



CITY OF KIRKLAND

CITY COUNCIL

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

Vision Statement

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

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

AGENDA

KIRKLAND CITY COUNCIL MEETING

City Council Chamber
Tuesday, June 4, 2013
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.

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*
 - a. Intelligent Transportation System
4. *EXECUTIVE SESSION*
5. *HONORS AND PROCLAMATIONS*
 - a. Hunger Awareness Week Proclamation
6. *COMMUNICATIONS*
 - a. *Announcements*
 - b. *Items from the Audience*
 - c. *Petitions*
7. *SPECIAL PRESENTATIONS*
 - a. 2013 Eileen Trentman Memorial Scholarship Recipients
 - b. Honoring the Kirkland Youth Council Class of 2013
 - c. Kirkland 2035 Update #3

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

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

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:* May 21, 2013 Special Meeting

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

c. *General Correspondence*

d. *Claims*

e. *Award of Bids*

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

g. *Approval of Agreements*

- (1) Resolution R-4979, Approving Continued Participation in the State Purchasing Cooperative with the Washington State Department of Enterprise Services and Authorizing the City Manager to Execute a Master Contract Usage Agreement on Behalf of the City of Kirkland.

h. *Other Items of Business*

- (1) 98th Avenue Bridge Project - Receive Grant Funding
- (2) Appointing Kirkland Representative to King County Landmarks and Heritage Commission
- (3) Resolution R-4980, Relinquishing Any Interest the City May Have, Except for a Utility Easement, in an Unopened Right-of-Way as Described Herein and Requested by Property Owners Robert and Cynthia Hendsch.
- (4) Resolution R-4981, Relinquishing Any Interest the City May Have, Except for a Utility Easement, in an Unopened Right-of-Way as Described Herein and Requested by Property Owner Merit Homes, Inc.
- (5) Report on Procurement Activities
- (6) Surplus and Disposal of Equipment Rental

9. *PUBLIC HEARINGS*

a. Resolution R-4982, Stating the City Council's Support for King County Proposition No. 1, Parks Levy, for Funding Parks, Trails, Recreational Facilities and Open Space.

- (1) King County Proposition No. 1 Parks Levy

The King County Council has passed Ordinance No. 17568 concerning funding for parks, trails, recreational facilities and open space. This proposition would replace two expiring levies and fund maintenance and operations of the King County parks system; trails and open space for recreation, habitat and water quality; city parks; and zoo programs, all subject to citizen oversight. This proposition authorizes an additional property tax of \$0.1877 per \$1,000 of assessed value for collection in 2014 and authorizes increases by the annual percentage change in the CPI or the limitation in 84.55 RCW, whichever is greater, for five succeeding years. Should this proposition be:
 APPROVED? ____
 REJECTED? ____

10. UNFINISHED BUSINESS

- a. City Contribution to 4th of July Fireworks Display
- b. Sound Transit 3 Resolution Discussion

11. NEW BUSINESS

- a. Ordinance O-4411, Relating to Transportation and Park Impact Fees and Amending the Kirkland Municipal Code to Allow for the Modification of the Timing of the Payment on Impact Fees for Mixed Use Buildings or Developments in a Development Agreement Approved by the City Council.
- b. Association of Washington Cities Annual Meeting Delegates

12. REPORTS

- a. City Council
 - (1) Finance and Administration Committee
 - (2) Public Safety Committee
 - (3) Community Planning, Housing and Economic Development Committee
 - (4) Public Works, Parks and Human Services Committee
 - (5) Regional Issues
- b. City Manager
 - (1) City Council June 17, 2013 Final Retreat Agenda
 - (2) 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 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
Pam Bissonnette, Interim Public Works Director

Date: May 23, 2013

Subject: ITS Study Session

RECOMMENDATION:

It is recommended that the Council conduct a study session with staff in order to receive an update on Kirkland's ITS projects and programs.

BACKGROUND DISCUSSION:

Overview

Intelligent Transportation Systems (ITS) consist of the application of a variety of tools and advanced technologies to improve the operation of almost any transportation mode. Key feature of ITS are their reliance on advanced communication technology such as fiber optic and/or wireless networks to connect various field devices to a central management location, referred to as the Traffic Management Center (TMC).

ITS is not new to Kirkland. Kirkland partnered with King County to construct one of the first ITS corridors in the region on NE 124th Street between 100th Avenue and SR 202. Design of that project began in 1999 and became operational in 2006. King County also built ITS improvements on 100th Ave and on the Juanita-Woodinville Road, areas that are now part of Kirkland.

This memo describes:

- Planning and goals that support Kirkland's ITS plans
- Common parts of the ITS system in Kirkland
- Benefits of ITS
- Three projects currently underway to construct ITS improvements
- Some aspects of operating ITS systems.

ITS Strategic Plan

The Kirkland Intelligent Transportation System (KITS) Strategic Plan was adopted by Council in 2008. The Plan’s main purpose is to guide the implementation of ITS in Kirkland. It has two elements; the KITS Master Plan and the Implementation Plan. The KITS Master Plan establishes the City’s ITS vision, identifies needs, documents the ITS architecture and details the communication plans.

The KITS Implementation Plan builds on the Master Plan by detailing and prioritizing the recommended ITS projects. A total of 13 projects are identified at an estimated cost (in 2008 dollars) of \$6.78 million. Five of these projects are included in the ITS Phase I Project and four are part of ITS Phase II. The Phase I and Phase II projects are described later in this memo.

Relationship to other goals

In addition to the ITS Master Plan described above, ITS supports other City goals. In particular, the Council goal for Balanced Transportation includes elements of improved travel times and safety. ITS facilitates traffic signal coordination and maintenance activities that improve travel times and safety. One of the performance measures associated with this goal is implementation of the ITS Master Plan.

ITS also supports Goal T-4 and policy T-4.1 in the Transportation Element of the Comprehensive Plan which call for a safe and efficient vehicle network and making the most of existing roadway capacity. An ITS system allows the actions that improve safety and efficiency to be accomplished more easily.

Elements of Intelligent Transportation Systems

ITS consists of various advanced equipment connected to a TMC where it can be controlled. The illustration on the next page describes key pieces of hardware that are installed in the field and in the TMC. At the study session, equipment will be exhibited along with some demonstrations of CCTV, video detection and controller software in order for Council to get a better feel for how the equipment works.

City’s ITS Vision from ITS Strategic Plan:

- *Maximize the safety and efficiency of the City’s transportation system for all residents, local businesses and visitors.*
- *Optimize the City’s investment in transportation infrastructure.*
- *Support emergency services in their effort to save lives, provide security and protect the City’s transportation infrastructure.*
- *Enhance the quality of all modes (transit, pedestrian, bicycle, freight and personal vehicles)*
- *Enhance the City’s environmental quality by managing congestion.*

BALANCED TRANSPORTATION

Kirkland values an integrated multi-modal system of transportation choices.

Council Goal: To reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety, health and transportation choices.

Comprehensive Plan Goal

Goal T-4: Establish and maintain a roadway network which will efficiently and safely provide for vehicular circulation.

Policy T-4.1: Promote efficient use of existing rights-of-way through measures such as...Signal timing optimization



F I E L D E Q U I P M E N T

Advanced Traffic Controller

Controls traffic signals, collects detector data, and communicates with central system computer

Advanced features to meet challenging intersection needs

Interoperable with other vendor's equipment, and with third party software, using national standards

Maintenance Malfunction Unit

Detects conflicting signal indications and unusual power conditions, placing the intersection into flashing operation when dangerous conditions are detected

Communicates directly to controller, which provides redundancy – both devices monitor the same diagnostic information, either can place the intersection into flash

Emergency Vehicle Preemption

Responds to strobe light signals from police, fire, and ambulances

Sends signal to the Advanced Traffic Controller, which activates appropriate emergency vehicle preempt routines to keep signals green for the vehicle.

Video Detection

Provides for many detection zones within a single camera view

Can detect bicycles and pedestrians as well as large vehicles

Allows for quick relocation of detection zones for construction or detours

Must be positioned properly (i.e. trees may block views at some times of year, sun angle varies and can cause problems)

CCTV Camera

Located on poles at the intersection or along the roadway

Camera is fully adjustable to center the view to the area of interest.

It has high power zoom capabilities to show details of how well traffic is operating along a corridor

Ethernet Switch

Directs communications from the system servers to the appropriate field device

Fiber Optic Cable

The fiber optic network is the link between the field equipment and the TMC. From the Ethernet switch in the cabinet we tap into the City fiber network, made of bundles of individual strands of glass covered in protective coatings. These glass fibers can carry large amounts of data, and are immune to electrical noise.



C O M M U N I C A T I O N S



T M C E Q U I P M E N T

Central Ethernet Switch

Directs the communications from the field equipment to the appropriate system server

ITS Servers

The communications, control, and database software for the various systems reside on the system servers

The servers communicate with, and make changes to, the field equipment

Stores the database for set-up data such as controller timing and system operational settings

Archives information returned from field equipment, like detection data and emergency vehicle activation

Desktop Workstation

Contains client software to communicate with the ITS servers, providing the ability to display and make changes to all ITS equipment settings Multiple monitor display provides efficient viewing of the different ITS systems such as the central traffic signal control software (TACTICS), and the CCTV surveillance control software (Camera Cameleon)

4 Monitor Video Wall

The video wall for the TMC will consist of an array of four 40" to 46" LCD monitors

This will allow large format presentations of system information, optimization/simulation animations, and intersection video feeds for group discussions and analysis.

Benefits of ITS

Benefits of installing ITS elements accrue from the activities that it facilitates and improves. These activities improve traffic conditions and create benefits for users. This concept is illustrated in Figure 1. For example, traffic signal coordination was accomplished with even the earliest generations of traffic signals. But now, with advanced equipment and communications we are able to establish and fine tune better coordination with greater ease.

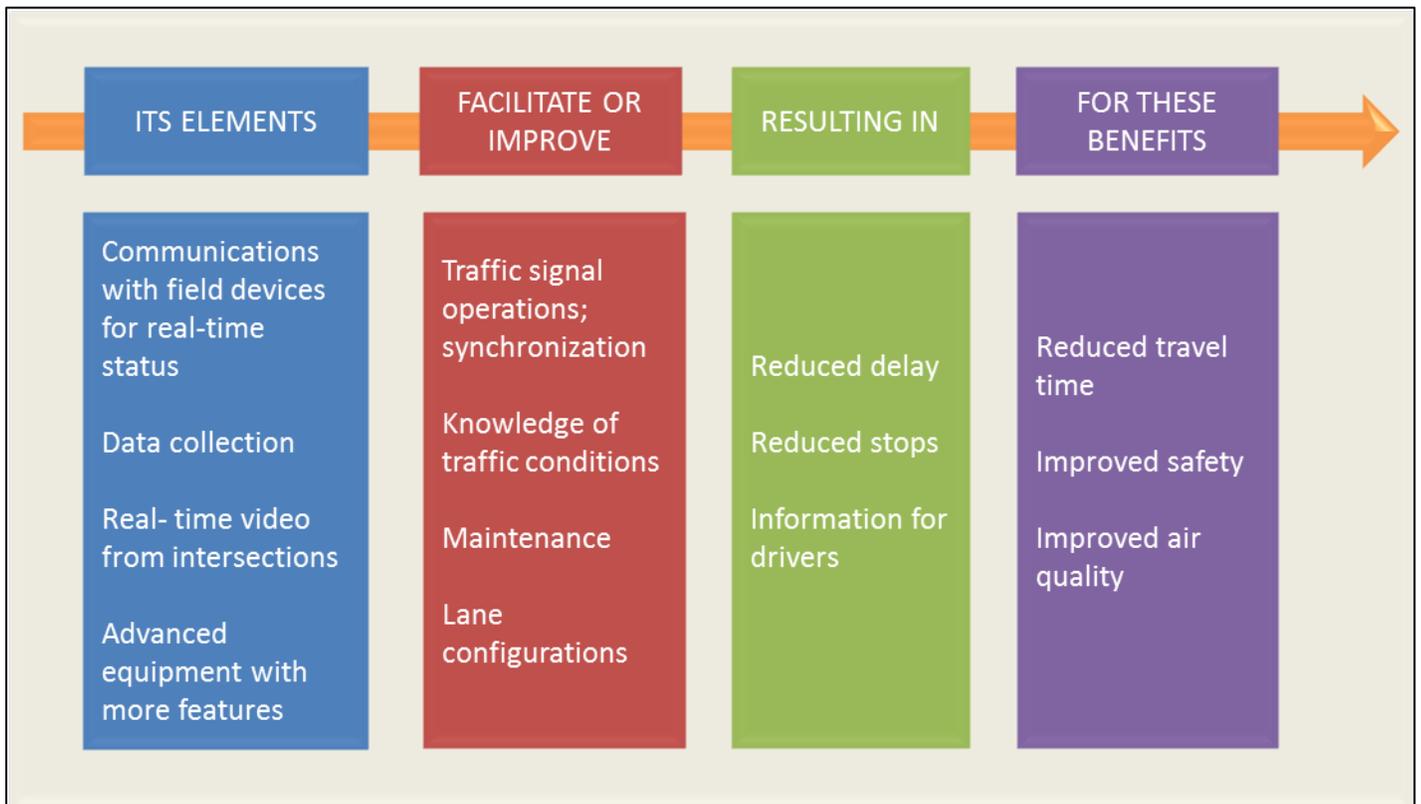


Figure 1 Relationship between ITS elements and benefits to users

Some examples of ITS elements, how they improve operations, maintenance and other elements along with the resulting benefits are described below:

Intelligent Transportation Systems improve maintenance. Because of advanced equipment and real time communication, the system can automatically alert operators of problems, and allow checks of the on-street operation quickly without trips to the field. In many cases, changes can be made remotely to eliminate or reduce the consequences of malfunctions such as delays to users. Based on information from the field, crews also know what to expect for remaining field repairs.

Scheduled construction work or emergency utility repairs can require the temporary movement of traffic lanes. This can move traffic off of normal vehicle detection zones, or onto the wrong zone. This means the traffic signal must operate without inputs from traffic. With video

detection and a connection to the TMC, the detection zones can be "redrawn" remotely allowing smoother operation and then set back to normal when the construction is complete.

CCTV is an example of an ITS feature that allows better knowledge of field conditions. Knowing how systems are operating allows them to be improved. Site visits are time consuming, and many problems are intermittent. Watching live video of intersections through CCTV cameras provides an opportunity to evaluate signal timing. Video screens in the TMC allow watching many locations simultaneously. They can also provide a simultaneous look at how a whole set of traffic signals are working in a way that isn't possible while driving in traffic.

Some problems can be difficult to see because of infrequency or time of occurrence (i.e. late at night or on weekends when personnel are normally not working.) Although there is no current plan to archive video, the ability to record video to look for specific problems, allows fast-forwarding through long video sequences to pinpoint problems.

System detectors are "extra" detectors that give information about traffic flow. They can be used to detect incidents, count vehicles, determine traffic speed, indicate congestion level, and trigger special event programs. Archived system detector data can also be used to update offline optimization and simulation programs to keep timing plans current as traffic flow changes over time. A common database for data collection, archiving, and sharing reduces duplication and complexity. System detectors are usually installed in the pavement.

Traveler information

Using our ITS data we can provide information to give people choices on transportation modes and traffic routes. Web based traveler information can distribute information to home, office, or mobile users. We plan to make still images of CCTV available on the web via the [WSDOT traffic flow map](#) in a manner similar to that provided by [Redmond](#) and [Issaquah](#). Information dissemination systems like Twitter can provide updates to travelers.



Figure 2. View of NE 68th Street and 108th Avenue NE from camera located at intersection.

ITS data can be used to give people information so that they can make choices about transportation modes and traffic routes. CCTV images and congestion maps show current operating conditions. Information like detour routes, construction projects, travel times, and even parking information can be included; and system information can also be provided to third party providers for redistribution.

King County Metro and the City of Kirkland have discussed implementing transit signal priority which uses transmitters on buses to feed information to the signal system. The signals can then alter their operation to increase transit speed and reliability.

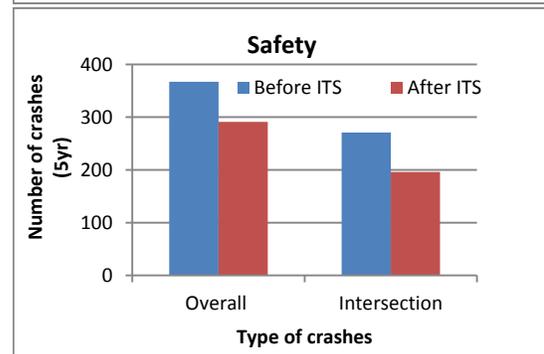
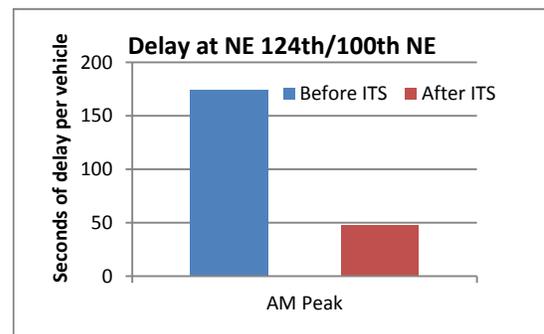
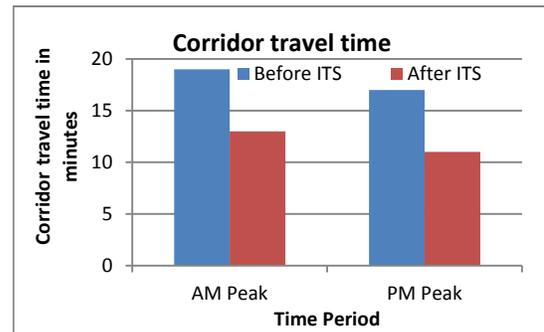
Sharing data between ITS systems across jurisdictions is known as center to center communications. Kirkland participates in WSDOT's "Traffic Busters" system. This allows sharing of video and signal timing from other partners in the system for the purposes of coordinating operations across jurisdictional boundaries.

After Phase I improvements are completed (see description below) to the intersection of Lake Washington Blvd. and NE 38th Street, this intersection will be operated and maintained by the City of Bellevue. Kirkland will maintain ownership of the intersection and have capability of monitoring its operations. Bellevue will be operating the intersection in conjunction with the other nearby signals they will operate on the SR 520/Bellevue Way interchange. Allowing Bellevue to operate these signals as a system will result in the best results for the public.

Because the details of each project vary, yet are important to assessing their value, it is difficult to directly compare the benefits of ITS improvements with the benefits of projects such

Examples of Benefits: NE 124th Street Corridor

ITS improvements and improved signal timing were deployed by King County and the City of Kirkland on NE 124th Street in 2006. As shown in the charts below, significant improvements were made in travel time, reduced delay at the 100th Avenue NE intersection and safety improved. The 100th Avenue intersection benefitted in particular because of the extra left turn lane that is created by special signing and traffic signal changes in the AM period.



The project also installed CCTV cameras that display images on the web for the purposes of traveler information.

as installing turn lanes. Traditional capacity projects tend to have higher costs but higher localized benefits. ITS projects tend to have lower costs but benefits that are extended across corridors.

ITS Coordination Methods

Isolated operation is the most basic form of traffic signal control. Under this type of operation, each signal operates independently. It responds to vehicle inputs from its own detector systems.

“Time of Day” plans are often used to coordinate groups of intersections along arterials. Under this operation, each signal runs a certain plan (developed to optimize flow for the typical conditions at that time) depending on the day of the week and time of day. Control systems at the TMC direct the controllers based on the time in order to keep the signals coordinated. “Time of Day” plans are best when traffic patterns are uniform from day to day.

Traffic responsive control provides the ability to select traffic patterns based on traffic conditions, not just the time of day. These conditions are recognized by inputs from vehicle detection systems. This operation typically lags the activity in the street by 5 to 15 minutes, but it can respond to unexpected volume increases to help alleviate congestion. It is most useful when used as a supplement to good time of day plans.

Traffic adaptive control is similar to traffic responsive in that it uses system detectors; however, it responds to traffic fluctuation much more quickly. Traditionally it requires a more rigorous detector regime, resulting in a much higher cost for detection. Additionally, while traffic responsive is typically included with central systems, adaptive control is an additional cost, and may cost two to four times as much as the central system itself.

The City of Kirkland currently uses time of day programs, but will be installing responsive features. Adaptive control is an option for the future. Adaptive systems are growing in popularity and some of the difficulties and complications with installing adaptive control are decreasing. There are options for installing adaptive or adaptive-style control on top of the ITS equipment we are planning.

ITS Projects

There are two primary projects that are underway to construct ITS improvements, **ITS Phase I** and **ITS Phase II**. A third project is aimed at improving safety by retiming traffic signals. Each project is funded primarily through grants.

ITS Phase I Project

Scope:

The Phase I Project builds ITS along two major corridors: Central Way/ NE 85th St and Lake Washington Blvd/Market St/ 98th/100th Ave NE. (See Map Attachment 1). It also will convert the existing Everest Conference Room in City Hall to a TMC.

Two key pieces of software are included in the TMC. One is a video management program that coordinates video feeds and transmits them to monitors in the TMC. That software also provides capabilities for recording and playback of video. The other is a central traffic management system that interfaces between signal controllers and the TMC.

Besides constructing a TMC, Phase I includes field equipment upgrades, including traffic signal controllers, cabinets and switches, CCTV traffic monitoring cameras and video detection. Connections to the City's existing fiber optic network will be made to this equipment enabling the TMC to communicate with and control the new field devices.

The Phase I Project has also been designed to work in conjunction with two independent traffic signal improvement projects planned along the Central/NE 85th Street Corridor: TR 0078 – 132nd Avenue NE Intersection Improvement Project and TR 0080 – 124th Avenue NE Intersection Improvement Project. These two intersection projects, as part of the NE 85th Street Corridor Improvement Project, were not included within the original scope of the ITS grant as each project is going to provide the required conduit, new cabinet foundation, signal controller cabinet, and controller. What is included within the ITS scope at these two locations is the fiber connections and other software needs for communication with the TMC. All three projects come with independent budgets; however, their schedules are such that the ITS improvements are reliant on the completion of the two intersection improvements.

Budget:

The total budget for this Project is \$2,081,000, and is comprised of a federal Congestion and Mitigation of Air Quality (CMAQ) grant of \$1,800,000 and City funds of \$281,000 (See Attachment 2).

The Phase I Project was conceived with the idea that the City would procure equipment for the Project and it would be installed by a contractor. This would give the City more control over the schedule and allow items with long lead times to be secured sooner. The equipment is sole sourced and is available under State Purchasing contracts. The WSDOT Seattle office initially supported local force procurement; however, the Olympia office has questioned this decision and is currently reviewing whether or not procurement by the City will be allowed with Federal grant funds.

There are potential budget and schedule implications if the City is not allowed to procure the equipment. The Project would need additional budget funding due to Contractor markups and

changes of the plans, specifications, and estimate (PS&E); the current estimate for this impact is about \$110,000 (see Schedule below).

Schedule:

The project Design is 95% complete and will be finalized upon WSDOT determination on procurement. The construction funds were obligated in 2012 and with authorization to procure with local forces, the City is ready to advertise for the TMC construction with field work construction scheduled to begin before or in winter 2013. However, as described above, with the new WSDOT guidelines/standards, we are working with WSDOT Local Programs (the funds administrator) for approval to move forward and allow the City to procure the equipment. If the City is not allowed to procure the equipment, the schedule delay is estimated to be 6 - 8 months.

ITS Phase II Project

Scope:

Scope for the Phase II Project is similar to the field equipment upgrades in Phase I. As shown in Map 1 (Attachment 1), improvements are mainly in the Totem Lake Urban Center and the new neighborhoods, as prioritized by KITS. This Project calls for the design and construction of ITS upgrades to field equipment at up to 27 signals (15 of which are currently on the King County network) and communication links to connect the ITS equipment with the TMC.

Budget:

The total budget for this Project is \$2,911,000, and is comprised of a federal Congestion and Mitigation of Air Quality (CMAQ) grant of \$2,201,141 and City funds of \$709,859. See Attachment 3.

Schedule:

Application for this CMAQ grant was made in 2012. PSRC approved this Project in February 2013 and FHWA authorized the PE funds on May 6, 2013. Consultant selection process is expected to be completed in July 2013. Design can begin as soon as a contract is in place with the selected consultant. The procurement/construction is scheduled to begin in March 2014. The TMC from Phase I is to be completed before Phase II construction can begin.

Citywide Safety and Traffic Flow Improvement Project

Scope:

This Project is targeted at Kirkland's arterial corridors that carry the heaviest traffic volumes and experience the highest number of vehicular, pedestrian and cyclist accidents. (See Map Attachment 1). It has two main elements: signal timing optimization at 32 intersections and procurement and installation (by City Crews) of traffic signal and communication equipment

upgrades at 14 intersections. Some intersections that are receiving upgrades in the Citywide Safety Project are also receiving improvements from the Phase II ITS Project. The improvements are compatible with each other and together provide a complete upgrade.

The signal timing optimization element consists of the development, implementation and evaluation of signal coordination plans for morning (AM), Noon and evening (PM) traffic periods. Each coordination plan consists of a set of timing parameters tailored to the traffic conditions prevailing on the corridor during a given time period. It also includes updates/adjustments to signal timing parameters such as pedestrian clearance (Walk and Flashing Don't Walk) and vehicle clearance (Yellow and all Red) intervals. Adjustment to these parameters has been shown to result in safety benefits, and it is also needed in order to comply with the latest requirements for these timing intervals.

The second element consists of the procurement and installation, by the City's traffic signal technicians, of new signal and communication equipment including signal controllers and Ethernet switches at 14 intersections. The equipment upgrade also includes design and implementation of a minor fiber optic link, in existing conduit, connecting City Hall with the NE 124th Street and 100th Ave-Juanita Woodinville corridors.

Budget:

The total budget for this Project is \$302,145, comprised of the federal Highway Safety Improvement Program funds of \$300,000 plus City funds of \$2,145. See Attachment 4

Schedule:

The grant for the Citywide Safety Project was originally applied for in 2011. The Puget Sound Regional Council (PSRC) approved this project in October 2012 and Federal Highway Administration authorized design funds on April 26, 2013; design will begin after a consultant selection process now scheduled to be complete in August 2013. With WSDOT approval, the procurement and construction are scheduled to begin in December 2013 and June 2014, respectively.

NE 124th Street

One of the goals of the ITS Phase II and Citywide Safety and Traffic Flow Improvement projects described above is to upgrade the signals connected by earlier County projects so that they are compatible with and connected to the City communications system and TMC.

As mentioned above, King County received a grant in 1996 to construct ITS improvements on NE 124th Street from 100th Avenue NE to SR 202. The City of Kirkland contributed \$42,000 to the Project and agreed to maintain new equipment at City intersections. A County TMC was established at the County Department of Transportation offices in Seattle and the NE 124th

Street corridor was connected to this location. After the annexation was completed in 2011, the County no longer maintains signals on the NE 124th Street corridor. Other ITS equipped signals on the 100th Avenue and the Juanita-Woodinville Drive Corridors were also inherited by the City of Kirkland through annexation.

Kirkland currently has some capabilities for monitoring and remotely operating these signals via a workstation connected to the King County system, but contracts with the County for the majority of monitoring services at a rate of approximately \$1000 per month.

Other projects

Several intersections (See Map Attachment 1) have been upgraded to be part of the City's ITS system during their construction as CIP projects. Others have been or are being upgraded using signal maintenance funding. The latter were done where only small amounts of fiber were needed to connect to the network and relatively small investments in new hardware were required.

All of Kirkland's ITS projects have taken advantage of the City's existing fiber optic network. Without such a communications "backbone" the cost of providing communications would be much greater. Information Technology Department Staff has worked closely with Public Works Staff to plan connections to the network and to implement the traffic network that allows communications to take place. Information Technology Staff will also be integral in setting up and maintaining the systems needed for successful operations of the TMC.

Aspects of operating ITS systems

Ongoing maintenance costs

Software used to operate the TMC requires annual maintenance fees for support and upgrades. In the 2013-2014 budget, \$20,000 was allocated toward these costs.

There is currently no funding for systematic replacement of traffic signal equipment. Although the ITS program updates a large amount of equipment, there is still a large amount of equipment that does not have a planned replacement.

Scheduled equipment replacement reduces maintenance costs. As equipment becomes obsolete, it is difficult to maintain. New parts are not available, and scavenged parts become increasingly difficult and time consuming to find.

Scheduled purchasing also spreads costs out over time. When equipment is not regularly updated, a large, expensive, and often urgent need to make an unbudgeted purchase often results. Regular upgrades also provide an orderly transition that takes advantage of technology advancements and an incremental integration of new features.

Older equipment can malfunction more frequently and be more difficult and time consuming to repair. Support from vendors and other users becomes increasingly difficult to obtain. If the device can't be repaired, an unplanned purchase may be required.

Planning for the expenses of thorough and systematic traffic signal maintenance will be addressed in the Transportation Master Plan process, the upcoming CIP process and the 2015-2016 budget process.

Staffing

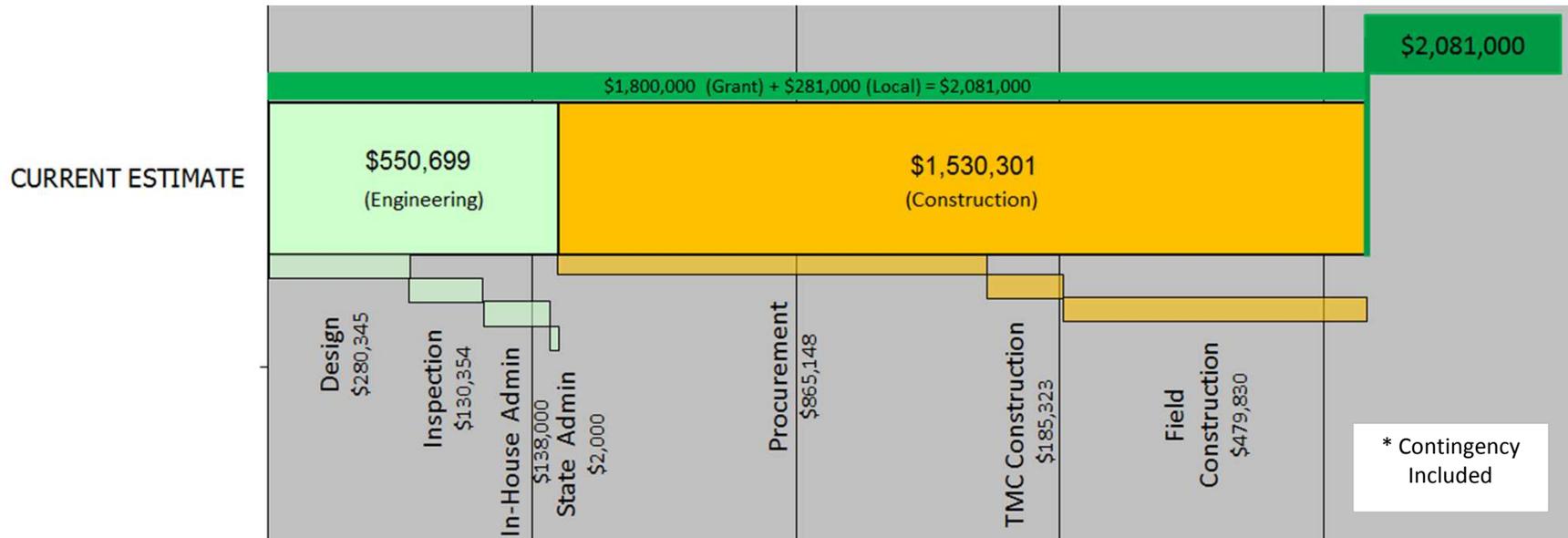
In the 2013-2014 budget a 0.75 FTE Transportation Engineer with a focus on Traffic Signal Operations was added to the budget. This position was filled by Chuck Morrison who previously worked for the City of Seattle, helping to start their ITS program and develop it over the next 20 years. After the Phase I and Phase II projects are completed and the TMC is up and running, we will reassess the staffing needs for support of ITS. Based on this assessment, staffing needs will be brought forward for consideration in the 2015-2016 budget process.

Conclusion

This memo was intended to be an introduction to Kirkland's ITS program and initial Phases, which are a series of complicated and technical projects. Staff will be reporting back to the Council periodically as the current ITS projects are implemented. The ITS program and projects will also be reviewed and updated as part of the Transportation Master Plan process.

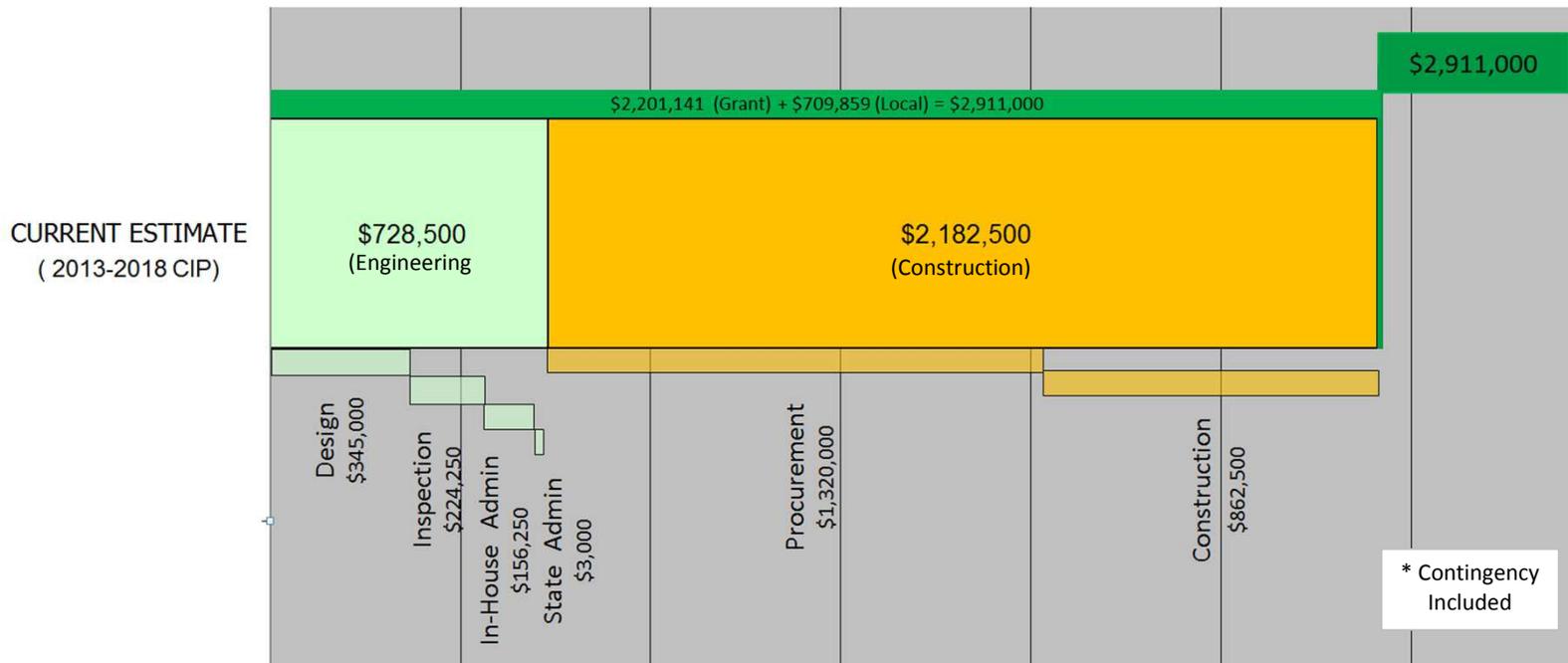
Citywide ITS Improvements Phase 1 (CTR0111-000)

Type of Work		Current Estimate	Cost-to-Date	Cost-to-Complete	% Cost Remaining	% Work Complete
PE	Consultant	\$280,345	\$214,366	\$65,978	24%	95%
	State	\$1,000	\$50	\$950	95%	95%
	In-House	\$85,000	\$82,240	\$2,760	3%	95%
<i>PE Phase Subtotal</i>		\$366,345	\$296,657	\$69,688	19%	95%
CN	Equipment - City Procurement	\$865,148	\$0	\$865,148	100%	0%
	Contractor - TMC Remodel	\$185,323	\$0	\$185,323	100%	0%
	Contractor - Field Equipment	\$479,830	\$0	\$479,830	100%	0%
	Inspection	\$130,354	\$0	\$130,354	100%	0%
	State	\$1,000	\$0	\$1,000	100%	0%
	In-House	\$53,000	\$0	\$53,000	100%	0%
<i>Construction Phase Subtotal</i>		\$1,714,655	\$0	\$1,714,655	100%	0%
PE + Construction Total		\$2,081,000	\$296,657	\$1,784,343	86%	17%



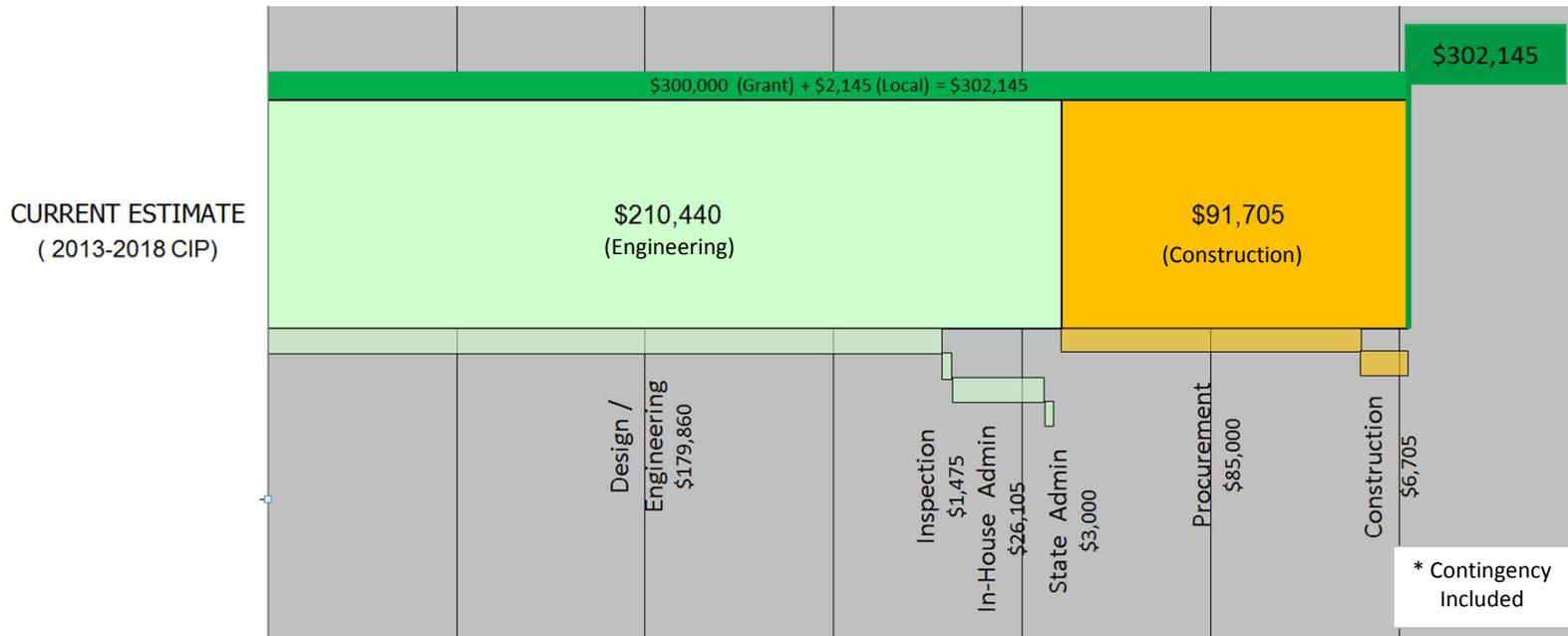
Kirkland ITS Implementation Phase II: Totem Lk Urban Center (CTR0111-003)

Type of Work		Current Estimate	Cost-to-Date	Cost-to-Complete	% Cost Remaining	% Work Complete
PE	Consultant	\$345,000	\$0	\$345,000	100%	0%
	State	\$1,000	\$0	\$1,000	100%	0%
	In-House	\$78,125	\$7,828	\$70,297	90%	0%
<i>PE Phase Subtotal</i>		\$424,125	\$7,828	\$416,297	98%	0%
CN	Equipment - City Procurement	\$1,320,000	\$0	\$1,320,000	100%	0%
	Contractor	\$862,500	\$0	\$862,500	100%	0%
	Inspection	\$224,250	\$0	\$224,250	100%	0%
	State	\$2,000	\$0	\$2,000	100%	0%
	In-House	\$78,125	\$0	\$78,125	100%	0%
<i>Construction Phase Subtotal</i>		\$2,486,875	\$0	\$2,486,875	100%	0%
PE + Construction Total		\$2,911,000	\$7,828	\$2,903,172	100%	0%



Citywide Safety and Traffic Flow Improvement (CTR0113-000)

	Type of Work	Current Estimate	Cost-to-Date	Cost-to-Complete	% Cost Remaining	% Work Complete
PE	Consultant/In-House Engineering	\$59,640	\$0	\$59,640	100%	0%
	State	\$1,000	\$0	\$1,000	100%	0%
	In-House	\$8,590	\$3,613	\$4,977	58%	0%
<i>PE Phase Subtotal</i>		\$69,230	\$3,613	\$65,617	95%	0%
CN	Equipment - City Procurement	\$85,000	\$0	\$85,000	100%	0%
	Consultant/In-House Engineering	\$120,220	\$0	\$120,220	100%	0%
	Contractor	\$6,705	\$0	\$6,705		
	Inspection	\$1,475	\$0	\$1,475	100%	0%
	State	\$2,000	\$0	\$2,000	100%	0%
	In-House	\$17,515	\$0	\$17,515	100%	0%
<i>Construction Phase Subtotal</i>		\$232,915	\$0	\$232,915	100%	0%
PE + Construction Total		\$302,145	\$3,613	\$298,532	99%	0%





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: Marie Stake, Communications Program Manager
Date: May 15, 2013
Subject: June 12-18, 2013 Pangs of Truth: Hunger Awareness Week Proclamation

RECOMMENDATION:

Council authorizes the Mayor to sign the Pangs of Truth: Hunger Awareness Week Proclamation

BACKGROUND DISCUSSION:

As part of their campaign to end hunger for Kirkland's school-age children, the Kirkland Nourishing Network and the Kirkland Interfaith Network invites the public to view the documentary *A Place at the Table*.

The film is seen through the lens of three people who are struggling with food insecurity: a single mom who grew up in poverty and is trying to provide a better life for her two kids; a fifth grader who often has to depend on friends and neighbors to feed her and has trouble concentrating in school; and a second grader with asthma and health issues that are exacerbated by the largely empty calories her working mother can afford.

Their stories are interwoven with insights from experts including a sociologist, nutrition policy leader, author, activists, teachers and ordinary citizens who are working to improve the lives of others. Through this mosaic, the film reveals the serious social and cultural implications hunger poses for our nation and local communities.

Ultimately, *A Place at the Table* shows how hunger poses serious economic, social and cultural implications for our nation, and that it could be solved once and for all, if the American public decides — as they have in the past — that making healthy food available and affordable is in the best interest of us all.

The film is free to the public and will be shown in seven different locations throughout the City. Doors for each venue will open at 6:30; the movie will be screened at 7:00pm

- Wednesday, June 12th, Kirkland Performance Center, 350 Kirkland Avenue
- Thursday, June 13th, Holy Family Catholic Church, 7355 120th Avenue NE
- Friday, June 14th, Holy Spirit Lutheran Church, 10021 NE 124th Street
- Saturday, June 15th, Stake Center for the Church of Jesus Christ Latter Day Saints, 7910 NE 132nd Street
- Sunday, June 16th, Friends of Youth, 13116 NE 132nd Street
- Monday, June 17th, Lake Washington Christian Church, 343 15th Avenue
- Tuesday, 18th, Kirkland/Northshore Hopelink Center, 11011 120th Avenue NE

PROCLAMATION RECIPIENT:

Sharon Sherrard, Chair, Kirkland Interfaith Network will be present to receive the proclamation.



A PROCLAMATION OF THE CITY OF KIRKLAND

Designating June 12-18, 2013 as “Pangs of Truth: Hunger Awareness Week” in Kirkland, Washington

WHEREAS, 50 million people in the United States, one in four children, don't know where their next meal is coming from; and

WHEREAS, one in six families in Washington State are “food insecure;” that is, they have not had enough money to feed their family at least once in the last year; and

WHEREAS, nearly 2,300 Kirkland school children receive either free or reduced price school lunches; and

WHEREAS, eight Kirkland schools must also serve breakfast for the children of these low-income families to insure that they can start their school day fed; and

WHEREAS, the 2013 documentary film, *A Place at the Table*, shows the current crisis of hunger in the United States today, especially for America's school children; and

WHEREAS, *A Place at the Table* shows how hunger poses serious economic, social and cultural implications for our nation, and that it could be solved once and for all, if the American public decides — as they have in the past — that making healthy food available and affordable is in the best interest of us all; and

WHEREAS, the Kirkland Interfaith Network and Kirkland Nourishing Network are sponsoring seven showings of this film, free to the public, in seven different locations in Kirkland during the week of June 12 to June 18, 2013;

NOW, THEREFORE, I, Joan McBride, Mayor of Kirkland, do hereby proclaim the week of June 12 to 18, 2013 as **Pangs of Truth: Hunger Awareness Week** and call on all citizens to inform themselves about America's hunger crisis by viewing the film, and engaging in meaningful discussion and action to address these issues, and to join us in recognizing that when the quality of health, learning and productivity of our nation and community suffers, we are all affected.

Signed this 4th day of June, 2013

Joan McBride, Mayor

**CITY OF KIRKLAND****Department of Parks & Community Services**

505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Regi Schubiger, Youth Services Coordinator

Date: May 29, 2013

Subject: 2013 Eileen Trentman Memorial Scholarship Recipients

Recommendation

City Council joins staff in recognizing City of Kirkland's outstanding youth volunteers.

Background

The Youth Services Team, formed in early 2000, was an interdepartmental team of City employees whose mission was to serve youth within the Kirkland community and the City of Kirkland. In an effort to support elements of this mission, the Team introduced a scholarship program in 2005 for teens who have served the City as volunteers.

Up until 2006, the scholarship had been known as the Teens Honored and Appreciated for Notable Kirkland Service (THANKS). In September of that year, the Youth Services Team decided to rename the scholarship after the City's former Volunteer Coordinator, Eileen Trentman. Eileen played an integral role in not only the creation and implementation of this scholarship program, but as a member of the Youth Services Team as well.

The Youth Services Team developed the following eligibility guidelines for possible candidates:

- Teens must have served the City in a volunteer capacity. This would include, but is not limited to, Kirkland Youth Council, Boards and Commissions, and Police Explorers.
- Teens must have graduated or be on track to graduate from High School the following June.
- Teens must be attending or have plans to attend college, university, or technical school after graduating from high school.
- Candidates must be high school senior through age 21.

Funding for the Scholarship Program was generated through voluntary employee contributions during the 2012 Giving Campaign. The Kirkland Fire Fighters Benevolent Association (KFFBA) has been gracious enough to hold the funds through their status as a 501.c.3. \$2,000 was raised through employee donations and a gift from the KFFBA.

Awards

On May 2, 2013, four City staff members of the along with a representative from the KFFBA reviewed the applications received. The following two candidates were selected for scholarships:

Kelsey Camilleri-Espinoza – (\$750 award) Juanita High School, Kirkland Youth Council

Kelsey joined the Youth Council as an 8th grader at Finn Hill Junior High. During her tenure, she has logged close to 200 hours for the City. In addition to her work on KYC, Kelsey has been active in sports (volleyball, softball, and basketball), held a part time job, and played the violin. Kelsey plans to attend Washington State University majoring in Psychology.

Amy Johnson – (\$1,250 award) Lake Washington High School, Park Board

Amy has been a member of the Kirkland Park Board for two years. Prior to her term on the board, Amy was a long-time volunteer for other park related programs such as Green Kirkland and KDOG. Outside of her volunteer work with the City, Amy is a highly talented soccer player, viola player, and is gifted academically. Amy plans on attending Claremont McKenna College in California as a Pre Med student.



CITY OF KIRKLAND

Department of Parks & Community Services

505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Regi Schubiger, Youth Services Coordinator
Date: May 26, 2013
Subject: Honoring the Kirkland Youth Council Class of 2013

RECOMMENDATION

That the City Council recognizes the Kirkland Youth Council Class of 2013 for all their efforts and achievements.

BACKGROUND

Since 1996, the Kirkland Youth Council has served as a vital link between the youth of Kirkland and the greater community. Current membership stands at 44 youth grades 6-12 from the middle and high schools in Kirkland. Some of the key initiatives undertaken by KYC in the last year include work on a "We've Got Issues" video focusing on teen suicide prevention, the upcoming annual "Bluefish" music and arts festival, Teen Traffic Court, and many community service projects. Newly added to the Youth Council's work plan is their involvement with the Friday Farmers Market at Juanita Beach.

As the school year comes to a rapid close, we would like to have the Kirkland City Council recognize our graduating seniors for all their hard work and dedication to the Youth Council and the City of Kirkland. As in previous years, the names of our graduating seniors have been engraved on a plaque that hangs at the Parks and Community Services Offices at 505 Market. We would like to ask that the Mayor and the City Council present this plaque to our graduating seniors at the June 4th Council meeting.

The following four KYC members are a part of the Class of 2013:

Kelsey Camilleri-Espinoza, Juanita High School
Josh Diederich, Juanita High School
Stefani Lakic, Lake Washington High School
Zach Oelsner, Lake Washington High School



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: January 11, 2013
Subject: KIRKLAND 2035 PUBLIC INVOLVEMENT PLANNING UPDATE #3

RECOMMENDATION

City Council receives an update on public outreach plans and activities related to the update of the Comprehensive Plan and related plans and projects.

BACKGROUND

This report is the third in a series of Council reports to keep the City Council and the public apprised of activities related to the update of various plans and projects and opportunities for involvement. A presentation at the City Council meeting will provide a more up-to-date account of activities and public participation opportunities.

Public Involvement Plan

Staff is working with outreach consultant Penny Mabie of Enviroissues to develop an overarching and integrated public outreach plan for the various planning efforts occurring in 2013 and 2014. The attached outline prepared by Enviroissues in coordination with City staff describes the general assumptions, plans and tools that may be employed (Attachment A). Ms. Mabie is also working the Planning Department and on an outreach plan specific to the Comprehensive Plan Update.

Examples of current outreach activities include:

- The Kirkland Business Roundtable meeting held on May 14 focused on the Cross Kirkland Corridor project. Staff representing other projects and plans were in attendance to inform and answer questions about the various efforts underway. Over one hundred individuals participated in the meeting.
- A Totem Lake Park Master Plan workshop will be held on June 1st and will include tours of Totem Lake Park and discussions about potential improvements.
- Planning continues for a public involvement event taking place on June 8 at City Hall. Planned activities include:
 - Neighborhood U Session focused on the requirements of the Growth Management Act and how the City's Comprehensive Plan process meets those requirements.

- A facilitated forum on a selected topic focused on desired outcomes and process improvements.
- Staff, board and commission members and consultants representing current planning efforts such as the Cross Kirkland Corridor Master Plan, Juanita Drive Corridor Study, Parks, Recreation and Open Space Plan, Totem Lake Master Plan, Surface Water Master Plan, Urban Forestry Strategic Management Plan and the Comprehensive Plan Update will be available at City Hall between 10 am and 2 pm. Displays and activities will focus on interactive opportunities for the public to learn about the various planning efforts and provide input. Members of the City Council, Parks Board, Transportation Commission and Planning Commission will attend and have the opportunity to interact with and listen to the public about a variety of issues.
- Demonstrations of the interactive CIP program now available on Kirkland's website will be available and Kirkland Works videos will be available for viewing.
- Opportunities to sign up for list serv announcements and to learn more about upcoming meetings will also be available.

A postcard mailer advertising the event was mailed to all Kirkland residential and business addresses (40,000 quantity). More information about the June 8 event will be provided at the June 4 Council meeting.

- The Walk and Roll pedestrian and bicycle safety event will take place on June 7 at Juanita Beach Park adjacent to the Juanita Friday Market. Participants will have an opportunity to learn about bicycle and pedestrian safety practices and to participate in activities to provide input about capital improvements and programs the public would like to see to enhance pedestrian and bicycle safety.
- The fifth edition of "About Growth" will be released in the coming week. The next issue is focused on urban centers generally and, specifically, Kirkland's urban center, Totem Lake. All issues of "About Growth" [are posted to the City's Kirkland 2035 website](#). Future issues of "About Growth" will focus on smart growth and housing.
- Staff is working with Enviroissues and Information Technology staff on a new on-line dialogue tool called MeetingSphere (see Appendix B of the Attachment) that will provide another avenue for the public to be involved in the planning processes. The site will invite the public to interact with each other about a variety of topics that are the focus of the various plans and studies currently in progress. For members of the public that cannot attend meetings, the on-line dialogue option provides another way to provide input and to stimulate public dialogue about important City issues.
- Continued planning is taking place for the Comprehensive Plan update which is the centerpiece for all of the other planning processes. It is early in the comp plan update process with work focusing on update of the community profile and land capacity analysis of current zoning that will help identify opportunity sites for accommodating growth in jobs and households over the next twenty years.

More information about these and other upcoming activities will be provided at the June 4 City Council meeting.



Comprehensive Engagement Plan for the Comprehensive Plan, Master Plans, Tactical Plans and other Planning Efforts

Introduction:

With the plethora of planning processes under way in Kirkland, it is imperative that citizens are educated about the processes, informed about progress, and invited to participate where their voice can make a difference. Additionally, given the many demands on citizens' attention and time, the City's departments must coordinate in an unprecedented scale to maximize the coordination of the multiple planning processes and devise an engagement plan that is respectful of citizens' capacity to be involved. To accomplish this goal, the city is developing a comprehensive, coordinated community engagement process. This plan lays out the key components common to all the planning processes and identifies how each individual planning project will be integrated into the overall involvement.

Public Involvement Goals:

- To educate Kirkland citizens about the purpose of the Comprehensive Plan update and why it, and its subordinate plans, matter to the future of Kirkland.
- To seek, compile and understand citizens' values, identify key concerns, and work with citizens at key steps during the decision-making process to incorporate their input to the fullest extent practical.
- To make it as easy as possible for Kirkland citizens to be involved in the planning processes.

Objectives:

Each of the various planning teams (Comprehensive Plan, Transportation Master Plan, PROs Plan, Cross Kirkland Corridor, etc.) have developed their own set of steps in their individual decision processes, along with public participation objectives for each of those steps.

**Project description:**

Throughout 2013 and 2014, Kirkland leaders will be engaging with citizens in a conversation about the City's future. Neighbors, business owners, community groups and students are needed to participate in important conversations about land use, transportation, parks, open space and other vital services.

Updating Kirkland's Comprehensive Plan is a central conversation the City is initiating. The Comprehensive Plan is a requirement of the Growth Management Act. It is a document that looks toward a 20-year horizon for Kirkland with a core purpose to help define—through goals, objectives and policies—how Kirkland should best manage traffic, accommodate forecasted household and job growth, and provide open space and recreational opportunities and other vital services. For Kirkland, it is time to update its Comprehensive Plan to bring into focus the vision for Kirkland for the year 2035.

In addition to updating the core element chapters of the Comprehensive Plan, the City is developing new long-range plans for transportation, the Cross Kirkland Corridor, Totem Lake Park, the surface water management utility and parks, and recreation and open spaces. Portions of these plans will be integrated into the Comprehensive Plan, where appropriate.

Project assumptions:

- The City of Kirkland is a progressive community and takes on strong challenges; the community wants to do things right.
- City of Kirkland residents value their small-town atmosphere.
- The City of Kirkland is a welcoming community.
- City of Kirkland residents expect and appreciate being substantively involved in city decision-making.
- City of Kirkland residents will participate in public forums and other public means of engagement to discuss important city issues.
- Growth is coming to Kirkland and must be managed.
- City of Kirkland residents are thoughtful and want to be engaged in planning the future of the city.
- Coordination between all the planning projects is critical and will be expected by Kirkland residents.
- Kirkland is a bigger city now, with untapped new voices to hear and additional values to learn about.

Potentially Impacted Audiences:

Each of the planning projects are identifying potentially impacted audiences and mapping those audiences to specific issues and values. That work will be shared between the projects and rolled up into the overarching communications plan.



Key Messages:

Key messages are an integral part of a coordinated process. While each plan will have its own specific key messages, the following key messages will be incorporated into each planning process to ensure consistency and a coordinated voice.

- These planning processes are an opportunity to define what the new, bigger Kirkland is and wants to be.
- The comprehensive plan update gives us a framework for the bigger vision for the city.
- No single, smaller plan can stand on its own; collectively all these plans help draw a roadmap for the future of Kirkland.
- This is an opportunity to connect new and old residents with their city.
- Every subordinate plan will and must compliment the comprehensive plan.
- The subordinate planning processes can help inform whether the vision of Kirkland has changed or is changing.
- We can't make these choices without you. It's going to take everyone to make a plan that is best for Kirkland.

Community Planning Days - Sharing "Band Width"

After developing the "grand, overarching schedule" of all the projects, it became clear that there were several key times during the year where multiple projects would be seeking input from the community at nearly the same time. June, September/October and December are key milestone periods for the Comprehensive Plan, Juanita Drive Corridor Plan, PROs Plan and Cross Kirkland Corridor. Being cognizant of the potential for "process burnout" and/or confusion on what plan is doing what, a concept was developed that would stimulate participation and help the community see the connectedness of all the planning processes. At these key milestones, the city will host a Community Planning Day. This event will feature all of the planning processes, no matter in what stage of the decision process or where on the public involvement spectrum they stand. For those projects desiring to *inform* (one-way communication) – there will be the opportunity for information booths. For those seeking to *consult* or *involve*, there will be the opportunity for individual conversations, group conversations, presentations with Q and A, surveys and interviews. For those seeking to *collaborate*, meeting rooms will be reserved for that project, and special times will be advertised letting citizens know the city wants to sit with them and work together on a project.

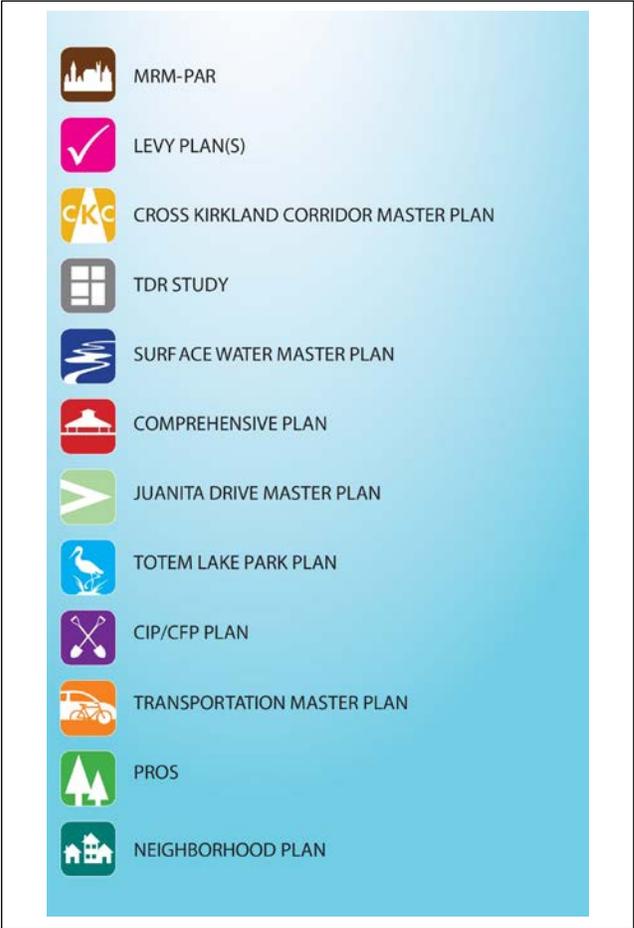


Promotional materials and announcements at preceding city events will advise citizens of the Planning Day event and the interconnectedness of the planning processes. Planning Day will be promoted as a “one-stop shopping” event for all the plans that will guide Kirkland into the future.

Pulling it all Together

There will be diverse opportunities for citizens to participate in the different processes and competing for public attention will be a challenge. While all the projects will have their own “brand” (logo, tagline, theme, etc.), bringing some consistency or theme to the look and feel will be as important as the coordination of citizen involvement. A consistent look and feel has already been identified for the Comprehensive Plan Update – “Kirkland 2035 – Your Voice, Your Vision, Your Future.” When possible and practical, that logo and tagline should be included on materials for the supporting plans as well.

Additionally, specifically for Community Planning Day, a tagline and graphic has been developed that will serve to identify the individual plans in a way that shows their connection. The graphical icons will be used for navigation, for a children’s activity, and to identify the different plans, in addition to their own logos.



**Online Technology**

To extend the opportunity for Kirkland citizens to participate in the ongoing planning conversations and to move forward towards the goal of making it easy for citizens to participate, an online element will be added to the outreach program. Using subscription software called MeetingSphere, (www.meetingsphere.com) staff will be able to queue up thought-provoking questions and encourage entry into the dialog through online technology. The key ingredients for online collaboration will be: the ability for citizens to participate at their own time; information-based discussion modules that encourage informed interaction; and timing the online collaboration opportunities to extend the reach of Community Planning Days and increase the breadth of involvement at key decision points. See Appendix A for a brief description of how online technology will be deployed in this plan.

Other Coordination:

The C-Team, which includes planners and project leads from all the different planning processes, meets bi-weekly. They are sharing milestones, public involvement plans, objectives, proposed techniques and events, and materials. They have committed to staying coordinated, being cognizant of the potential for over-scheduling and over-taxing the public, and to the importance of providing clear and consistent messages within the context of their own planning conversations.



Appendix A

Online Engagement

MeetingSphere is online collaboration software that provides participants the opportunity to engage before, during and after a meeting. It has modules that support brainstorming, ranking and rating ideas, and engaging in dialogue on supplied topics or questions. With MeetingSphere, questions can be posed and left active for a period of time, so citizens can be driven to the MeetingSphere site to participate at their leisure; view other peoples' comments and responses; and add to the conversation themselves.

Preparatory work:

- Subscribe to MeetingSphere (\$56/month or \$560/year)
- Develop comfort with setting up MeetingSphere activities in the software.
- Develop an initial list of thought-provoking questions. They can be multiple choice, true/false, or open-ended questions. These will be used to stimulate interest and drive citizens to the MeetingSphere site.
- Determine frequency of changing "Question of the Day" (weekly, bi-monthly, etc.)
- Each planning process team will be expected to generate questions for future "Question of the Day" inclusion.
- Establish a QR Code that takes people directly to the Kirkland MeetingSphere URL
- Populate the Kirkland MeetingSphere site with the first discussion question and prepare for launch.

Communications:

- Develop a customizable poster template that uses the Kirkland 2035 image and the Planning Icons to identify that the poster is tied to Kirkland's planning processes.
- Establish a list of locations (coffee shops, brew pubs, Laundromats, etc) where posters will be regularly distributed.
- Print the first poster with the first Question of the Day included on the poster template and distribute. (i.e. – What is most important to you about Kirkland – less traffic or more affordable apartments?)
- Open the Kirkland MeetingSphere session with the selected Question of the Day.
- Post the Question of the Day and the Kirkland MeetingSphere URL prominently on the Kirkland 2035 webpage and perhaps on the Kirkland home page.

The MeetingSphere Experience

- When entering MeetingSphere, the user is asked for their name and email address. After that, they are entered into the discussion module (or whatever module is being used for that question) where they have the opportunity to directly address the question posed in a dialogue bubble.
- Once comments have been posted, users can comment directly to the Question of the Day or can comment on other comments, stimulating conversation strings.
- Some past question dialogue bubbles are available for viewing and comment as well.
- All comments are posted anonymously; people respond either to the Question of the Day or to other comments, not directly to other commenters.
- New discussion bubbles will be added as new Questions of the Day are posed.
- Kirkland staff will determine when to remove older conversation bubbles as they get replaced by more pertinent questions.



Data Gathering

- Using the MeetingSphere reporting mechanism, assigned Kirkland staff will generate reports about data (input) collected and analyze for which planning processes the comments apply to. The reports will then be provided to the appropriate planning team(s) for incorporation into their processes.
- Question of the Day answers (all or a select few) should be featured on the Kirkland 2035 webpage.
- Analytics (numbers of participants, numbers of comments, etc.) can be used to demonstrate the inclusiveness of the online portion of the public involvement effort.

KIRKLAND CITY COUNCIL SPECIAL MEETING

Minutes

May 21, 2013

1. CALL TO ORDER

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

2. ROLL CALL

Members Present: Mayor Joan McBride, Deputy Mayor Doreen Marchione, Councilmembers Dave Asher, Toby Nixon, and Penny Sweet. Councilmember Amy Walen was absent/excused.

3. PARK BOARD INTERVIEW

a. Jim Popolow

4. SELECTION AND APPOINTMENT OF PARK BOARD MEMBER.

Following discussion of the applicants' qualifications, Councilmember Asher moved to appoint Jim Popolow to a two year term ending 3/31/2015 (youth seat), on the Park Board. Councilmember Penny Sweet seconded the motion, which passed unanimously.

5. ADJOURNMENT

The May 21, 2013 Special Meeting of the Kirkland City Council was adjourned at 7:15 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: May 23, 2013
Subject: CLAIM(S) FOR DAMAGES

RECOMMENDATION

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

POLICY IMPLICATIONS

This is consistent with City policy and procedure and is in accordance with the requirements of state law (RCW 35.31.040).

BACKGROUND DISCUSSION

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

- (1) MetLife Auto and Home for Stephen Gerard
P.O. Box 2204
Charlotte, North Carolina 28241

Amount: \$11,073.70

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

- (2) Shannon Graham
11419 NE 90th Street
Kirkland 98033

Amount: \$4,868.00

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

- (3) Rhonda Nelson
10226 111th Avenue NE
Kirkland, WA 98033

Amount: Unspecified amount

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

Note: Names of claimant are no longer listed on the Agenda since names are listed in the memo.



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: Tracey Dunlap, Director of Finance & Administration
Barry Scott, Purchasing Agent

Date: May 23, 2013

Subject: WA STATE MASTER CONTRACT USAGE AGREEMENT

RECOMMENDATION:

That the City Council authorizes the City Manager to execute a new Master Contract Usage Agreement with the State of Washington's Department of Enterprise Services (DES).

BACKGROUND:

The City of Kirkland has participated in the Washington State Purchasing Cooperative for over twenty years. The purchasing cooperative has provided the City with access to over three hundred (300) contracts.

As a member of the cooperative, the City has relied on the use of the State's competitively bid contracts for the purchase of a wide variety of goods and services. Purchases made from State contracts have included such items as light vehicles, heavy equipment, furniture, office equipment, tools and safety supplies.

For a number of years the members of the cooperative have paid annual fees. The annual fee for each member of the purchasing cooperative was determined by the member's annual expenditures as shown in the State Auditor's most recently published Local Government Comparative Statistics report. In recent years, the City's annual fee has been \$4,000.

DES has now re-evaluated the structure and financing of the cooperative and has decided to discontinue charging membership fees effective July 1, 2013 and the cooperative, as such, will cease to exist. In lieu of membership in the Purchasing Cooperative, current members are being asked to execute an updated Master Contract Usage Agreement with DES in order to continue to purchase off of the State's competitively bid contracts. This agreement will replace the Interlocal Cooperative Purchasing Agreement that was previously executed with the State's Department of General Administration.

RESOLUTION R-4979

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING CONTINUED PARTICIPATION IN THE STATE PURCHASING COOPERATIVE WITH THE WASHINGTON STATE DEPARTMENT OF ENTERPRISE SERVICES AND AUTHORIZING THE CITY MANAGER TO EXECUTE A MASTER CONTRACT USAGE AGREEMENT ON BEHALF OF THE CITY OF KIRKLAND.

WHEREAS, the City of Kirkland and Washington State Department of Enterprise Services seek to enter into an updated master contract usage agreement enabling the City of Kirkland to continue to purchase goods and services through the Department of Enterprise Services' purchase contracts; and

WHEREAS, the City Council has determined it to be in the best interest of the City of Kirkland to enter into such a master contract usage agreement; and

WHEREAS, Chapter 39.34 RCW authorizes the parties to enter into an interlocal cooperation agreement to perform any governmental service, activity or undertaking which each contracting party is authorized by law to perform;

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

Section 1. The City Manager is hereby authorized and directed to execute on behalf of the City of Kirkland an agreement substantially similar to that attached as Exhibit "A", which is entitled "Master Contract Usage Agreement."

Passed by majority vote of the Kirkland City Council in open meeting this ___ day of ____, 2013.

Signed in authentication thereof this ___ day of ____, 2013.

MAYOR

ATTEST:

City Clerk

Agreement Number: _____
DES Use Only

MASTER CONTRACT USAGE AGREEMENT

This Master Contract Usage Agreement (the "Agreement") is made pursuant to Chapter 39.34 of the Revised Code of Washington, and other applicable laws, by and between the state of Washington (the "State"), acting by and through the Department of Enterprise Services ("DES"), an agency of the State, and City of Kirkland,
Entity Name

a state agency, or local or federal agency or entity, or public benefit nonprofit corporation, or any tribe located in the State ("Buyer").

1. **Purpose:** The purpose of the Agreement is to establish the terms and conditions for when Buyer purchases or acquires goods and services for its direct use under contracts entered into by DES that permit such use ("Master Contracts").
2. **Duration:** This Agreement will become effective on date of execution, and will continue in full force and effect until thirty (30) days following receipt of written notice from either party cancelling this Agreement.
3. **Agreement Contact Information:** Contact person to whom contract documents and related communications are to be mailed or faxed.

Organization Name: City of Kirkland		
Tax Identification Number: 91-6001255		
Unified Business Identifier <i>Required for Non-Profit:</i>		
Contact Name: Barry L. Scott		
Title: Purchasing Agent		
Address: 123 5th Avenue		
City: Kirkland	State: WA	Zip: 98033
Phone Number: 425-587-3123		
Email Address: bscott@kirklandwa.gov		

4. **Cancellation of Agreement:** This agreement can be terminated by either party upon 30 days written notice provided to DES at:
 Email to: mcua@des.wa.gov OR Mail to: WA Dept of Enterprise Services
 MCUA, Attn: Kris Gorgas
 P.O. Box 41409
 Olympia, WA 98504-1409
5. **Financial Responsibility:** Buyer will deal directly with the Master Contract contractor, supplier, or service supplier ("Contractor") for any purchases Buyer makes pursuant to this Agreement and under a Master Contract. DES does not accept any responsibility, financial or otherwise, for any purchase Buyer makes under a Master Contract.

Agreement Number: _____
DES Use Only

- 6. Compliance with Other Laws: Each of the parties will comply with all applicable federal, state, and local laws and regulations governing its own purchases.
- 7. Master Contract Audits: Buyer agrees to cooperate with DES, the Office of the State Auditor, federal officials, or any third party authorized by law, rule, regulation or contract, in any audit conducted by such party related to any Master Contract(s) that Buyer has made purchases from pursuant to this Agreement, including providing records related to any purchase from a Master Contract. In addition, Buyer agrees to provide, upon request from DES, documentation to confirm its eligibility to use Master Contracts.
- 8. Dispute Resolution: If there are any disputes between Buyer and a Contractor, Buyer agrees to (a) provide DES written notice of the nature of the dispute; and (b) unless otherwise provided in the Master Contract or as set forth below, work in good faith with the Contractor to resolve the dispute without the involvement of DES. DES may, upon request, review and assist in the resolution of a dispute, and if DES chooses to do so, the Buyer will cooperate with DES in that resolution process.

In its sole discretion, DES may, but is not obligated to, upon written notice to Buyer, resolve disputes with a Contractor on behalf of Buyer and all other state, local, and federal agencies, local governments, and public benefit nonprofit corporations with similar or related disputes with such Contractor.
- 9. No Separate Entity: No separate legal or administrative entity is intended to be created by, or for the administration of, this Agreement.
- 10. Hold Harmless: Each party agrees to defend, indemnify, and hold the other party harmless from any claim arising from such party's sole negligent, reckless, or willful misconduct.
- 11. Entire Agreement: This Agreement sets forth the entire agreement between the parties, and supersedes any other prior written agreements between the parties, with respect to the subject matter hereof.

IN WITNESS WHEREOF the parties having read this Agreement, agree to it in each and every particular, and have executed it below.

APPROVED

APPROVED

WASHINGTON STATE
DEPARTMENT OF ENTERPRISE SERVICES

Entity Name

Signature
Roselyn Marcus, Assistant Director

Name/Title

Date

CITY OF KIRKLAND

Entity Name

Signature
Kurt Triplett, City Manager

Name/Title

Date



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: Pam Bissonnette, Interim Public Works Director
David Snider, P.E., Capital Projects Manager

Date: May 23, 2013

Subject: 98th Avenue (Forbes Creek) Bridge Seismic Upgrade Project
Accept Grant Funding

RECOMMENDATION:

It is recommended that City Council:

- Authorizes the City Manager to sign the Federal Bridge Selection grant documents for the Forbes Creek Bridge Seismic Upgrade Project, and,
- Approves the use of REET II funds for City costs that are not eligible for Federal grant reimbursement.

BACKGROUND DISCUSSION:

The City has been notified by the Washington State Department of Transportation that the 98th Avenue NE Bridge Project was selected to receive \$1,400,000 in grant funding through the Federal Highway Bridge Program (HBP). The grant funds are for use on a seismic upgrade to the City's 98th Avenue NE Bridge over Forbes Creek within Juanita Bay Park (Attachment A). The existing bridge was originally built in 1974 and a 1995 Seismic Vulnerability Analysis Report concludes the bridge is susceptible to collapse during seismic activity (i.e., earthquake).

Specifically, the Seismic Report concluded that the center piers supporting the bridge could fail under severe seismic loading, causing collapse of all or part of the bridge. As a critical north-south link along a major Kirkland corridor, a seismic retrofit for the bridge will significantly decrease the possibility of structural collapse. The proposed Project will provide retrofit measures including the installation of added soil anchors and drilled piers at key locations under the bridge, together with a new continuous horizontal strut to better tie the below-the-deck bridge components together; this method of seismic upgrade serves as a viable and cost effective alternative to a complete bridge replacement. By comparison, a total replacement of the bridge is estimated to cost closer to \$10.2M in direct costs, with immense ancillary costs associated with a long-term detour. The upgrade will not significantly impact bridge traffic.

Kirkland Bridge Information

Due to the recent collapse of the Skagit River Bridge on I-5, staff has included in this memo some additional information regarding key bridges in Kirkland. A more detailed bridge report can be provided if the Council so desires at a future Council meeting. The City of Kirkland has a

total of three bridges that are eligible for assistance under the HBP, which is a national program to ensure public safety through regular bridge inspection, rehabilitation and replacement. The three Kirkland bridges include: 98th Avenue NE Forbes Creek Bridge (this memo), the Central Way Bridge (over the CKC), and NE 116th Street Bridge (also over the CKC).

In order to qualify for federal funds, a bridge must be inspected every 24-months and, in compliance with that requirement, Kirkland's three bridges are inspected on a biennial basis by a licensed engineer qualified by the State to perform such inspections. The City's most recent bridge inspections were completed in April of this year, including the 98th Avenue NE Forbes Creek Bridge and the Central Way Bridge. The NE 116th Street Bridge was completely rebuilt in 2012 by WSDOT as a brand new structure as part of its half-diamond interchange at I-405. Therefore the City's NE 116th Street Bridge was not required to be inspected in 2013, but will be included in the next bridge inspection year of 2015.

Each inspected bridge is given a "Sufficiency Rating" (SR) within a range of "0" for a low to "100" for a high. The results of the April 2013 inspection are as follows:

BRIDGE/LOCATION	BRIDGE TYPE	DATE INSPECTED	SR
98 th Ave NE/Forbes Creek	Concrete	4/15/2013	93.15
Central Way/CKC	Concrete	4/15/2013	79.75
NE 116 th Street	Concrete	N/A	New (100.00)

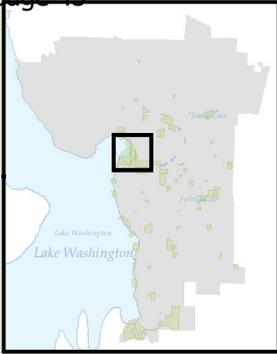
As a result of its relatively high score, the 98th Avenue NE Forbes Creek Bridge ranked well for the seismic retrofit grant because of its good condition. In other words, it is viewed as a bridge worth preserving.

There are also general purpose overpass bridges in Kirkland along I-405 at NE 70th, NE 116th and NE 124th Streets. As bridges within the right-of-way of I-405, WSDOT has the responsibility for all inspections and reporting. In addition to these bridges, there are three pedestrian bridges that also span I-405, serving to connect Kirkland Neighborhoods. Two of those bridges are located at NE 60th and 80th Streets. A third bridge, located at NE 100th Street, is a combination pedestrian and emergency vehicle access bridge. Once again, as bridges within the I-405 right-of-way, WSDOT conducts regular inspections of these three bridges. As bridges that do not carry regular vehicular traffic (NE 60th and NE 80th), and only occasional emergency vehicle traffic (NE 100th), these three bridges are inspected on a 4 to 5-year frequency with the most recent inspection for the NE 100th St Emergency/Pedestrian Bridge occurring in January of this year.

The total estimated cost for the 98th Ave NE Project is \$1,400,000 and the grant does not require a City match. However, as a Federal grant, there are direct City costs for staff time that are not eligible for grant reimbursement. The currently estimated amount of non-eligible City costs is \$15,000 and staff recommends using REET II funds for these non-eligible costs.

Currently, the 98th Avenue Bridge Project is on the unfunded list of transportation projects in the 2013-2018 CIP. With City Council's authorization to accept the funds, and approval to provide City funds for non-eligible grant costs, staff will complete the grant paperwork and proceed with consultant selection and design in 2013 with construction in summer of 2014.

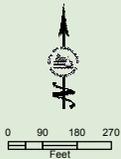
Attachment A – Vicinity Map
Attachment B – PBR
Attachment C – Fiscal note



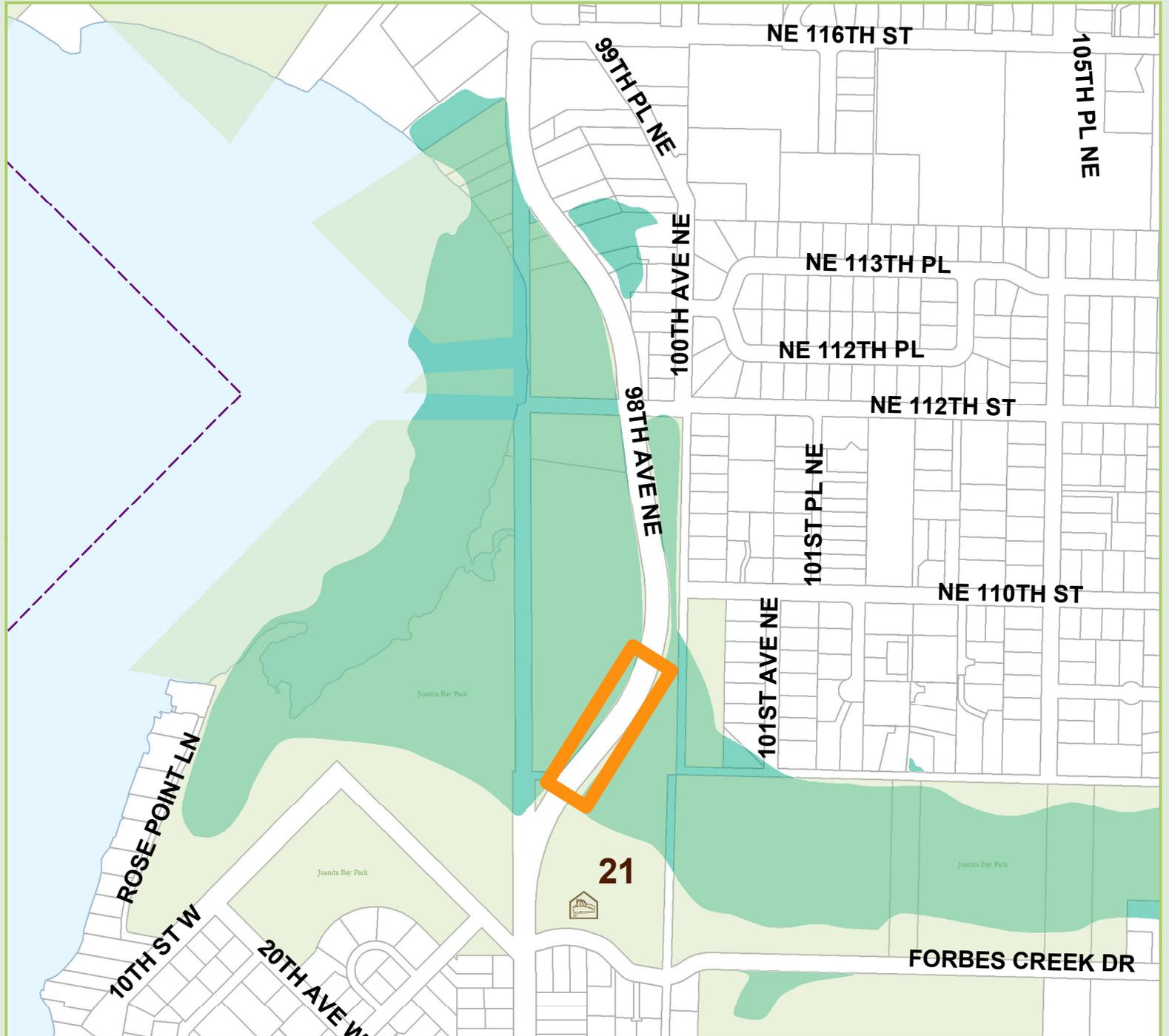
Vicinity Map

Map Legend

-  Bridge Location
-  Park
-  Wetlands
-  Streets



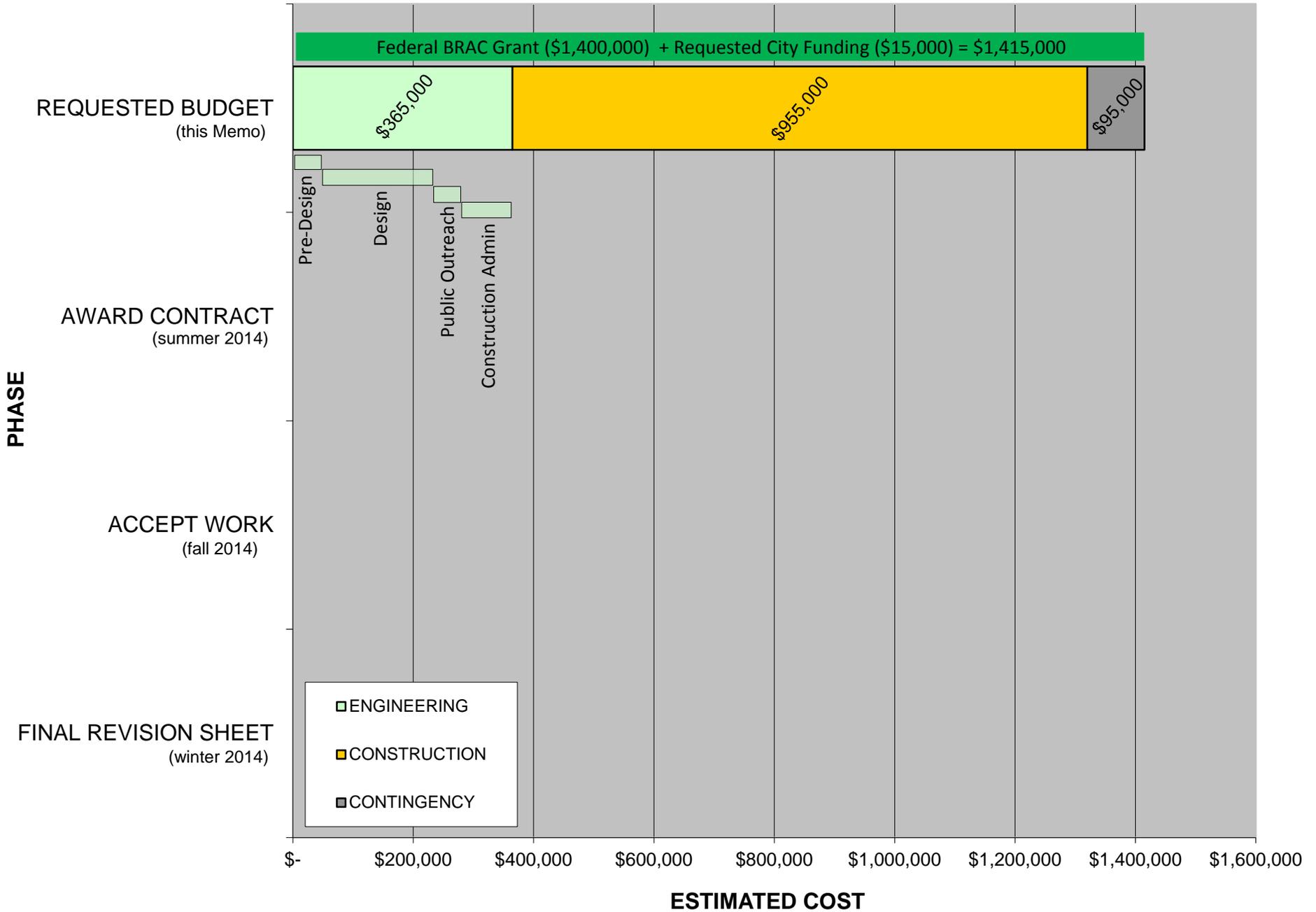
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98th Avenue NE Bridge Project

98th Avenue NE (Forbes Creek) Bridge Seismic Upgrade Project CST 0055 000

Project Budget Report



FISCAL NOTE

CITY OF KIRKLAND

Source of Request							
Pam Bissonnette, Interim Public Works Director							
Description of Request							
Request for funding of \$15,000 from the REET 2 Reserve for the 98th Avenue (Forbes Creek) Bridge Upgrade Project CST 0055 for City engineering costs not eligible for grant reimbursement.							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$15,000 from REET 2 Reserve. This reserve is able to fully fund this request.							
Recommended Funding Source(s)							
Reserve	Description	2014 Est End Balance	Prior Auth. 2013-14 Uses	Prior Auth. 2013-14 Additions	Amount Request	Revised 2014 End Balance	2014 Target
	REET 2 Reserve	2,294,806	267,045	0	15,000	2,012,761	1,071,000
	Prior Authorize Use of REET 2 Reserve: NE 112th Street Sidewalk (\$214,000), Central Way Sidewalk (\$50,000) and 6th Street Sidewalk (\$3,045).						
Revenue/Exp Savings							
Other Source							
Other Information							

Prepared By	Neil Kruse, Senior Financial Analyst	Date	May 15, 2013
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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: Kathi Anderson, City Clerk
Tracey Dunlap, Finance and Administration Director

Date: May 23, 2013

Subject: King County Landmarks and Heritage Commission Vacancy and Appointment

RECOMMENDATION:

That Council acknowledges the vacancy on the King County Landmarks and Heritage Commission vacancy due to the recent passing of Bob Burke, and approves a motion to appoint Lynette Friberg Weber as the new member to the remainder of the unexpired term, which ends March 31, 2016.

BACKGROUND DISCUSSION:

At Council's special meeting on March 26, 2013, Mr. Burke was appointed as Kirkland's representative to the King County Landmarks and Heritage Commission and Lynette Friberg Weber was selected as an alternate appointee should a vacancy occur on the Commission within the six month period following that meeting.

Ms. Friberg Weber has confirmed her interest in the appointment. Approving the June 4, 2013 consent calendar will appoint Ms. Friberg Weber as Kirkland's representative to the King County Landmarks and Heritage Commission.



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: Katy Coleman, Development Engineering Analyst
Pam Bissonnette, Interim Public Works Director

Date: May 7, 2013

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

RECOMMENDATION:

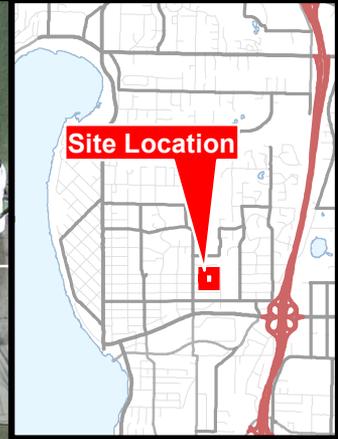
It is recommended that the City Council adopts the enclosed Resolution relinquishing interest, except for a utility easement, in a portion of unopened alley being identified as the south 8 feet of the unopened alley abutting the north boundary of the following described property: Lots 50 and 51, Block 169, Town of Kirkland, according to the plat thereof recorded in Volume 6 of Plats, page 53, records of King County, Washington.

BACKGROUND DISCUSSION:

The unopened portion of the alley abutting the property of 642 9th Avenue (Attachment 1) was originally platted and dedicated in 1890 as Kirkland Addition (aka Town of Kirkland). The Five Year Non-User Statute provides that any street or right-of-way platted, dedicated, or deeded prior to March 12, 1904, which was outside City jurisdiction when dedicated and which remains unopened or unimproved for five continuous years is then vacated. The subject right-of-way has not been opened or improved.

Robert and Cynthia Hendsch, the owners of the property abutting this right-of-way, submitted information to the City claiming the right-of-way was subject to the Five Year Non-User Statute (Vacation by Operation of Law), Laws of 1889, Chapter 19, Section 32. After reviewing this information, the City Attorney believes the approval of the enclosed Resolution (Attachment 2) is permissible.

Attachment A: Vicinity Map
Attachment B: Resolution



10TH AVE

9TH AVE

Hensch Non-User Vacation Exhibit 642 9th Avenue

-  Proposed Vacation
-  Hensch Property
-  Granted Non-User Vacations



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RESOLUTION R-4980

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE, EXCEPT FOR A UTILITY EASEMENT, IN AN UNOPENED RIGHT-OF-WAY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNERS ROBERT AND CYNTHIA HENDSCH

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

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

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

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

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

Section 1. As requested by the property owners Robert B. and Cynthia L. Hensch, the City Council of the City of Kirkland hereby recognizes that the following described right-of-way has been vacated by operation of law and relinquishes all interest it may have, if any, except for a utility easement, in the portion of right-of-way described as follows:

A portion of unopened alley being identified as the south 8 feet of the unopened alley abutting the north boundary of the following described property: Lots 51 and 52, Block 169, Town of Kirkland, according to the plat thereof recorded in Volume 6 of Plats, page 53, records of King County, Washington.

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

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2013

Signed in authentication thereof this ____ day of _____, 2013.

MAYOR

Attest:

City Clerk



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: Katy Coleman, Development Engineering Analyst
Pam Bissonnette, Interim Public Works Director

Date: May 7, 2013

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

RECOMMENDATION:

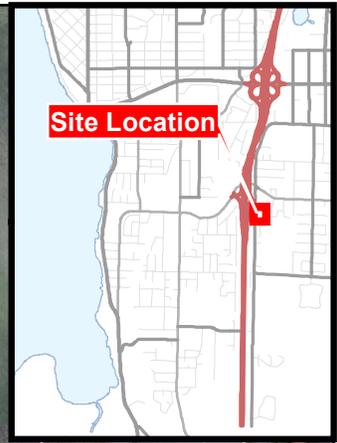
It is recommended that the City Council adopts the enclosed Resolution relinquishing interest, except for a utility easement, in a portion of unopened street being identified as the south 30 feet of the unopened right-of-way ("Oregon Street" abutting the north boundary of the following described property: Lots 1 through 6, Block 12, Cormode and Adsit's First Addition to Kirkland, according to the plat thereof recorded in Volume 6 of Plats, page 44, records of King County, Washington.

BACKGROUND DISCUSSION:

The unopened portion of the right-of-way abutting the property of 6717 117th Ave NE (Attachment 1) was originally platted and dedicated in 1890 as Cormode and Adsit's First Addition to Kirkland. The Five Year Non-User Statute provides that any street or right-of-way platted, dedicated, or deeded prior to March 12, 1904, which was outside City jurisdiction when dedicated and which remains unopened or unimproved for five continuous years is then vacated. The subject right-of-way has not been opened or improved.

The Estate of Constance Haller, the previous owner of the property abutting this right-of-way, for current owner Merit Homes, Inc. submitted information to the City claiming the right-of-way was subject to the Five Year Non-User Statute (Vacation by Operation of Law), Laws of 1889, Chapter 19, Section 32. After reviewing this information, the City Attorney believes the approval of the enclosed Resolution (Attachment 2) is permissible.

Attachments (2)



Merit Homes, Inc. Non-User Vacation Exhibit
6717 117th Ave NE

- Proposed Vacation
- Merit Homes, Inc. Property
- Granted Non-User Vacations



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RESOLUTION R-4981

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE, EXCEPT FOR A UTILITY EASEMENT, IN AN UNOPENED RIGHT-OF-WAY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNER MERIT HOMES, INC.

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

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

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

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

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

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

A portion of unopened alley being identified as the south 30 feet of the unopened right-of-way ("Oregon Street") abutting the north boundary of the following described property: Lots 1 through 6, Block 12, Cormode and Adsit's First Addition to Kirkland, according to the plat thereof recorded in Volume 6 of Plats, page 44, records of King County, Washington.

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

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2013

Signed in authentication thereof this ____ day of _____, 2013.

MAYOR

Attest:

City Clerk



CITY OF KIRKLAND

Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Barry Scott, Purchasing Agent

Date: May 23, 2013

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF JUNE 4, 2013

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 May 9, 2013, are as follows:

	Project	Process	Estimate/Price	Status
1.	2013 Slurry Seal Project	Invitation for Bids	\$550,000	Advertised on 5/15 with bids due on 5/29.
2.	2013 Crosswalk Upgrade Program	Small Works Roster	\$60,000-\$70,000	Notice issued to contractors on 5/21 with bids due on 6/5.
3.	2013 Painting Projects (Peter Kirk Community Center, KTUB and Fire Station 21)	Small Works Roster	\$48,000-\$52,000	Notice issued to contractors on 5/21 with bids due on 6/7.
4.	Printing, Mailing and Payment Services for Utility Billing	Request for Proposals	\$100,000-\$120,000/yr	RFP issued on 5/21 with proposals due on 6/27.
5.	Transportation Master Plan	Request for Qualifications	\$200,000	RFQ issued on 5/3 with proposals due on 5/21.

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



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: Tim Llewellyn, Fleet Supervisor
 Donna Burris, Internal Services Manager
 Ray Steiger, Deputy Public Works Director
 Pam Bissonnette, Interim Public Works Director

Date: May 20, 2013

Subject: SURPLUS OF EQUIPMENT RENTAL VEHICLES/EQUIPMENT

RECOMMENDATION:

It is recommended that the City Council approves the surplusing of the Equipment Rental vehicles/equipment identified in this memo by removing them from the City's Equipment Rental Replacement Schedule. Once vehicles and equipment are approved as surplus, Fleet Management will dispose of the vehicles/equipment, or retain them for short term, temporary, or special needs of the City prior to disposal.

BACKGROUND DISCUSSION:

The surplusing of vehicles or equipment which have been replaced with new vehicles or equipment, or no longer meet the needs of the City, is consistent with the City's Equipment Rental Replacement Schedule Policy. Once a vehicle or piece of equipment becomes surplus, replacement reserve charges to the user department will no longer be charged for that vehicle/equipment.

The following equipment has been replaced by new equipment, and if approved by City Council, will be sold or disposed in accordance with the KMC (Kirkland Municipal Code) Chapter 3.86, The Sale and Disposal of Surplus Personal Property. Surplus vehicles or equipment may be retained for short term, temporary, or special needs of the City prior to disposal as needed.

<u>Fleet #</u>	<u>Year</u>	<u>Make</u>	<u>VIN/Serial Number</u>	<u>License #</u>	<u>Mileage</u>
A01-02	2001	Ford Crown Victoria	2FAFP71W11X181360	762KIM	60,115
A01-04	2001	Ford Crown Victoria	2FAFP71W81X181409	757LMC	63,673
A06-07	2006	Ford Crown Victoria	2FAHP71W06X121721	41154D	102,195
P101	2010	Dodge Charger	2B3CA4CT0AH193319	50623D	76,935
P102	2010	Dodge Charger	2B3CA4CT7AH193320	50622D	91,577
BG-08	2008	John Deere Ballfield Grader	TC1200A160219	n/a	n/a
F-12	2004	Chevrolet 3500 Flatbed	1GBHK34U24E302981	36161D	76,971
P09-11	2009	Ford Crown Victoria	2FAHP71V59X126943	49238D	61,495
PU-52	2004	Chevrolet 2500 Pickup	1GCHC24U24E277082	39842D	67,287
PU-54	2004	Chevrolet Colorado Ext. Cab	1GCCS136648190133	38310D	21,760
TL-22	2003	Texas Bragg Trailer	17XFW252131032321	29958D	n/a
TL-13	1988	Wisconsin Trailer	1W91SE202J1008950	05146D	n/a
TR-05	1996	Case 580SL Backhoe	JJG0197694	22137D	5963 hrs

For clarification purposes, A01-02 and A01-04 are both 2001 Ford Crown Victorias assigned to Police Administration. These vehicles have exceeded their 8 year accounting life by 4 years. A06-07, a 2006 Ford Crown Victoria was also assigned to Police Administration, and was 1 year short of its anticipated accounting life of 8 years due to high mileage. These 3 vehicles may be retained as they are under consideration for additional service as Pursuit Intervention Technique (PIT) training vehicles by the Police Department. Anticipated use of these vehicles would be once or twice a year.

P101 and P102 are both 2010 Dodge Chargers assigned to Police Patrol. They have exceeded their anticipated 2.5 year life by 6 months. These vehicles will be retained for low mileage use as Police Crime Prevention vehicles (School Resource Officers).

P09-11 is a 2009 Ford Crown Victoria assigned to the Police K-9 Unit. This vehicle met its anticipated useful life of 4 years. It will be sold at auction.

BG-08 is 2008 John Deere Ballfield Grader assigned to Parks Operations and Maintenance. It has exceeded its anticipated 4 year life by 1 year. It will be sold at auction.

F-12 is a 2004 Chevrolet 3500 Flatbed assigned to Public Works – Sign Shop. It has exceeded its anticipated useful life of 8 years by 1 year. F-12 will be retained for 2 years for use by Public Works Laborers.

PU-52 is a 2004 Chevrolet pickup assigned to Parks Maintenance. It was retained 1 year beyond its normal anticipated life of 8 years. It may be retained through the summer of 2013 to support additional temporary Park staff. PU-52 will be retained for use by Parks seasonals through the fall.

TL-22 is a 2003 Texas Bragg Trailer assigned to Parks Maintenance. It met its anticipated useful life of 10 years. TL-22 will be sold at auction.

PU-54 is a 2004 Chevrolet Colorado assigned to Public Works – Developmental Engineering which exceeded its accounting life by 1 year. Due to its low mileage, it will be retained and assigned to a new "service package" inspector position in Developmental Engineering in lieu of requesting a new vehicle service package for that position.

TL-13 is a 1988 Wisconsin Trailer assigned to Public Works – Water. The trailer has exceeded its 15 year accounting life by 12 years. It will be sold at auction.

TR-05 is a 1996 Case 580SL Backhoe. It was assigned to the Public Work Water Division for 12 years, and was re-assigned to Parks Cemetery for an additional 5 years. It has exceeded its anticipated accounting life of 10 years by 7 years. It will be sold at auction.

Note: The accounting life of a vehicle is the number of years of anticipated useful life to City operations. It is determined by historical averages and replacement cycles of actual City vehicles. The accounting life provides a timeline basis for the accrual of vehicle Replacement Reserve charges. At end of a vehicle's accounting life, there should be sufficient funds in the Replacement Reserve Fund to purchase a similar replacement vehicle. The accounting life of a vehicle is a guideline only. Actual usage of City vehicles can vary from averages. All vehicles considered for replacement will be evaluated on their individual condition and availability of replacement funding.



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

MEMORANDUM

To: Kurt Triplett, City Manager
From: Jennifer Schroder, Director
Date: May 23, 2013
Subject: King County Parks Levy

RECOMMENDATION:

The City Council holds a public hearing and considers a resolution expressing support of King County Proposition No. 1: Parks Levy.

BACKGROUND:

On April 29, 2013, the King County Council approved Ordinance # 17568 (Attachment A), authorizing a six-year property tax levy lid lift of \$0.1877 per \$1,000 of assessed value, an estimated \$56 per year for the owner of a home valued at \$300,000.

If approved by voters, the proceeds from the levy would go toward funding the maintenance and operation of King County's 200 parks, 175 miles of regional trails, and 26,000 acres of open space. Levy funds would also be used to expand the regional trails system – including developing the Lake-to-Sound Trail and the Eastside Rail Corridor (which connects with the Cross Kirkland Corridor) – and to expand the Community Partnership and Grant program, as well as to support local city parks and the Woodland Park Zoo.

Kevin Brown, Director of the King County Parks and Recreation Division, will present an overview of the proposed levy during the public hearing.

PROPOSITION 1, AUGUST 2013 SPECIAL ELECTION BALLOT LANGUAGE:

**KING COUNTY
PROPOSITION NO. 1
PARKS LEVY**

The King County council has passed Ordinance 17568 concerning funding for parks, trails, recreational facilities and open space. This proposition would replace two expiring levies and fund maintenance and operations of the King County parks system; trails and open space for recreation, habitat and water quality; city parks; and zoo programs, all subject to citizen oversight. This proposition authorizes an additional property tax of \$0.1877 per \$1,000 of assessed value for collection in 2014 and authorizes increases by the annual percentage change in the CPI or the limitation in 84.55 RCW, whichever is greater, for five succeeding years. Should this proposition be:

Approved []
Rejected []

POTENTIAL COUNCIL ACTION:

Under RCW 42.17A.555: Use of public office or agency facilities in campaigns, 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;...”

At the conclusion of the public hearing, the Council may choose to pass the Resolution (Attachment B) as it is, amend it and pass it, or take no action.

Attachment A – King County Ordinance #17568

Attachment B – Resolution supporting King County’s Proposition No. 1.



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

April 30, 2013

Ordinance 17568

Proposed No. 2013-0112.3

Sponsors Phillips and 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 August 6, 2013, of a proposition
4 authorizing a property tax levy in excess of the levy
5 limitation contained in chapter 84.55 RCW for a period of
6 six consecutive years, at a total rate of not more than
7 \$0.1877 per one thousand dollars of assessed valuation in
8 the first year with annual increases by the percentage
9 increase in the consumer price index or the limitation in
10 84.55 RCW, whichever is greater in years two through six,
11 for the purpose of maintaining and operating King County's
12 parks system; improving parks, recreation and mobility by
13 acquiring open space and continuing to develop regional
14 trails; repairing, replacing, and improving local parks and
15 trails in King County's cities; funding environmental
16 education, maintenance, conservation and capital programs
17 at the Woodland Park Zoo.

18 STATEMENT OF FACTS:

19 1. King County owns and operates a system of regional and local parks
20 and trails that consists of twenty six thousand acres of parklands and more
21 than one hundred seventy five miles of regional trails. The county
22 provides regional trails, regional recreational facilities, regional natural
23 area parks, and local rural parks, and is the transitional provider of local
24 parks in the urban unincorporated areas. Examples of regional county
25 parks and trails include Marymoor Park, Cougar Mountain Regional
26 Wildland Park, the Weyerhaeuser King County Aquatic Center and the
27 Sammamish River Trail.

28 2. Public parks, natural areas, and trails contribute to a high quality of life.
29 A robust system of parks and trails provides: physical, social and mental
30 health benefits to individuals; economic opportunity through recreation
31 and tourism; economic growth for private businesses that must attract and
32 retain skilled workers; and environmental benefits and cultural resource
33 protection through open space conservation. King County's parks system
34 provides all these benefits to King County residents and businesses.

35 3. The 2002 Parks Business Transition Plan, which was adopted by the
36 King County council, became the blueprint for establishing the regional
37 parks system we have today. The parks and recreation division of the
38 department of natural resources and parks has successfully focused its
39 lines of business on regional parks and trails, backcountry trails, natural
40 lands, and local parks in unincorporated King County and has been
41 implementing business practices that generate revenue from park system

42 assets by implementing or increasing user fees and establishing corporate
43 and community partnerships that enhance park amenities and leverage
44 public and private dollars to improve parks and increase access to parks.

45 4. Consistent with the recommendations of past parks-related task forces,
46 the county has sought voter-approved levies on two prior occasions: in
47 2003, to provide maintenance and operating funding for the parks and
48 recreation division for the period of 2004-2007; and in 2007, to provide
49 funding for maintenance and operating, as well as funding for open space
50 acquisition and asset maintenance and improvement, for the period of
51 2008-2013. Voters approved the levies on both occasions that they were
52 on the ballot. The voter-approved levies have helped keep the parks
53 system open, clean and safe.

54 5. Approximately seventy percent of the operating budget of the parks
55 and recreation division is provided by the 2008-2013 voter-approved
56 operations and maintenance levy, with approximately seventeen percent
57 generated through business activities and entrepreneurial efforts. King
58 County general fund support to the parks and recreation division was
59 eliminated as of 2011.

60 6. In 2013, the 2008-2013 voter-approved Open Space and Trails Levy
61 will fund approximately seventy-seven percent of the parks and recreation
62 division's asset management budget. Historically, the real estate excise
63 tax funded nearly all of the parks and recreation division's asset

64 management program; however, the real estate excise tax has declined 83
65 percent from 2006 to 2012.

66 7. The effective rate of the combined levies in 2013 is \$0.1331 per one
67 thousand dollars of assessed value. A comparable effective levy rate
68 beginning in 2014 would need to be \$0.1478 per one thousand dollars of
69 assessed value. Due to the loss of general funds and real estate excise tax,
70 a higher levy rate is necessary in the future to achieve the
71 recommendations of all the past parks task forces and the council-
72 approved parks business transition plan.

73 8. Parks levy citizen oversight committees were established to monitor the
74 expenditures of the proceeds from the 2004-2007 and 2008-2013 levies.
75 In every year of its review, the committee has concluded that the county
76 has complied with all levy requirements.

77 9. As specified under Motion 12809, the King County executive
78 developed and implemented an annual process to review and recommend
79 for council approval open space projects funded by the Open Space and
80 Trails Levy through coordination with the conservation futures tax
81 program.

82 10. The King County executive convened the King County parks levy
83 task force in June 2012 to recommend a funding plan for the current park
84 system and how to address the parks and recreation needs of King County
85 residents in the future. The task force, which met from June to October,
86 was comprised of twenty-two individuals representing all geographic areas

87 of the county, as well as business, recreation, community, and
88 environmental interests.

89 11. The task force issued a report in October 2012, recommending that
90 the county replace the expiring levies and put a ballot measure before the
91 voters in 2013 that requests a six-year inflation-adjusted property tax levy
92 lid lift at a total rate of \$0.1901 per one thousand dollars of assessed value.

93 The task force recommended continuing to fund maintenance and
94 operations of King County's parks system, as well as funding critical
95 infrastructure repair and replacement, acquisition and stewardship of open
96 space, as such lands can provide for passive or active recreation
97 opportunities and/or protection of habitat and water quality, and the
98 continued development of regional trail corridors, including strategic
99 connections between trails and transportation hubs to improve mobility.

100 The task force also recommended providing support to King County's
101 cities for local parks and recreation capital purposes and to the Woodland
102 Park Zoological Society for education and conservation programs,
103 horticulture and maintenance, and capital improvements.

104 12. The King County executive supports the findings and
105 recommendations of the task force and has put forth a funding proposal
106 that is consistent with the goals and priorities of the task force, decreasing
107 the rate recommended by the task force by utilizing updated forecasts for
108 real estate excise tax, which enabled adjustments to be made to the overall
109 funding assumptions.

110 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

111 SECTION 1. Definitions. The definitions in this section apply throughout this
112 ordinance unless the context clearly requires otherwise.

113 A. "Conservation futures tax program" means the program defined in K.C.C.
114 chapter 26.12.

115 B. "Levy" means the levy of regular property taxes, for the specific purpose and
116 term provided in this ordinance and authorized by the electorate in accordance with state
117 law.

118 C. "Levy proceeds" means the principal amount of funds raised by the levy, any
119 interest earnings on the funds and the proceeds of any interim financing following
120 authorization of the levy.

121 D. "Limit factor" means the ratio of the most recent June Consumer Price Index
122 to the immediately previous June Consumer Price Index, which is the final published
123 CPI-W Seattle-Tacoma-Bremerton, as calculated by the United States Bureau of Labor
124 Statistics, or its successor, expressed as a multiple of one hundred percent to achieve the
125 result of one hundred percent plus inflation, or the limitation contained in chapter 84.55
126 RCW, whichever is greater.

127 E. "Parks system" means any building or other structure, park, open space,
128 natural area, resource or ecological land, trail, or other property owned or otherwise
129 under the jurisdiction of the parks and recreation division of the department of natural
130 resources and parks.

131 F. "Recreation grant program" means the community partnerships and grants
132 program through which King County provides funds to recreation-oriented groups, sports

133 associations and community-based organizations to undertake any combination of
134 developing, operating or maintaining a public park or recreation facility or program in
135 King County for public benefit.

136 SECTION 2. Levy submittal to voters. To provide necessary funds for the
137 purposes identified in section 4 of this ordinance, the King County council shall submit to
138 the qualified electors of the county a proposition authorizing a regular property tax levy
139 in excess of the levy limitation contained in chapter 84.55 RCW for six consecutive
140 years, with collection commencing in 2014, at a rate not to exceed \$0.1877 per one
141 thousand dollars of assessed value in the first year of the levy period. In accordance with
142 RCW 84.55.050, this levy shall be a regular property tax levy subject to the limit factor.

143 SECTION 3. Deposit of levy proceeds. The levy proceeds shall be deposited
144 into a dedicated subfund of the parks and recreation fund, or its successor.

145 SECTION 4. Eligible expenditures. If approved by the qualified electors of the
146 county, levy proceeds shall be used for the following purposes:

147 A. Forty-seven percent for maintenance and operations of King County's parks
148 system, of which no more than one and three tenths percent of total levy proceeds is for
149 the recreation grant program;

150 B. Thirty-nine percent for:

151 1. Acquisition, conservation and stewardship of additional open space lands,
152 natural areas, resource or ecological lands;

153 2. Acquisition and development of rights of ways for regional trails;

154 3. Major maintenance repair, replacement and improvement of parks system
155 infrastructure; and

156 4. Development of trailhead facilities to increase access to parks and trails;
157 C. If the county council, in its sole discretion, finds that annual revenues from the
158 real estate excise tax 1 and real estate excise tax 2 from the real estate excise taxes
159 imposed under K.C.C. 4A.51.100 and 4A.510.120 have increased sufficiently that the
160 levy amount needed for the purposes identified in subsection B. of this section should be
161 reduced, it may reduce the annual dollar amount levied for the parks levy based on this
162 finding and the entire dollar amount of the reduction in the levy proceeds for that year
163 shall be allocated solely to the distribution of levy proceeds for the purposes set forth in
164 subsection B. of this section. Such annual reduction shall not limit the authority of the
165 council to levy in any future year without such reduction or to modify the distribution of
166 levy proceeds levied in any future year;

167 D. Seven percent for distribution to cities in King County for their local parks
168 system projects, of which amount fifty percent shall be distributed based on city
169 population and fifty percent shall be distributed based on the assessed value of parcels
170 within a city;

171 E. Seven percent for distribution to the Woodland Park Zoological Society for:
172 environmental education with emphasis on accessibility to traditionally underserved
173 populations throughout the county; horticulture and maintenance of buildings and
174 grounds; conservation and animal care for rare, threatened or endangered Pacific
175 Northwest species; and board-approved capital projects/campaigns in existence as of
176 December 31, 2012; and

177 F. Of the proceeds designated for distribution to King County cities and the
178 Woodland Park Zoological Society, a portion shall be retained by the county to be used

179 for expenditures related to administration of the distribution of levy proceeds. Eligible
180 administrative expenditures shall include all costs and charges to the parks and recreation
181 division or the county associated with or attributable to the purposes listed in subsections
182 D. and E. of this section of this ordinance. Consistent with RCW 84.55.050, as it may be
183 amended, levy proceeds may not supplant existing funding.

184 SECTION 5. Call for special election. In accordance with RCW 29A.04.321,
185 the King County council hereby calls for a special election to be held in conjunction with
186 the primary election on August 6, 2013, to consider a proposition authorizing a regular
187 property tax levy for the purposes described in this ordinance. The King County director
188 of elections shall cause notice to be given of this ordinance in accordance with the state
189 constitution and general law and to submit to the qualified electors of the county, at the
190 said special county election, the proposition hereinafter set forth. The clerk of the council
191 shall certify that proposition to the King County director of elections in substantially the
192 following form:

193 The King County council has passed Ordinance ____ concerning funding for
194 parks, trails, recreational facilities and open space. This proposition would replace two
195 expiring levies and fund maintenance and operations of the King County parks system;
196 trails and open space for recreation, habitat and water quality; city parks; and zoo
197 programs, all subject to citizen oversight. This proposition authorizes an additional
198 property tax of \$0.1877 per \$1,000 of assessed value for collection in 2014 and
199 authorizes increases by the annual percentage change in the CPI or the limitation in 84.55
200 RCW, whichever is greater, for five succeeding years. Should this proposition be:
201 Approved? __

202 Rejected? __

203 SECTION 6. Distributions. Each distribution of levy proceeds to a King County
204 city or to the Woodland Park Zoological Society, or its successor, for the eligible
205 purposes identified in section 4 of this ordinance shall be subject to the execution of a
206 contract between the county and each entity for the same project. Distribution of levy
207 proceeds to King County for open space acquisition purposes shall be in accordance with
208 the annual conservation futures tax process for the development, review and
209 recommendation to the King County council as set forth in the open space and natural
210 lands acquisition process, which is included as Attachment A to this ordinance.

211 SECTION 7. Parks levy citizen oversight board established.

212 A. If the proposition in section 5 of this ordinance is approved by the qualified
213 electors of King County, a parks levy citizen oversight board shall be appointed by the
214 executive. The board shall consist of nine members. Each councilmember shall
215 nominate a candidate for the board from the councilmember's district no later than ninety
216 days from the start of the first year of collections. If the executive does not appoint
217 within sixty days of the nominations a person who has been nominated by a
218 councilmember, the executive must request that the councilmember should within thirty
219 days of the request nominate another candidate for appointment. Members shall be
220 confirmed by the council. Members shall be residents of King County and may not be
221 elected or appointed officials of any unit of government, except that citizens serving in a
222 civic capacity on a local board or commission would be eligible to serve on the parks
223 levy citizen oversight board.

224 B. The board shall review the allocation of levy proceeds and progress on
225 achieving the purposes of this proposition. The report shall include information on the
226 status of addressing maintenance needs and controlling noxious weeds in King County's
227 parks system. On or before December 31, 2015, the board shall review and report to the
228 King County executive, the King County council and the regional policy committee on
229 the expenditure of levy proceeds for 2014. Thereafter, the board shall review and report
230 to the King County executive, the King County council and the regional policy
231 committee annually. Any report to the King County council under this section shall be
232 made in the form of a paper original and an electronic copy with the clerk of the council,
233 who shall retain the original and provide an electronic copy to all councilmembers. The
234 parks and recreation division shall provide the board with all reports on division activities
235 that the division transmits to the King County council in accordance with K.C.C.
236 7.08.090. The board expires December 31, 2020.

237 SECTION 8. Ratification. Certification of the proposition by the clerk of the
238 King County council to the director of elections in accordance with law before the
239 election on August 6, 2013, and any other acts consistent with the authority and before
240 the effective date of this ordinance are hereby ratified and confirmed.

241 SECTION 9. Severability. If any provision of this ordinance is held invalid, the

242 remainder of the ordinance or the application of the provision to other persons or

243 circumstances is not affected.

244

Ordinance 17568 was introduced on 2/25/2013 and passed as amended by the Metropolitan King County Council on 4/29/2013, by the following vote:

Yes: 7 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague, Ms. Patterson, Mr. McDermott and Mr. Dembowski
No: 2 - Ms. Lambert and Mr. Dunn
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



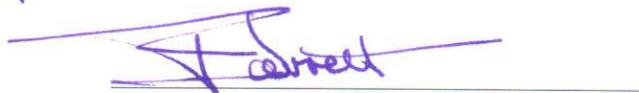
Larry Gossett, Chair

ATTEST:



Anne Noris, Clerk of the Council

APPROVED this 1 day of May, 2013.



Dow Constantine, County Executive

RECEIVED
2013 MAY -1 PM 2:09
CLERK
KING COUNTY COUNCIL

Attachments: A. Open Space and Natural Lands Acquisition

OPEN SPACE AND NATURAL LANDS ACQUISITION

The overall approach for funding allocation and coordination with the Conservation Futures Tax (CFT) program for the acquisition of open space and natural lands through the countywide parks levy is proposed as follows:

1. Early each calendar year, the Department of Natural Resources and Parks (DNRP) will set a proposed allocation for open space from levy funds for the following fiscal year.
2. Staff will generate proposals for the use of these funds, taking into account opportunities to leverage resources with funding from Conservation Futures, as well as from other local, state, and federal funding sources.
3. An overall proposal allocating the open space funds to specific projects will be developed and discussed with the Citizens Oversight Committee (COC) that is responsible for developing CFT funding recommendations. These discussions are expected to occur in the spring, during the same time frame during which the COC annually reviews CFT project proposals. This will create an opportunity for the COC to provide an advisory recommendation regarding allocation of these parks levy funds.
4. Taking the COC's recommendations into account, DNRP will develop a proposed budget for these parks levy funds.
5. The DNRP proposed budget for parks levy funding will be reviewed by the County Executive, and ultimately County Council, as part of the overall budget process for the following year.

RESOLUTION R-4982

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND STATING THE CITY COUNCIL'S SUPPORT FOR KING COUNTY PROPOSITION NO. 1, PARKS LEVY, FOR FUNDING PARKS, TRAILS, RECREATIONAL FACILITIES AND OPEN SPACE.

WHEREAS, on August 6, 2013, voters in King County will decide, whether to approve Proposition No. 1, the King County Parks Levy, to fund parks, trails, recreational facilities and open space; and

WHEREAS, Proposition No. 1 would authorize King County to impose an additional property tax of \$0.1877 per \$1,000 of assessed value in 2014 and authorize increases by the percentage change in the consumer price index or the limitation in chapter 84.55 RCW, whichever is greater, for the succeeding five years; and

WHEREAS, the property tax levy authorized by this Proposition would replace two expiring voter-approved levies for funding parks and recreation maintenance and operation, open space acquisition, asset management and improvement; and

WHEREAS, if approved, the Proposition would provide funding for the purpose of maintaining and operating King County's park system; improving parks, recreation and mobility by acquiring open space and continuing to develop regional trails; repairing, replacing and improving local parks and trails in King County cities; funding environmental education, maintenance, conservation and capital programs at the Woodland Park Zoo; and

WHEREAS, proceeds from Proposition No. 1 would provide direct funding to the City of Kirkland for local parks projects; fund the operation and maintenance of Big Finn Hill Park and Juanita Woodlands Park, which are County regional parks located in the City of Kirkland; and fund planning and partial development of a trail on the Eastside Rail Corridor which connects to the Cross Kirkland Corridor; and

WHEREAS, pursuant to State law, RCW 42.17A.555, the City Council of Kirkland desires to show its support for King County Proposition No. 1 authorizing a property tax levy to fund parks, trails, recreational facilities and open space; and

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

Section 1. The City Council supports King County Proposition No. 1, Parks Levy, to fund parks, trails, recreational facilities and open space.

Section 2. The City Council urges Kirkland voters to vote "yes" on King County Proposition No. 1.

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2013.

Signed in authentication thereof this ____ day of _____, 2013.

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, Director of Finance & Administration
Date: May 24, 2013
Subject: CITY CONTRIBUTION TO 4TH OF JULY FIREWORKS DISPLAY

RECOMMENDATION:

Council approves a \$7,000 contribution toward the 4th of July fireworks display using funds from the Council Contingency reserve.

BACKGROUND DISCUSSION:

At the May 21 City Council meeting, a request was made for the City to contribute funds toward the 4th of July fireworks display. The City Council requested that a fiscal note be prepared and brought forward for Council consideration to contribute \$7,000 using funds from the Council Contingency reserve. Council direction was based on the fact that \$7,000 was the amount provided by the Council in 2012 for the 4th of July celebration. If approved, the money would be sent to the Kirkland Downtown Association (KDA) who is the fiscal agent for Celebrate Kirkland, the organization that puts on the 4th of July events. The fiscal note is attached for reference.

FISCAL NOTE

CITY OF KIRKLAND

Source of Request

City Council

Description of Request

Request for \$7,000 from the Council Special Projects Reserve to provide funding for the 2013 Celebrate Kirkland 4th of July Fireworks Display.

Legality/City Policy Basis

Fiscal Impact

One-time use of \$7,000 of the Council Special Projects Reserve. The reserve is able to fully fund this request.

Recommended Funding Source(s)

	Description	2014 Est End Balance	Prior Auth. 2013-14 Uses	Prior Auth. 2013-14 Additions	Amount Request	Revised 2014 End Balance	2014 Target
Reserve	Council Special Projects Rsv.	250,000	0	0	7,000	243,000	250,000

No Prior 2013-14 Authorized Use of Council Special Project Reserve.

**Revenue/Exp
Savings**

Other Source

Other Information

Prepared By	Neil Kruse, Senior Financial Analyst	Date	May 24, 2013
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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
 Pam Bissonnette, Interim Public Works Director

Date: May 23, 2013

Subject: Sound Transit 3 Discussion and Direction

RECOMMENDATION:

It is recommended that City Council discusses the recent presentation by Sound Transit and decides whether a resolution expressing Kirkland's interests in Sound Transit 3 should be considered at a future Council meeting.

BACKGROUND DISCUSSION:

At the May 21, 2013, Council Study Session, Sound Transit Staff described the planning work that is underway for a potential new ballot measure known as Sound Transit III (ST3). The Sound Transit Board has selected the Fall of 2016 as the current target date for a vote on ST3. The City Council had intended to consider a resolution concerning ST3 planning at the study session but due to time constraints the discussion was postponed.

In the past, Council has expressed support for Sound Transit Ballot measures:

9/4/08	Supported ST2 ballot measure
10/2/07	Passed resolution supporting Sound Transit and RTID (Transit and Roads)
7/16/96	Passed resolution supporting Sound Move

However, these actions were taken after a Sound Transit ballot measure was developed and a vote scheduled.

Kirkland's Comprehensive Plan offers support for High Capacity Transit in several goals and policies:

- *Goal T-1 Establish a Transportation System that supports Kirkland's Land Use Plan*
- *Goal T-3 Work to establish and promote a transit and ridesharing system that provides viable alternatives to SOV*
- *Policy T-3.2 Support development of regional high capacity transit serving Kirkland.*
- *Policy T-3.3 Locate the routes and stations of the future regional HCT transit system to support Kirkland's transportation and land use plans.*

Assuming that the City Council wishes to adopt a future resolution identifying Kirkland's interests in ST3 planning, staff suggests the following concepts in keeping with the Plan goals and policies;

General

- Leverage previous transit investments in Kirkland
- Be consistent with adopted regional plans
- Be financially viable
- Invest in CKC
- Improve bicycle/pedestrian access to transit

High Capacity Transit

- Connect Kirkland, particularly Totem Lake, with regional system through options such as Light Rail, BRT, and Street Car

Express bus

- Coordinate with Metro and provide expanded, frequent service to Kirkland
- Make use of I-405 Express Toll Lanes; add a connection to downtown at NE 85th Street

In order to fund ST 3 Sound Transit must get additional funding authorization from the State legislature. Therefore, Council may also want to consider including language indicating Kirkland's support for Sound Transit's efforts in this regard in one of Kirkland's future legislative agendas.

Staff will highlight each of these issues during the Council meeting and seek Council direction on which elements to include and whether there are additional interests that should be added. Once direction is provided, staff will return to a future Council meeting in with a draft resolution for consideration.

**CITY OF KIRKLAND**

City Attorney's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3030

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Robin S. Jenkinson, City Attorney

Date: May 28, 2013

Subject: MODIFYING THE TIMING OF PAYMENT OF CITY IMPACT FEES FOR MIXED USE BUILDINGS OR DEVELOPMENTS THROUGH DEVELOPMENT AGREEMENTS

RECOMMENDATION

That the City Council approves the attached ordinance amending the Kirkland Municipal Code to allow for the modification of the timing of the payment of City impact fees for transportation and parks for certain mixed use buildings or development, through a development agreement approved by the City Council.

BACKGROUND

The City Council recently approved Ordinance O-4407 amending the KMC provisions relating to transportation, park, and school impact fees, to allow the deferral of impact fee payments for single-family residential building permits. Since the approval of Ordinance O-4407, the City has received a request to assist the Kirkland Park and Ride Transit Oriented Development (TOD) by modifying the timing of the payment of transportation and park impact fees to a date certain. As Council is aware, the Kirkland Park and Ride TOD was a key initiative in the 2011 City Work Program and includes affordable and market rate housing and ground floor commercial uses over a shared parking garage. At the May 21, 2013 City Council meeting, the Council authorized staff to develop legislation to allow such modification. This ordinance is the result.

Staff modeled the attached ordinance after the approach taken by the City of Bellevue. Bellevue allows for the modification of the timing of the payment of impact fees through a development agreement approved by the Bellevue City Council.

The Local Project Review Act, Chapter 36.70B RCW, provides specific authority and direction for development agreements. The City must hold a public hearing prior to approving a development agreement. Staff believes the ability to modify the timing for payment for impact fees, through a development agreement, would be a useful option to have available for any appropriate mixed use buildings or developments. If the Council approves this ordinance, staff will return with a development agreement for the Kirkland Park and Ride TOD and schedule a public hearing at the June 18, 2013 Council meeting. Staff will also evaluate if there are additional fees for which the time of payment may be modified through the proposed development agreement. Staff recommends adoption of this ordinance.

ORDINANCE O-4411

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO TRANSPORTATION AND PARK IMPACT FEES AND AMENDING THE KIRKLAND MUNICIPAL CODE TO ALLOW FOR THE MODIFICATION OF THE TIMING OF THE PAYMENT OF IMPACT FEES FOR MIXED USE BUILDINGS OR DEVELOPMENTS IN A DEVELOPMENT AGREEMENT APPROVED BY THE CITY COUNCIL.

The City Council of the City of Kirkland do ordain as follows:

Section 1. Kirkland Municipal Code Subsection 27.04.030(e) is amended to read as follows:

27.04.030 Assessment of impact fees.

(e) For mixed use buildings or development, impact fees shall be imposed for the proportionate share of each land use based on the applicable unit of measurement found on the schedule in Section 27.04.150. The timing of the payment of impact fees may be modified in a development agreement approved by the City Council pursuant to Chapter 36.70B RCW.

Section 2. Kirkland Municipal Code Subsection 27.06.030(e) is amended to read as follows:

27.06.030 Assessment of impact fees.

(e) For building permits for mixed use developments, impact fees shall be imposed on the residential component of the development found on the schedule in Section 27.06.150 of this chapter. The timing of the payment of impact fees may be modified in a development agreement approved by the City Council pursuant to Chapter 36.70B RCW.

Section 3. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance, or the application of the provision to other persons or circumstances is not affected.

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

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2013.

Signed in authentication thereof this ____ day of _____, 2013.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney



CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: May 23, 2013

Subject: VOTING DELEGATES – ASSOCIATION OF WASHINGTON CITIES ANNUAL CONFERENCE AND BUSINESS MEETING, June 25-28, 2013 - Tri-Cities, Kennewick, WA

RECOMMENDATION:

City Council designates by Motion up to three voting delegates to represent the City of Kirkland at the Association of Washington Cities (AWC) Annual Business Meeting.

BACKGROUND DISCUSSION:

The AWC annual business meeting will be held Thursday, June 27, 2013, 4:10 to 5:45 p.m., at the Three Rivers Convention Center, Kennewick, WA. Should the City Council wish to participate in the meeting, the voting delegates will need to be designated and their names must be filed with the AWC.

The City of Kirkland is eligible to designate up three voting delegates. The delegate or proxy must be present at the meeting to cast a vote. At this time only Councilmember Toby Nixon is scheduled to attend the AWC Business Meeting. The Council should pass a Motion authorizing the delegates or proxies for the business meeting. Staff will then file the form with the AWC. The recommended action is consistent with past Council practice.



2013 Voting Delegates

City/Town of

Name:

Title:

Name:

Title:

Name:

Title:

Contact
name:

Email:

Association of Washington Cities

1076 Franklin St. SE

Olympia, WA 98501

360-753-4137

www.awcnet.org

awc@awcnet.org