to be available for future generations. A prudent and conservative approach would include reusing and capturing water to be used for other purposes instead of letting it become storm or wastewater after one use. Rainwater can be harvested for watering plants such as food gardens. Grey water that has been used for washing dishes could be captured and used to water non-edible landscaping. Black water, which is sewage, can be processed on a site or community scale and could create compostable resources such as natural fertilizer for plants while simultaneously putting minerals back into the soil. These and other measures take pressure off of the use of clean, potable drinking water for non-potable uses and thereby preserving valuable water.

Policy E-4.8: Work with regional partners to achieve 70% recycling rate by 2020 and net zero waste by 2030.

Kirkland Solid Waste is has been tremendously successful in the achievement of some of the highest recycling rates in King County. Working with regional partners such as Metropolitan Solid Waste Management Advisory Committee, Kirkland can do more to increase these rates in areas such as multi-family and commercial establishments. In addition, continuing to work to educate citizens, businesses and manufacturers about waste reduction can help in achieving these goals and reduce the need for landfills.

Policy E-4.9: Promote public health and improve the natural and built environments by prohibiting the release of toxins into the air, water and soil.

A livable community does not permit placing toxins into the environment and this includes allowing materials with known harmful effects to humans to be used in the construction of new and existing structures. The International Living Future Institute's Material Red List can be used for guidance. It may not be possible to source materials that don't include toxic chemicals, but being aware of them and not using them in City projects and discouraging their use in private projects could result in the market producing healthier materials for construction.

Policy E-4.10: Promote preservation and adaptive reuse of existing structures.

The City has a history of reusing existing buildings such as the Kirkland Annex which was an old single family home that became City offices. The City also repurposed a former Costco Home structure into a Public Safety Building. This preservation strategy has both environmental, financial and historical/cultural implications.

First, it recognizes the embodied energy and the monetary value of the materials in existing buildings. If these material from an existing building are destroyed it creates waste and pollution. Second, it conserves the natural raw materials that would be needed to create new construction materials. In addition, there are financial costs that are avoided by reusing, salvaging, and repurposing existing structures or materials. Last, in the case of the Kirkland Annex, restoring a historical structure and preserving a piece of Kirkland's history is an important facet of keeping the community character

intact for future generations to enjoy. The City should continue to look for these kinds of opportunities and develop incentive programs and initiatives to encourage private owners to preserve and reuse structures throughout the City.

Policy E-4.11: Promote and recognize green businesses in Kirkland

This City should build upon its existing Green Business program and develop a robust program that is used by all businesses in Kirkland. Although this program would be voluntary, it could be a tool for business to help market themselves as a sustainable, green business to consumers. The use of the International Living Future's (ILFI) JUST label could be a way to show consumers how the business enhances the local economy, a better environment and promotes social equity. Additionally, ILFI's *DECLARE* label could be utilized to show consumers the ingredients in the items they purchase from green business program members.

CLIMATE CHANGE

Kirkland can take an active role in reducing greenhouse gas emissions (GHG). Climate change has the potential to impact public and private property, infrastructure investments, water quality, and health. The consequences can be significant from warming temperatures, rising seas, decreasing snowpack, and increased flooding.

A carbon footprint is the measure given to the amount of greenhouse gases produced by burning fossil fuels, measured in units of carbon dioxide. Carbon neutrality means that both City operations and the community balance the carbon released into the air with an equal amount of clean renewable energy production. There are many possible ways to achieve this goal. A best management practice is to first reduce the amount of carbon produced, so that the netting out at zero becomes more feasible. A complementary strategy would be to offset the carbon dioxide released from using fossil fuels with the production and use of renewable energy such as solar and wind.

For government operations this would include implementing energy efficiency improvements within city facilities and infrastructure and also producing and using renewable energy sources. For the broader Kirkland community this means creating more energy efficient structures and working directly with local utility providers to provide more renewable energy options. This will take a significant effort by all to achieve, but it is important to realize that it is possible with a comprehensive approach that include a focus on transportation, land use, solid waste, urban forestry, local and state building codes, advocacy and regional collaboration.

Kirkland's Climate Change efforts

For over 15 years Kirkland has engaged in work related to addressing the impacts of climate change. These efforts include:

In 2000, an interdepartmental team, since named the Green Team, was formed to coordinate all of the City's actions for managing Kirkland's natural and built environment.

In 2003, the City Council adopted the Kirkland Natural Resource Management Plan, by Resolution R-4396, which comprehensively summarizes best resource management practices and principles, Kirkland's natural resource management objectives, and recommended implementation strategies.

In 2005, Kirkland endorsed the U.S. Mayors' Climate Protection Agreement, committing to help reverse global warming by reducing greenhouse emissions.

In 2006, Council authorized Kirkland's membership in the International Council for Local Environmental Initiatives (ICLEI) by Resolution R-4591, which allowed the City to participate in the Cities for Climate Protection 5 milestones campaign. The milestones are:

1. Conduct a greenhouse gas inventory
2. Establish greenhouse gas reduction target
3. Develop an action plan to meet the GHG target
4. Implement the action plan
5. Monitor and report progress

In 2007, Council adopted greenhouse gas reduction targets via Resolution R-4659 for both the community as well as government operations. The reduction targets were:

- Interim: 10% below 2005 levels by 2012
- Primary: 20% below 2005 levels by 2020
- Long-term: 80% below 2005 levels by 2050

In 2009, Council adopted the Climate Protection Action Plan by Resolution R-4760 to achieve the greenhouse gas reduction targets. To determine Kirkland's progress in meeting its government operations and community reduction targets, the City committed to the following:

- Monitor progress on each of the efforts and measures the City outlined in the Plan at least annually so that, as needed, program revisions and corrections are timely.

- Update the greenhouse gas inventory for government operations annually.
- Update the greenhouse gas inventory every three years for the community
- Compare the updated inventory with that of the base year's and determine how close the City is to the target reductions.
- Provide an annual Climate Protection Action Report to the City Council and the community.

In 2012, Kirkland helped found the King County Climate Change Collaborative (K4C) along with King County and other King County cities and signed an interlocal agreement to work in partnership with the K4C on local and regional climate change efforts.

In October 2014, the council authorized the Mayor to sign Resolution (R-5077), Joint Letter of Commitments: Climate Change Actions in King County, which supports the Joint County – City Climate Commitments of the K4C Cities and aligns Kirkland's greenhouse gas emission reductions with that of King County and signatory cities. The new reduction targets use 2007 as the baseline year, retains the 2050 reduction target and adds a midpoint goal in 2030 to bridge the gap between 2020 and 2050.

Goal E – 5: Target Carbon neutrality by 2050 to greatly reduce the impacts of climate change.

Policy E-5.1: Achieve the City's greenhouse gas emission reductions as compared to a 2007 baseline:

- **25% by 2020**
- **50% by 2030**
- **80% by 2050**

Resolution R-5077, revises Kirkland's existing emission reduction baseline year from 2005 to 2007 and aligns the emission reduction percentages and milestone years (2020, 2030 and 2050) to be consistent with the King County Climate Change Collaborative (K4C).

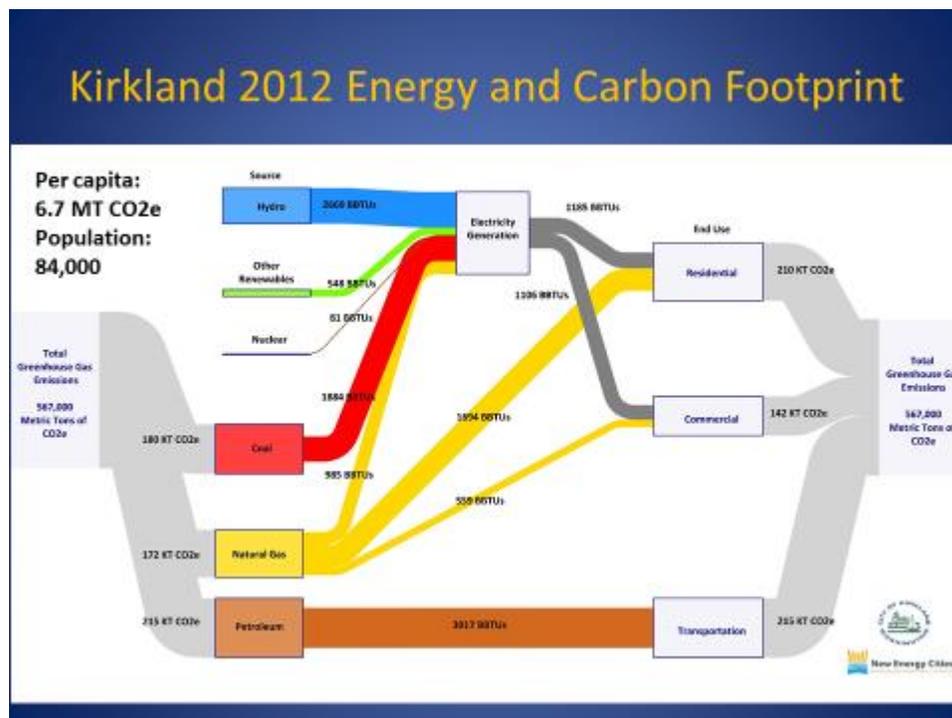
The City has adopted these greenhouse gas (GHG) emission reductions to be consistent with the new County-wide targets and has committed to working with the K4C on regional solutions in areas such as transportation, renewable energy production and fuel standards. It will be important to also develop and adopt near and long-term government operational GHG reduction targets that support County-wide goals.

Policy E-5.2: Regularly update the City's Climate Protection Action Plan (CPAP) in order to respond to changing conditions.

Kirkland's CPAP should be revised due to the emission reduction changes required as part of signing the K4C Joint Commitments Letter. In addition, implementation strategies to achieve the CPAP should be monitored, evaluated and revised as necessary on an annual basis.

Policy E-5.3: Fund and implement the strategies in Kirkland's Climate Protection Action Plan (CPAP).

Kirkland's government operations met its previous 2012 emission reduction targets as defined in the CPAP due to energy efficiency measures and by purchasing renewable "green" power from Puget Sound Energy. Strategies for the community emissions are being developed in 2015. These reductions are a much bigger challenge because they include all sources of GHG emissions of which Kirkland does not have direct control, such as transportation, private business operations and the consumption patterns of citizens.



The carbon wedge above shows the sources of Kirkland energy and the different sectors (Residential, Commercial and Transportation) that use them.

Policy E-5.4: Pursue principles, pathways and policies as described in the current version of the King County Climate Change Collaborative (K4C) Joint County-City Climate Commitments and continue participation in regional collaboration in the K4C and the Regional Code Collaboration (RCC).

The Joint County-City Climate Commitments document provides suggested policies and the pathways that can help Kirkland, King County and other signatory cities work collaboratively to achieve the common goals relating to climate change. According to Climate Solutions, a consultant hired by the City, the three largest areas of emissions in Kirkland are residential and commercial energy use and transportation.

In order for Kirkland to make significant reductions in these areas and achieve its greenhouse gas emission reductions, it will be necessary to work with regional partners such as Puget Sound Energy, King County Metro and Sound Transit and State law makers. Puget Sound Energy provides gas and electricity for this region and will need to produce significantly more renewable energy for Kirkland to get to 80% renewable electricity usage. Transportation agencies will need to provide more service and use more renewable energy and the State must also adopt stricter fuel standards.

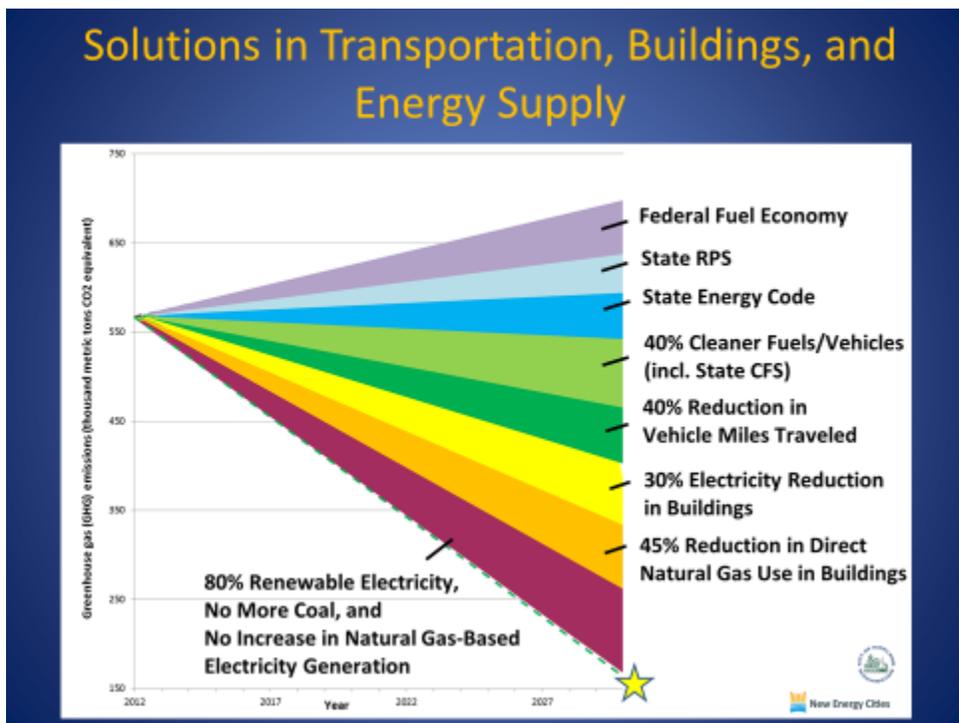
The Regional Code Collaboration (RCC), comprised of King County and participating cities, is working to revise building and energy codes with the intention of creating more energy efficient structures with lower GHG emissions. It is important for Kirkland to collaborate with other regional groups to increase the supply of clean, renewable energy for homes, business and vehicles because Kirkland is not in control of the regional energy supply. All of these efforts require strategic partnerships which can be bridged by the City's continued advocacy and participation in the K4C and the RCC.

50 Percent Reduction by 2030: What Will It Take?

First we estimated the greenhouse gas (GHG) emission reduction due to three existing federal & state laws

Level	Sector	Law or Policy	What the Law or Policy Requires
Federal	Transportation	Corporate Average Fuel Economy Standard	Analysis assumes 2030 avg. fuel economy of 27.3 miles per gallon
State	Energy supply	Renewable Portfolio Standard (RPS)	At least 15 percent of total fuel mix must come from renewable energy by 2020
State	Energy consumption	Washington State Energy Code	New buildings constructed in 2031 must use 70 percent less energy than new buildings constructed in 2006



The graphics above shows the categories of reductions necessary and the possible solutions for Kirkland to be on track with its greenhouse gas emission reductions by 2030.

Policy E-5.5: Advocate for comprehensive federal, state and regional science-based limits and a market-based price on carbon pollution and other greenhouse gas (GHG) emissions.

Advocacy and support of legislative efforts to determine a path towards carbon pricing and other GHG emissions reduction strategies will be a role the City undertake to effect changes in State requirements. This will be an important strategy for Kirkland as it has limited direct control over how much carbon is emitted in the City. The support of a mechanism for putting a price on pollutants, such as carbon and GHG emissions could lead to an additional revenue source for the City to initiate programs to educate and incentivize citizens and businesses to reduce emissions.

Policy E-5.6: Support the adoption of a statewide low carbon fuel standard that gradually lowers pollution from transportation fuels.

Transportation is a major contributor to Kirkland's and the regions greenhouse gas emissions, therefore more efficient fuels will greatly reduce emissions.

Comprehensive advocacy and legislative effort will be necessary to communicate to local policy makers and state lawmakers the importance of making the fuel standards more stringent and therefore helping Kirkland achieve its emission reductions.

Policy E-5.7: Pursue 100% renewable energy use by 2050 through regional collaboration.

The Living Community Challenge establishes that a sustainable community will generate clean renewable energy and not use energy that contributes to additional greenhouse gas emissions. Since much of the energy that Kirkland uses is not renewable energy, this policy will require regional participation along with other K4C cities and legislative efforts to work with utility providers to increase production of clean renewable energy. This work should include working with local utilities and State regulators and other regional partners to develop a package of County and City commitments that support increasingly renewable energy and its use.

Local efforts to promote renewable energy production should be pursued. These can include community solar, community shared solar, green power community challenges, streamlined local renewable energy installation permitting, district energy, and renewable energy incentives for homeowners and businesses

This policy lends support to the overall goal of Kirkland becoming carbon neutral or a net Zero carbon community.

Policy E-5.8: Engage and lead community outreach efforts in partnership with other local governments, businesses and citizens to educate community about Climate Change efforts and collaborative actions.

In order to be successful with city and community climate change efforts, it will be important to communicate and work collaboratively with citizens, businesses and support efforts such as the Eastside Sustainable Business Alliance, Kirkland Green Business program, King County/Snohomish Masterbuilders Association and the Kirkland Chamber of Commerce. Other means of outreach such as special presentations, workshops and joint campaigns or initiatives with the King County Climate Change Collaborative or other organizations will be helpful for educational purposes and building stakeholder support.

HEALTHY FOOD COMMUNITY

Planning for food can help address environmental and social justice, such as increasing access to healthy food choices in all neighborhoods and supporting hunger assistance programs. An emphasis on supporting the local food production economy can also have important economic, quality of life, and environmental benefits. Economic benefits include creating and sustaining living-wage jobs through food production, processing, and sales; improving the economic viability of the sales of local agriculture; and more efficiently using undeveloped parcels for urban agriculture. Kirkland can also foster environmental benefits and quality of life through programs that decrease food waste and reduce the miles food travels to store shelves and planning so that citizens have access to food during and after disasters.

Goal E-6: Support and encourage a local food economy

Policy E-6.1: Expand the local food production market by supporting urban and community farming, buying locally produced food and by participating in the Farm City Roundtable forum.

Within each local jurisdiction, demand for fresh food can be met through allowances for local urban farming and with the encouragement of residents to grow at least some of their fresh produce in their yards or in community gardens. Community gardens can create a more inclusive community character and dialogue while individual gardens can promote a more direct connection to the environment for individuals.

Expanding food related uses within the City can help to create a more resilient community and sustainable economy. Currently, the City supports urban farming by

making City parks available for farmer's markets, such as Juanita Park and community gardens, such as McAuliffe Park. City Hall is a drop-off site for Community Supported Agriculture farms whereby local farmers drop off boxes of organic produce that are picked up by Kirkland residents.

The City can also support local food production and distribution by participating in regional initiatives such the King County Local Food Initiative which has the stated goal of expanding the local food economy by:

- Taking advantage of an increasing interest among residents, tourists and food-related businesses in locally-produced food.
- Reducing barriers for farmers in getting their products to market.
- Preserving farmland from increasing development pressure as the region grows.

Policy E-6.2: Promote land use regulations that ensure access to healthy food.

The City has an important role to play in the creation of policies and regulations that emphasize the furthering of healthy lifestyles. Neighboring cities have faced the healthy communities issue in a variety of ways. The City of Seattle created a "Food Action Plan", Des Moines chose to include "healthy eating" while other cities like Federal Way chose to focus on the urban agriculture aspects of food while Redmond focused on how community character and history play a role with food.

The City should consider commissioning its own food study to understand Kirkland's food landscape and use data-driven results to determine how to best make changes in land use regulations to promote the access of healthy foods to all residents.

Policy E-6.3: Reduce Environmental impacts of food production and transportation by supporting regionally produced food.

The City can play a role in reducing the environmental impacts of food production, processing and the distance that food must travel from the farm to table. This can be done by supporting actions that encourage the use of local and renewable energy, reductions in the use of other resources such as fossil fuels and water, and waste such as packaging of food. Some examples of other actions the City could take include:

- Restrict the use of excessive or environmentally inappropriate food packaging
- Promote composting at urban garden sites
- Support diversion of edible food from local businesses to food banks
- Promote the use of organic products, composting and farming techniques City-wide
- Promote water conservation and impacts of urban agriculture on surface and groundwater sources

- Support rainwater capture and innovative technologies to process greywater for safe use in urban agriculture
- Support agricultural technologies, processes and practices that protect soil and water resources
- Encourage the use of native/or regionally produced edible plants and seeds
- Work with local and regional partners to educate citizens of the benefits of urban agriculture and stewardship

Policy E-6.4: Ensure food availability by planning for shortages during emergencies.

Food Security is forecasted to become a major global issue in the coming decades, especially since food production and systems are intricately tied around the globe through internationally traded food commodities. Extreme weather events are already showing that food shortages resulting from climate change create a lack of food security for the people experiencing them, and inordinately affect lower income peoples around the globe.

At the local level, Kirkland can prepare for interruptions to food systems by promoting urban agriculture and coordinating with farms in outlying areas. The City of Kirkland has several program in place such as:

- Pea Patch Program:
- Farmer's Markets
 - Juanita Beach's Friday Market
 - Wednesday Market
- The Victory Garden –
- McCauliffe Park Urban Farm
- Community Supported Agriculture (CSA)
- Edible Kirkland
- Community Gardens (privately held) —
- Nourishing Network & Hopelink

Regional cooperation models should be explored to develop a comprehensive food security plan that would be resilient to climate change and weather related or disaster-oriented events. Better coordination with farms in our outlying areas, can make Kirkland a more food secure city.

Maps below may be revised if current information has changed. Final maps will be provided with adopted ordinance for Comprehensive Plan Update.

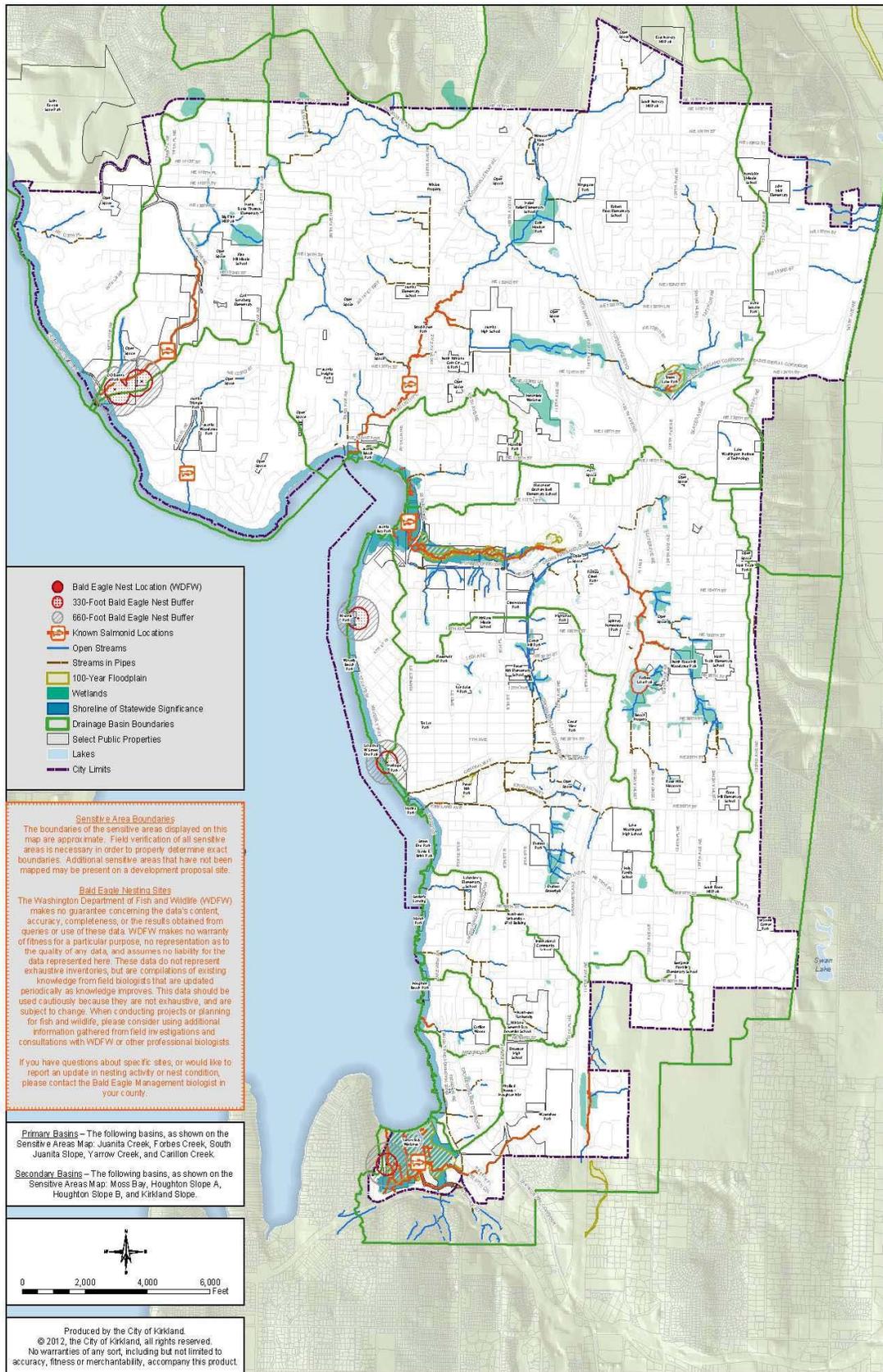


Figure NE-1: Sensitive Areas

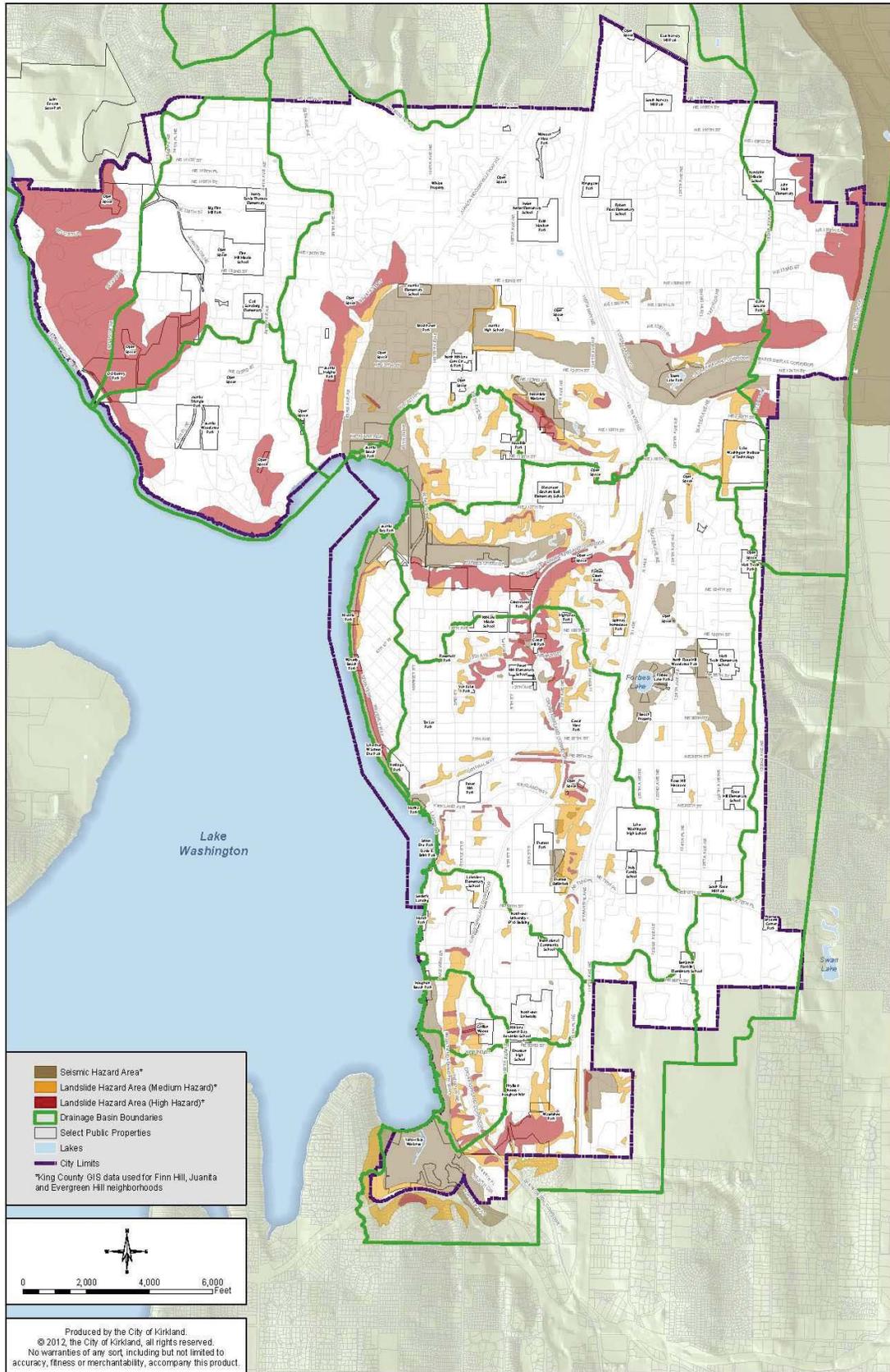


Figure NE-2: Landslide and Seismic Hazard Areas

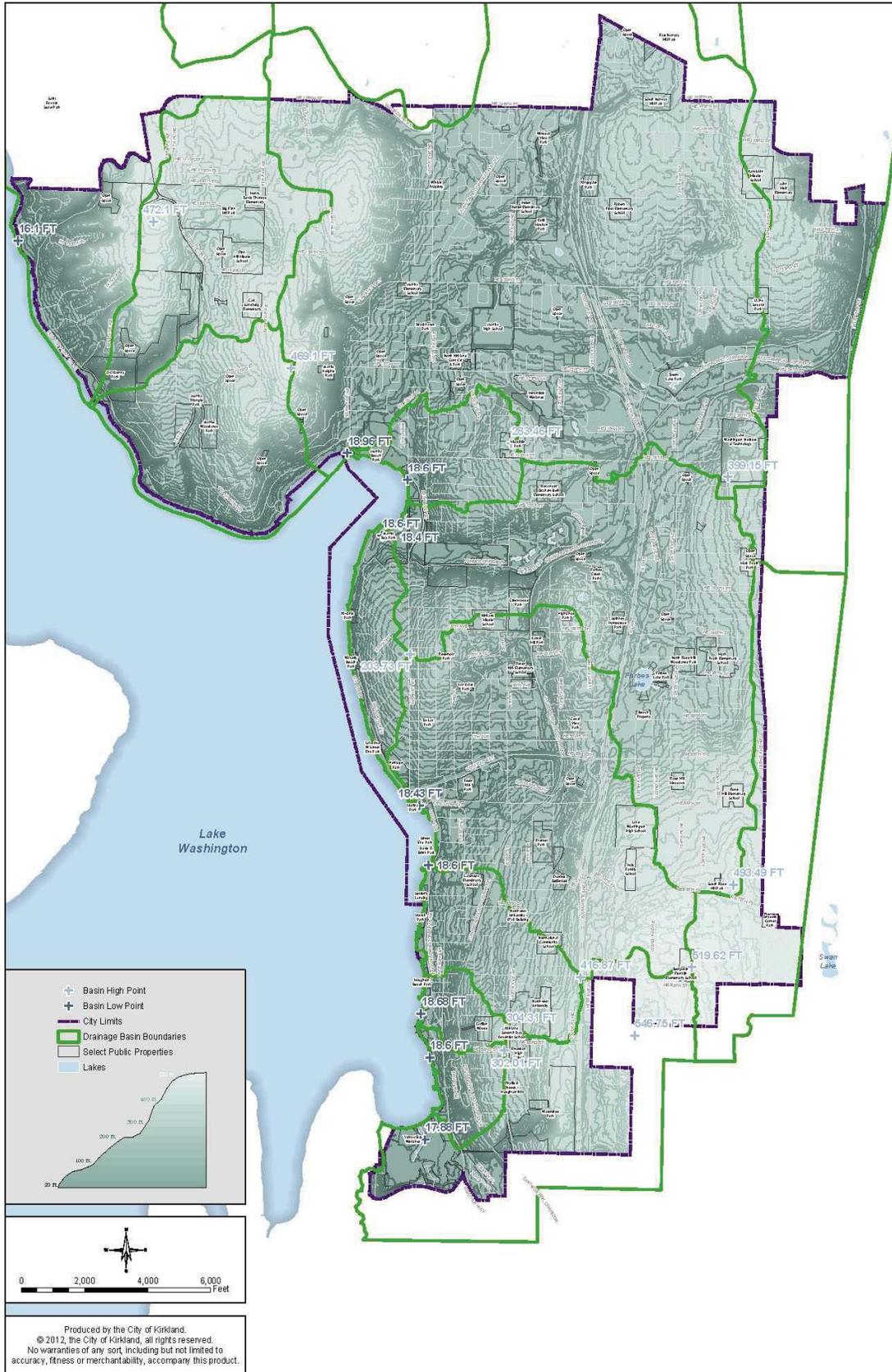


Figure NE-3: Topography

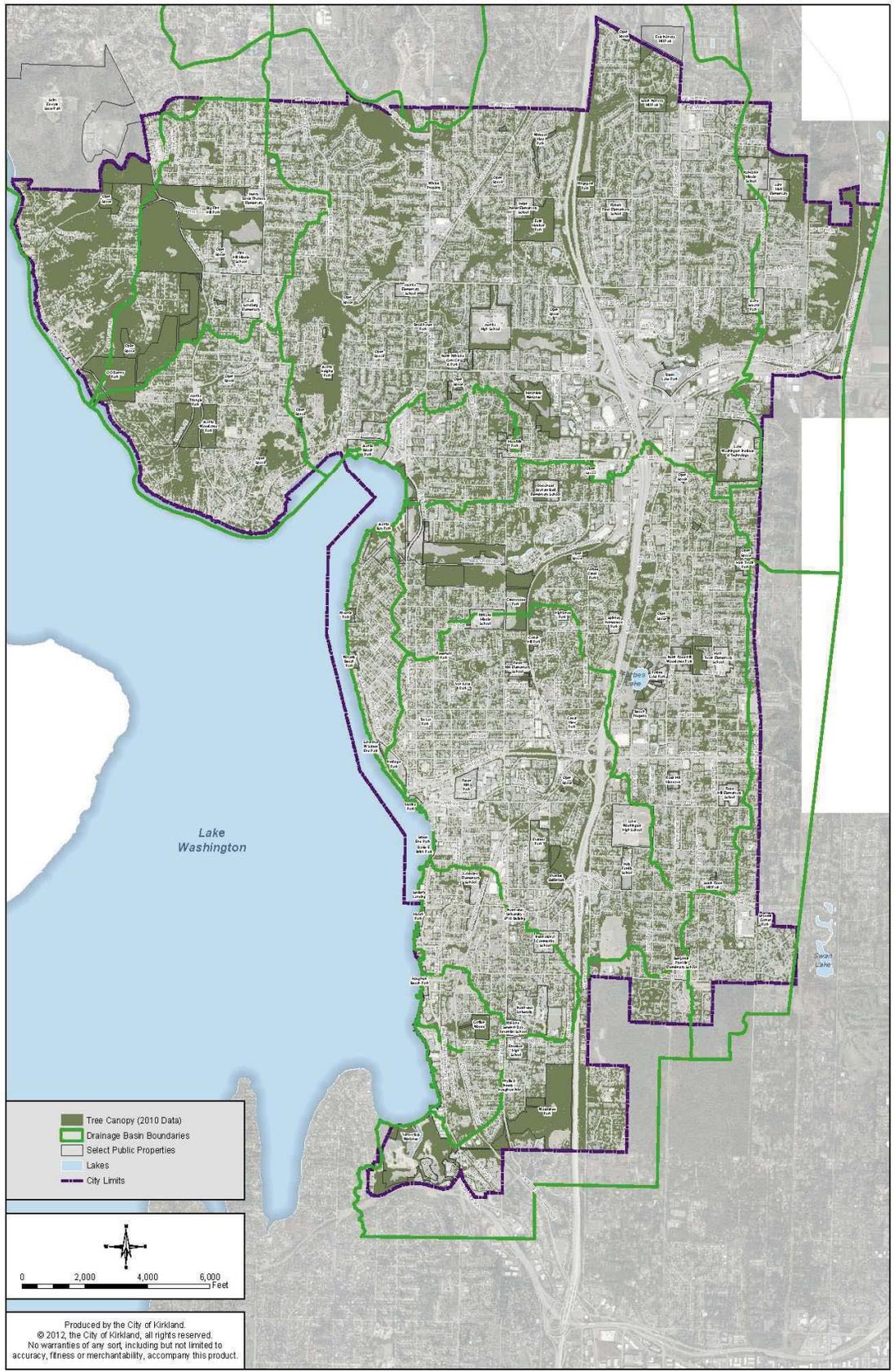


Figure NE-4: Tree Canopy

RESOLUTION R-5077

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE MAYOR TO SIGN THE KING COUNTY-CITIES CLIMATE COLLABORATION (K4C) JOINT LETTER OF COMMITMENT ON BEHALF OF THE CITY OF KIRKLAND.

WHEREAS, the improvement of public health is furthered by reduced greenhouse gas (GHG) outputs in the region; and

WHEREAS, the City of Kirkland on May 17, 2005, signed a resolution endorsing the U.S. Mayors Climate Protection Agreement; and

WHEREAS, the Kirkland Comprehensive Plan Natural Environment Chapter recognizes the harmful damages to public health and future business impacts of GHG output in the community; and

WHEREAS, The City of Kirkland was a founding city member of the King County-Cities Climate Collaboration; and

WHEREAS, the City Council believes that signing the K4C Joint Letter of Commitment will promote the goal of reducing harmful GHG outputs; and

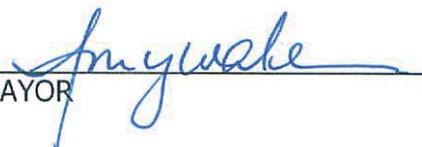
WHEREAS, the City Council supports the K4C Joint Letter of Commitment and finds that this Resolution is aligned with previous climate protection related resolutions approved by the City of Kirkland, City Council such as R-4591 (authorizing International Council for Local Environmental Initiatives membership and participation in the Cities for Climate Protection Campaign - 2006), R-4659 (adopting GHG reduction targets - 2007), and R-4760 (adopting the Climate Protection Action Plan - 2009).

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

Section 1. The Mayor is hereby authorized and directed to sign the K4C Joint Letter of Commitment on behalf of the City of Kirkland. A copy of the K4C Joint Letter of Commitments is attached as Exhibit A.

Passed by majority vote of the Kirkland City Council in open meeting this 21st day of October, 2014.

Signed in authentication thereof this 21st day of October, 2014.


MAYOR

Attest:

City Clerk



Joint Letter of Commitment: Climate Change Actions in King County

Climate change is a paramount challenge of this generation and has far-reaching and fundamental consequences for our economy, environment, public health, and safety.

Across King County and its cities, we are already experiencing the impacts of climate change: warming temperatures, acidifying marine waters, rising seas, decreasing mountain snowpack, and less water in streams during the summer.



These changes have the potential for significant impacts to public and private property, resource based economies like agriculture and forestry, and to residents' health and quality of life.

The decisions we make locally and regionally, such as where our communities will grow and how they will be served by transportation, will set the stage for success or failure in reducing carbon pollution, making sound long-term investments, and ensuring our communities are livable and resilient to climate change impacts.

Current science indicates that to avoid the worst impacts of global warming we need to reduce global greenhouse gas emissions sharply. The King County Growth Management Planning Council – a formal body of elected officials from across King County - voted unanimously on July 23, 2014 to adopt a shared target to reduce countywide sources of greenhouse gas (GHG) emissions, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050.

Based on our shared assessment of emissions in King County, and review of potential strategies to reduce emissions, we believe that these targets are ambitious but achievable.

Building on the work of the King County-Cities Climate Collaboration (K4C) - a partnership between the County and cities to coordinate and enhance local government climate and sustainability efforts – more than a dozen cities and the County came together in the first half of 2014 to chart opportunities for joint actions to reduce GHG emissions and accelerate progress towards a clean and sustainable future.

The attached **Principles for Collaboration** and **Joint County-City Climate Commitments** are focused on practical, near-term, collaborative opportunities between cities and King County. These shared commitments build on the significant work that many of our cities and County are already taking. By signing this letter, we pledge our support for the shared vision that these principles and actions represent. Our cities commit to actively pursue those strategies and catalytic actions where our jurisdictions can make the most impact given our size, location, and development patterns.

Through focused, coordinated action, we will maximize the impact of our individual and shared efforts.





KING COUNTY-Cities

CLIMATE COLLABORATION

Elected Officials of King County and King County Cities

Dow Constantine
King County Executive

Larry Phillips
King County Council Chair

Bruce Bassett
Mayor, City of Mercer Island

Matthew Larson
Mayor, City of Snoqualmie

Shari E. Winstead
Mayor, City of Shoreline

Jim Haggerton
Mayor, City of Tukwila



Principles for Collaboration

- 1 Climate change is the paramount challenge of our generation, and has fundamental and far-reaching consequences for our economy, environment, and public health and safety.
- 2 Strong action to reduce GHG emissions is needed, and the time is now.
- 3 Local governments can reduce greenhouse gas (GHG) emissions through many decisions related to transportation and land use, energy and green building, forests and farms, and consumption and materials management.
- 4 Many cities in King County have set individual climate goals and are taking steps to reduce local GHG emissions, and we need to build on this leadership.
- 5 Local solutions need to be implemented in ways that build a cleaner, stronger and more resilient regional economy.
- 6 Progress will require deeper engagement with communities of color and low income, immigrant, and youth populations. These communities can be more vulnerable to the impacts of climate change—from increasing flood risks to rising costs of fossil fuels – and historically less likely to be included in community-scale solutions or as leaders. We are committed to work in ways that are fair, equitable, empowering, and inclusive and that also ensure that low income residents do not bear unfair costs of solutions.
- 7 Federal and state policies and laws can help us achieve our goals, but countywide and local policy, programs and partnerships are needed to fill the existing gap to achieve local GHG targets.
- 8 Progress will require deep partnerships between the County, cities, utilities, businesses, nonprofit organizations, and other public sector agencies.
- 9 King County and nine cities have formed the King County-Cities Climate Collaboration (K4C), and we will work to build on this initial pledge, both in increased action and increased participation from additional cities.
- 10 We can accomplish more with a shared vision and coordinated action; collaboration will increase the efficiency of our efforts and magnify the impact of our strategies beyond what each of us could achieve on our own.
- 11 Our cities support the shared vision that the Joint County-City Climate Commitments represent, but it is not the intention that each city will pursue every catalytic action. Cities and King County will actively pursue strategies where they have the most impact and influence.
- 12 We will reconvene at least annually to share progress. We also dedicate a staff point person from our cities and from the County to help coordinate implementation of the following Joint County-City Climate Commitments, and to serve as a point person to the K4C.



Joint County-City Climate Commitments ●○○○



I. Shared Goals

Pathway: Adopt science-based countywide GHG reduction targets that help ensure the region is doing its part to confront climate change.

Catalytic Policy Commitment: Collaborate through the Growth Management Planning Council, Sound Cities Association, and other partners to adopt countywide GHG emissions reduction targets, including mid-term milestones needed to support long-term reduction goals.

Catalytic Project or Program: Build on King County's commitment to measure and report on countywide GHG emissions by sharing this data between cities and partners, establishing a public facing dashboard for tracking progress, and using the information to inform regional climate action.



II. Climate Policy

Pathway: Support strong federal, regional, state, countywide and local climate policy.

Catalytic Policy Commitment: Advocate for comprehensive federal, regional and state science-based limits and a market-based price on carbon pollution and other greenhouse gas (GHG) emissions. A portion of revenue from these policies should support local GHG reduction efforts that align with these Joint County-City Climate Commitments, such as funding for transit service, energy efficiency projects, and forest protection and restoration initiatives.



III. Transportation and Land Use

Pathway: For passenger vehicles and light trucks, reduce vehicle miles traveled by 20% below 2012 levels by 2030 and GHG emissions intensity of fuels by 15% below 2012 levels by 2030.

Catalytic Policy Commitment: Partner to secure state authority for funding to sustain and grow transit service in King County.

Catalytic Policy Commitment: Reduce climate pollution, build our renewable energy economy, and lessen our dependence on imported fossil fuels, by supporting the adoption of a statewide low carbon fuel standard that gradually lowers pollution from transportation fuels.

Catalytic Policy Commitment: Focus new development in vibrant centers that locate jobs, affordable housing, and services close to transit, bike and pedestrian options so more people have faster, convenient and low GHG emissions ways to travel.

Catalytic Project or Program: As practical, for King County and cities developing transit oriented communities around high capacity light rail and transit projects, adopt the Puget Sound Regional Council's Growing Transit Communities Compact. For smaller cities, participate in programs promoting proven alternative technology solutions such as vehicle electrification, as well as joint carpool and vanpool promotional campaigns.



Joint County-City Climate Commitments ○●○○



IV. Energy Supply

Pathway: Increase countywide renewable electricity use 20% beyond 2012 levels by 2030; phase out coal-fired electricity sources by 2025; limit construction of new natural gas based electricity power plants; support development of increasing amounts of renewable energy sources.

Catalytic Policy Commitment: Build on existing state renewable energy commitments including the Washington State Renewable Portfolio Standard (RPS) to partner with local utilities, state regulators and other stakeholders on a countywide commitment to renewable energy resources, including meeting energy demand through energy efficiency improvements and phasing out fossil fuels.

Catalytic Project or Program: In partnership with utilities, develop a package of county and city commitments that support increasingly renewable energy sources, in areas such as community solar, green power community challenges, streamlined local renewable energy installation permitting, district energy, and renewable energy incentives.



V. Green Building and Energy Efficiency

Pathway: Reduce energy use in all existing buildings 25% below 2012 levels by 2030; achieve net-zero GHG emissions in new buildings by 2030.

Catalytic Policy Commitment: Join the Regional Code Collaboration and work to adopt code pathways that build on the Washington State Energy Code, leading the way to “net-zero carbon” buildings through innovation in local codes, ordinances, and related partnerships.

Catalytic Project or Program: Develop a multi-city partnership to help build a regional energy efficiency retrofit economy, including tactics such as: collaborating with energy efficiency and green building businesses, partnering with utilities, expanding on existing retrofit programs, adopting local building energy benchmarking and disclosure ordinances, and encouraging voluntary reporting and collaborative initiatives such as the 2030 District framework.



Joint County-City Climate Commitments ○○●○



VI. Consumption and Materials Management:

Pathway: By 2020, achieve a 70% recycling rate countywide; by 2030, achieve zero waste of resources that have economic value for reuse, resale and recycling.

Catalytic Policy Commitment: Partner through the Metropolitan Solid Waste Management Advisory Committee on policy, projects and programs focused on (1) waste prevention and reuse, (2) product stewardship, recycling, and composting, and (3) beneficial use.

Catalytic Project or Program: Develop a regional strategy through the Comprehensive Solid Waste Management Plan process to reach 70% recycling through a combination of education, incentives and regulatory tools aimed at single-family, multi-family residents, businesses, and construction projects in King County.



VII. Forests and Farming

Pathway: Reduce sprawl and associated transportation related GHG emissions and sequester biological carbon by focusing growth in urban centers and protecting and restoring forests and farms.

Catalytic Policy Commitment: Partner on Transfer of Development Rights (TDR) initiatives to focus development within the Urban Growth Area, reduce development pressure on rural lands, and protect our most valuable and important resource lands.

Catalytic Project or Program: Protect and restore the health of urban and community trees and forests, for example through public-private-community efforts such as Forterra's Green Cities Partnerships.

Catalytic Project or Program: Partner on collaborative efforts to expand forest and farm stewardship and protection, for example through King Conservation District's farm management planning, landowner incentive, and grant programs.

Catalytic Project or Program: Expand our local food economy, for example by supporting urban and community farming, buying locally produced food, and participating in the Farm City Roundtable forum.



Joint County-City Climate Commitments ○○○●



VIII. Government Operations

Pathway: Reduce GHG emissions from government operations in support of countywide goals.

Policy Commitment: Develop and adopt near and long-term government operational GHG reduction targets that support countywide goals, and implement actions that reduce each local government's GHG footprint.

Catalytic Project or Program: In support of the Section V. Green Building and Energy Efficiency pathway targets to reduce energy use in existing buildings 25% below 2012 levels by 2030 and achieve net-zero GHG emissions in new buildings by 2030: execute energy efficiency projects and initiatives at existing facilities, measure existing building performance through EPA's Energy Star or equivalent program, implement high-efficiency street and traffic light replacement projects, and construct new buildings to LEED or Living Building Challenge standards and infrastructure to equivalent sustainability standards.



IX. Collaboration

Policy Commitment: Participate in or join the King County-Cities Climate Collaboration (K4C) – focused on efforts to coordinate and enhance city and County climate and sustainability efforts – to share case studies, subject matter experts, resources, tools, and to collaborate on grant and funding opportunities.

Catalytic Project or Program: Engage and lead government-business collaborative action through efforts such as the Eastside Sustainable Business Alliance.