CITY OF KIRKLAND
CITY COUNCIL

Joan McBride, Mayor • Penny Sweet, Deputy Mayor • Dave Asher • Jessica Greenway
Doreen Marchione • Bob Sternoff • 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 • TTY 425.587.3111 • www.ci.kirkland.wa.us

AGENDA
KIRKLAND CITY COUNCIL MEETING
City Council Chambers
Tuesday, September 21, 2010
6:00 p.m. – Study Session – Peter Kirk Room
7:30 p.m. – Regular Meeting

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

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

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

P - denotes a presentation from staff or consultant

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*, Peter Kirk Room
   - *a.* Medical Benefits Program
4. *EXECUTIVE SESSION*
   - *a.* To Discuss Labor Negotiations
5. *HONORS AND PROCLAMATIONS*
   - *a.* Eastside Month of Concern for the Hungry
   - *b.* Kirkland Fire Prevention Week
6. *COMMUNICATIONS*
   - *a. Announcements*
   - *b. Items from the Audience*
   - *c. Petitions*

7. SPECIAL PRESENTATIONS

a. Urban Forestry Stewardship Award from Washington Community Forestry Council to Karen Story

8. CONSENT CALENDAR

a. Approval of Minutes: September 1, 2010

b. Audit of Accounts:

Payroll $

Bills $

c. General Correspondence

d. Claims

(1) Lauret Ballsun

(2) Leslie Brooks

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

h. Other Items of Business

(1) Resolution R-4837, Adopting a Revised Policy for the Management of the City's Debt

(2) Housing Report

(3) Remittance of Concours d'Elegance Admissions Tax Receipts to Evergreen Hospital

(4) Waiver of Competitive Process – Reservoir Cable Shrouds

(5) Waiver of Competitive Process – Zone One Emergency Management Coordinator Contract

(6) Report on Procurement Activities

(7) Salary Commission Reappointment

9. PUBLIC HEARINGS

a. Preliminary 2011 to 2016 Capital Improvement Program

b. Revenue Sources for the 2011-2012 Budget

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

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

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

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

P - denotes a presentation from staff or consultant

10. UNFINISHED BUSINESS

a. Touchstone (Parkplace):

(1) Ordinance No. 4257 and its Summary, Relating to Land Use and Planning; and Reaffirming the City's Adoption of the Comprehensive Plan and Zoning Code Amendments Made in Ordinances 4170 and 4171 After Consideration of the Planned Action Supplemental Environmental Impact Statement Issued August 16, 2010 in Connection with City File No. ZON07-00016

(2) Ordinance No. 4258 and its Summary, Relating to Comprehensive Planning and Land Use and Amending the Comprehensive Plan, Ordinance 3481 as Amended, to Implement Changes to the Introduction, Land Use, Capital Facilities and Transportation Elements, and Approving a Summary for Publication, File No. ZON07-00016

b. 2011-2012 Utility Rate Adoption:

(1) Ordinance No. 4259, Relating to Water System Customer Rates for 2011 and Providing for Changes in Said Rates

(2) Ordinance No. 4260, Relating to Water System Customer Rates for 2012 and Providing for Changes in Said Rates

(3) Ordinance No. 4261, Increasing the Utility Tax on the Water Utility and Amending Kirkland Municipal Code Chapter 5.08

(4) Ordinance No. 4262, Relating to 2011 Sewer System Customer Rates and Amending Table 15.24.070 of the Kirkland Municipal Code

(5) Ordinance No. 4263, Relating to 2012 Sewer System Customer Rates and Amending Table 15.24.070 of the Kirkland Municipal Code

(6) Ordinance No. 4264, Relating to Monthly Surface Water Utility Service Rates for 2011 and Amending Section 15.56.020 of the Kirkland Municipal Code

(7) Ordinance No. 4265, Relating to Monthly Surface Water Utility Service Rates for 2012 and Amending Section 15.56.020 of the Kirkland Municipal Code

(8) Ordinance No. 4266 and its Summary, Relating to Solid Waste Collection Rates and Amending Section 16.12.030 of the Kirkland Municipal Code

c. South Kirkland Park and Ride Transit Oriented Development

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

11. NEW BUSINESS

a. School Impact Fee Request

P - denotes a presentation from staff or consultant

b. Planning Commission Member Request

c. Council Procedures – Boards and Commissions

12. REPORTS

a. City Council

(1) Regional Issues

b. City Manager

(1) City Council Meeting with the Norkirk Neighborhood

(2) Calendar Update

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT

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.

P - denotes a presentation from staff or consultant

Council Meeting: 09/21/2010
Agenda: Study Session
Item #: 3. a.

CITY OF KIRKLAND
Human Resources Department
505 Market Street, Suite B, Kirkland, WA 98033 425.587-3210
www.ci.kirkland.wa.us

MEMORANDUM

To: City Council

From: William R. Kenny, Human Resources Director

Date: September 9, 2010

Subject: CITY OF KIRKLAND MEDICAL BENEFITS PROGRAM

Over the past couple of years the City's medical benefits have been under review by the Human Resources Department, as well as our Medical Benefits Committee. During this time we have completed a due diligence assessment or study of options, while closely watching the changes that are occurring with our current provider of medical benefits, the Association of Washington Cities (AWC).

RECOMMEDATION:
It is our recommendation to move the City from the AWC medical benefit plans to self-insuring our medical and directly contracting our ancillary benefits (vision, dental, EAP, etc.) effective January 1, 2011. This move will help to maintain the cities benefits goals by allowing us to "control our destiny," abide by our collective bargaining agreements in providing "substantially equivalent" benefits, as well as place the City in a better position to increase consumer awareness and manage benefits costs.

BACKGROUND DISCUSSION:
Through discussion with the benefits committee, negotiations with our unions, and working closely with our broker, we have developed the "PRIME" medical plan. This plan is a self-insured plan that offers our employees "substantially equivalent" benefits, complies with the Affordable Care Act (Health Care Reform) requirements and will allow the City to more effectively control costs and benefit levels in future years. Commitments from carriers to accomplish this have been secured.

During the Study Session Council will also be provided the following:

- Discussion of due diligence study
- What options are available and were examined in the market
- Explanation of self-funding, how it works and the components
- Comparable other surrounding cities who are self-funded
- Discussion of "PRIME" medical plan
- Discussion of dental, vision, and EAP coverage
- Recommendation justification and associated costs

During the course of the due diligence study, Human Resources has been providing Council updates through issue papers. The latest issue paper is attached to offer a more complete background of the process that has been undertaken.

CITY OF KIRKLAND
Human Resources Department
505 Market Street, Suite B, Kirkland, WA 98033 425.587-3210
www.ci.kirkland.wa.us

MEMORANDUM

To: City Council

From: William R. Kenny, Human Resources Director

Date: February 23, 2010

Subject: Medical Benefits Strategies

As stated in previous Reading File and strategy updates, the City's medical benefits have been under review by the Human Resources Department, as well as our Medical Benefits Committee, with a cross-section of employee and Union representatives.

In keeping with this theme, we have spent the last couple of years completing a due diligence assessment or study of options, while closely watching the changes that are occurring with our current provider of medical benefits, the Association of Washington Cities (AWC).

Key Messages:
o AWC Regence Plans A&B not offered after December 31, 2011 (except LEOFF 1)
o AWC PPO plans (three) will replace Plans A&B, with a well city discount
o Unions have been provided notice and the Medical Benefits Committee was re-convened
o "Substantially Equivalent Benefits" (plan design and network) required per Union CBAs
o Due Diligence Study of options completed and recommendations developing

Council Direction Requested:
o Best option would seem to be going to a (Limited Risk) Self Funded Medical Program
o Change could be as early as July 1, 2010 and recommended not later than January 1, 2011
o Cost containment and "Control Own Destiny" goals are greater with Self Funded Program
o Alternative would be to stay with AWC and convert to PPO for 2011 (or 2012 latest)

Background
Kirkland has made a concerted effort over the past few years to move the majority of City employee's medical coverage from Regence Plan A to Plan B. This was a strategy to help contain the City's benefit costs in an environment of spiraling medical premium rates.

We were also able to get language in our negotiated collective bargaining agreements (CBAs) that provides, even mid-term of the agreements, for a due diligence study of the medical programs, associated costs and identification of other health options available to the City of Kirkland. Obviously, the Unions were hesitant to "pre-agree" to potential unknown changes but did agree to language that provides for exploring options toward "substantially equivalent benefits" and allowing for future changes. The CBAs also provides for (impacts) bargaining of any major changes.

In 2008 we received notice from AWC that they would be eliminating Regence Plan A and Regence Plan B and converting to three PPO plans effective at the end of 2011. The stated reason for the elimination is that the plans are no longer actuarially efficient for the Trust to continue to offer. It is noted that most other multi-employer trusts and medical plans have made or are making similar decisions and are or have moved to a PPO platform.

It might first be helpful to clarify what a PPO is - in contrast to our current Regence Plan A and B (known as a fully funded or POS / Point of Service medical program):

> PPO –"… a managed care organization of medical doctors, hospitals, and other health care providers who have covenanted with an insurer or a third-party administrator to provide health care at reduced rates to the insurer's or administrator's clients….
>
> A preferred provider organization is a subscription-based medical care arrangement. A membership allows a substantial discount below their regularly charged rates from the designated professionals partnered with the organization. Preferred provider organizations themselves earn money by charging an access fee to the insurance company for the use of their network (unlike the usual insurance with premiums and corresponding payments paid either in full or partially by the insurance provider to the medical doctor). They negotiate with providers to set fee schedules, and handle disputes between insurers and providers….
>
> Other features of a preferred provider organization generally include utilization review, where representatives of the insurer or administrator review the records of treatments provided to verify that they are appropriate for the condition being treated rather than largely or solely being performed to increase the amount of reimbursement due…." [Wikipedia]

To employees and their families, the key to the quality of care is the provider network – i.e. how inclusive the provider network is and, specifically, if their individual health care providers are members.

Due Diligence Study

In order to assure a prudent due diligence study, the Benefits Committee utilized the services of Alliant / ClearPoint to analyze options for the city within the medical benefits marketplace.

There are four options that are generally available to an employer. We reviewed each of these as part of the due diligence study. Those four options are:

1) contracting directly with insurance carriers,
2) moving to another multi-employer trust,

3) staying with AWC
4) initiating a Self Funded medical program

Previous Council Reading Files have provided more detailed discussion of these options and the pros and cons for each.

A lack of specific City of Kirkland claims data has represented a significant problem in looking at options. AWC does not provide access to the claims experience data to individual participating members. Because of this, we have been unable to provide exact claims data to potential carriers in order to secure quotes.

Rates are typically set through a combination of factors including employee population size, employee and family demographics and previous claim experience (actual costs). With our small employee population and lack of specific claims experience information, potential carriers initially either declined to quote or have come up with quotes significantly higher than our current costs.

As discussed further in the "Risk Management" section below, working with Alliant / ClearPoint, we were able to creatively mitigate this lack of Kirkland specific claims data by providing carriers with reasonable experience information utilizing known claims data from comparable jurisdictions and our own demographics. Even with this, carriers have tended to quote rates higher than current AWC rates (…Premera quoted, for example, 50% higher than current premium costs).

With the remaining options of either staying with AWC or moving to another multi-employer trust, both approaches result in a conversion to a PPO plan design. (It is noted that many of the other large multi-employer trusts, such as the PEBB state program or Union trusts, such as the Teamsters, are already in a PPO format). Therefore, coupled with a continuing increase in costs (…either through an immediately higher premium or as a result of a lack of ability to affect or control "trend" regarding escalating premium costs), it is not really a question of if Kirkland should move to a PPO platform but rather "when?" and "which one…?"

Competing Interests

Reconciling competing interests has been a challenging endeavor in this approach. All employers today are critically concerned in regard to the escalating costs associated with medical benefit programs. This is balanced with the needs of employees and their families, who are most interested in the benefit plan design and the provider network which is available to them. This has proven to be even more-so true for City of Kirkland employees. The Unions are concerned about change from current benefit levels and any efforts toward increasing their members' out-of-pocket expenses (cost-sharing) – hence the emphasis on assuring substantially equivalent benefits.

In order to attempt to balance these competing interests, and provide an "apples to apples" comparison to AWC's current (Plans A&B) and AWC's future (PPO) programs, the study of options was initiated with some clear initial parameters:

1) Plan design within a PPO framework
2) Substantially similar benefit levels
3) Substantially similar provider network
4) Preventative benefit component

5) Deductible and out-of pocket similar to the AWC PPO
6) Ability to manage costs and reduce "trend"
7) Ability to "control our own destiny"

Given all considerations, a "limited risk" Self Funded medical program would seem to provide the best prospect of meeting Kirkland's interests and reconciling these competing interests.

What Is Self Funding?

An employer who operates a Self Funded health plan assumes the financial risk for providing health care benefits for its employees. Self Funded plans differ from fully insured plans in that employers do not pay monthly premiums for health care, however they do pay the claims cost for the services that employees actually receive and the costs to administer the program.

The basic components of a well-established Self-Funded Plan would include:

1) Third Party Administrator (Eligibility & Claims Processing)
2) Plan Design (Actuarially prudent – note: "substantially equivalent" requirement)
3) Provider Network (Health care services and provider discounts)
4) Stop Loss Insurance (Risk Limitation or Cap)
5) Reserves and Rate Stabilization Fund (Assure adequate funding and cost containment)

To limit their liability most employers purchase Stop Loss insurance. The Stop Loss insurer agrees to reimburse the employer for health care costs that reaches certain individual and/or aggregate thresholds (for example, $100,000 monthly per individual and $3.8 mm annual aggregate) in exchange for premium payments on the Stop Loss coverage. Generally, the lower the threshold amount, the higher the premium.

Risk Management

Self-Funded programs are not totally without risk, but the risks can be minimized. As noted, having good Stop Loss coverage in place, with appropriate limits, is a key component of managing the risk.

As part of the due diligence study, we were able to do an actuarial analysis to predict our "Expected Liability" utilizing known claims data from comparable jurisdictions, coupled with a cross reference to our own demographics. This helps to overcome the issue of a lack of claims data from AWC and is best thought of as a base line average of anticipated claims.

To alleviate the volatility of claims, the Expected Liability average was then converted into a "Maximum Liability" (98% reliability factor). Stop Loss coverage would be put into place at this level.

Reserves and Rate Stabilization are tools to assure the adequate dollars are in place to pay both fixed costs and claims.

"Reserves" are built during the first year and do not necessitate a cash infusion. Typically, employers are in a position to "save" money in the first 12 months while self-funding. This occurs because claims payments for services in one month are not processed until the second or third month. For example, should Kirkland go to a Self Funded program, in the early months of the transition period, medical claims and provider billings "run-in" subsequent to when the service is

actually delivered. Additionally, AWC would remain liable for services prior to the transition period, regardless of when paid. This allows reserves to build. (Please see Illustrative Example – Attachment 1)

The "Rate Stabilization" fund provides that anticipated costs remain constant for say a two year period, while providing an actuarially prudent hedge against "trend" in the second year. This is important, especially with a biennium budget. This helps to assure that overall costs are predictable and new cash infusions are not necessary.

"Control your own Destiny"

Performance measurement and management by information are powerful tools. With a Self Funded Program, cost containment options are different than with a fully funded program, such as AWC or direct contracting with a carrier. With Fully Funded programs, premium cost-sharing with employees is the only viable option toward cost containment and consumer managed care. Within Self Funded models, utilization and severity analysis are possible on an ongoing basis, and such elements as plan design, deductibles and out-of-pocket are variables within one's own control. Both the employer and the employees are in a greater position to influence and drive the type of care and the cost of it.

Typically, an employer would put into place a "Benefits Committee" (much like our current MEBT model) with both employee and management representation. If costs on a specific item are growing at an actuarially inappropriate rate, they can be specifically addressed. For example, if employees are over-utilizing Emergency Rooms, an alternative clinic or health care approach, or even a higher deductable, can be applied to that specific benefit to reduce utilization and to control cost.

Additionally, over-time, the employer can gather and analyze claims data to be responsive with provider or plan design changes or other modifications to meet utilization.

Further, the Self Funded model currently being used as a base line has a significant "preventive" component (annual physical, well-child, etc). This can be leveraged with the City's current wellness and health risk assessment efforts.

Questions deserving consideration

How would this be funded – won't it cost more?

When a conversion / transition is made to Self Funded, the employer is able to build reserves. Because fixed costs can be anticipated and claims costs have a gradual run-in, the additional cash can be retained as reserves against future claim costs. This alleviates the need for up-front cash.

By contributing even at current levels of cost (i.e. the amount that AWC premiums currently cost the City of Kirkland, which is approximately $5.1 mm), nearly $1.3 mm in reserves and rate stabilization could be achieved by the end of the first year. While no-one can assure claims cost, this assessment is based upon reasonably prudent actuarial analysis and risk factors.

Even with "trend" increases, this should assure that sufficient monies are being reserved to meet claims costs for a biennium budget, without additional annual adjustment. (Please see Illustrative Example – Attachment #1)

What is "trend?

Each year medical services cost more. Premium increases are correspondingly increased even more. However, depending upon an employer's approach, there can be a big difference in how much more. For example, in recent years, AWC has averaged 10% premium increases (and even more than that in prior years.) Contrast that with some of our neighbors such as Bellevue and Redmond, who are Self-Funded, and have averaged closer to 6% cost increases. In some years they have had 0% increases in cost (Redmond – 2009, Bellevue – 2008) and Everett, Renton and others have enjoyed similar successes.

Additionally, each year the Stop Loss premium may also increase. Again that is driven by the number of times that claims exceed maximum liability, either based upon unusual individual or aggregate experience. While there is only a 2% prospect of this occurring, the Rate Stabilization fund would provide adequate safeguard against the need for additional cash infusion, cover any trend increases, as well as provide predictability as to the total cost of a medical program.

What are factors that would jeopardize a Self Funded Plan?

Most Self Funded programs are successful. Very occasionally, you may hear about one that is not successful and that organization would then go back to a different medical program. While rare, there are some "lessons learned" in those instances. Generally, one or more of the following have occurred, when there are problems with Self Funded medical programs:

1) Inadequate Stop Loss Coverage
2) Too small of a group or "high cost / high risk" demographics
3) Incomplete or improper actuarial analysis
4) Too rich plan design
5) Not managing by information / adjusting to utilization
6) Reserves or Rate Stabilization set too thin
7) Treating Reserves or Rate Stabilization as "cash"

How will we know if we are reserving enough / too much?

First Choice Health would provide Third Party Administrative services. This will provide ongoing claims and experience data. Alliant / ClearPoint will then provide analytical, underwriting, key metrics analysis, risk measures and severity reports based upon actual Kirkland data.

Externally, the State of Washington provides an annual audit and detailed actuarial assessment of reserve levels and the adequacy of those reserves. Internally, a Benefits Committee will also provide a consumer-driven approach to managed health care, based upon composite information.

What about Group Health and other Insurances?

Group Health is an HMO and, by law, we would continue to offer Group Health as an option under this scenario. The Self Funded program basically replaces Regence Plans A and B. Other insurances such as Vision and Dental, as well as our FSA/125 Plan, etc. would continue to be offered at current levels, and would be generally unaffected.

It should also be identified that we would also have very significant opportunities as to Prescription Drugs access and cost. This approach allows for greater volume purchasing, pricing transparency and formulary management, resulting in lower costs.

What about employee cost-sharing?

Each of our Collective Bargaining Agreements has language that provide for the ability to change medical programs, with certain requirements. The basic tenant is "substantially equivalent." The language of the AFSCME Agreement serves as an example:

ARTICLE 15 – HEALTH & WELFARE

15.1 MAINTENANCE OF BENEFITS

Medical and Dental Insurance - The Employer may self-insure medical and/or dental insurance coverage or select a new medical and/or dental insurance plan and shall make every possible effort to maintain substantially equivalent benefits. The Employer and the Union shall meet to explore alternative insurance coverage prior to selecting any new medical and/or dental insurance plan in order to maintain substantially equivalent benefits at a reasonable cost. The Employer recognizes its responsibility to bargain with the union the impact of those decisions…..

Participation in benefits shall be consistent with Article 15.2 of this Agreement and the trusts and Plans described below.

15.2 HEALTH AND LIFE INSURANCE

Medical Insurance - the Employer shall pay each month one hundred percent (100%) of the premium necessary for the purchase of employee coverage and one hundred percent (100%) of the premium necessary for the purchase of dependent coverage under the Association of Washington Cities Regence Medical Plan B or Group Health Plan 2 for each employee of the bargaining unit.

Changes in insurance carrier shall be subject to Article 15.1….

Obviously, a change to a Self Funded Program will represent a significant "leap of faith" for our employees and their families. Additionally, to the Unions, it is their perspective that the components of benefit plan design, provider network and member cost are all elements of "substantially equivalent benefits."

It is a very significant question as to Union receptivity if this type of a change in programs (Self Funded) could be accomplished if employee cost-sharing was concurrently proposed.

Again, it is believed and recommended that the cost containment potential for the City of Kirkland is in the greater ability to "Control our own Destiny."

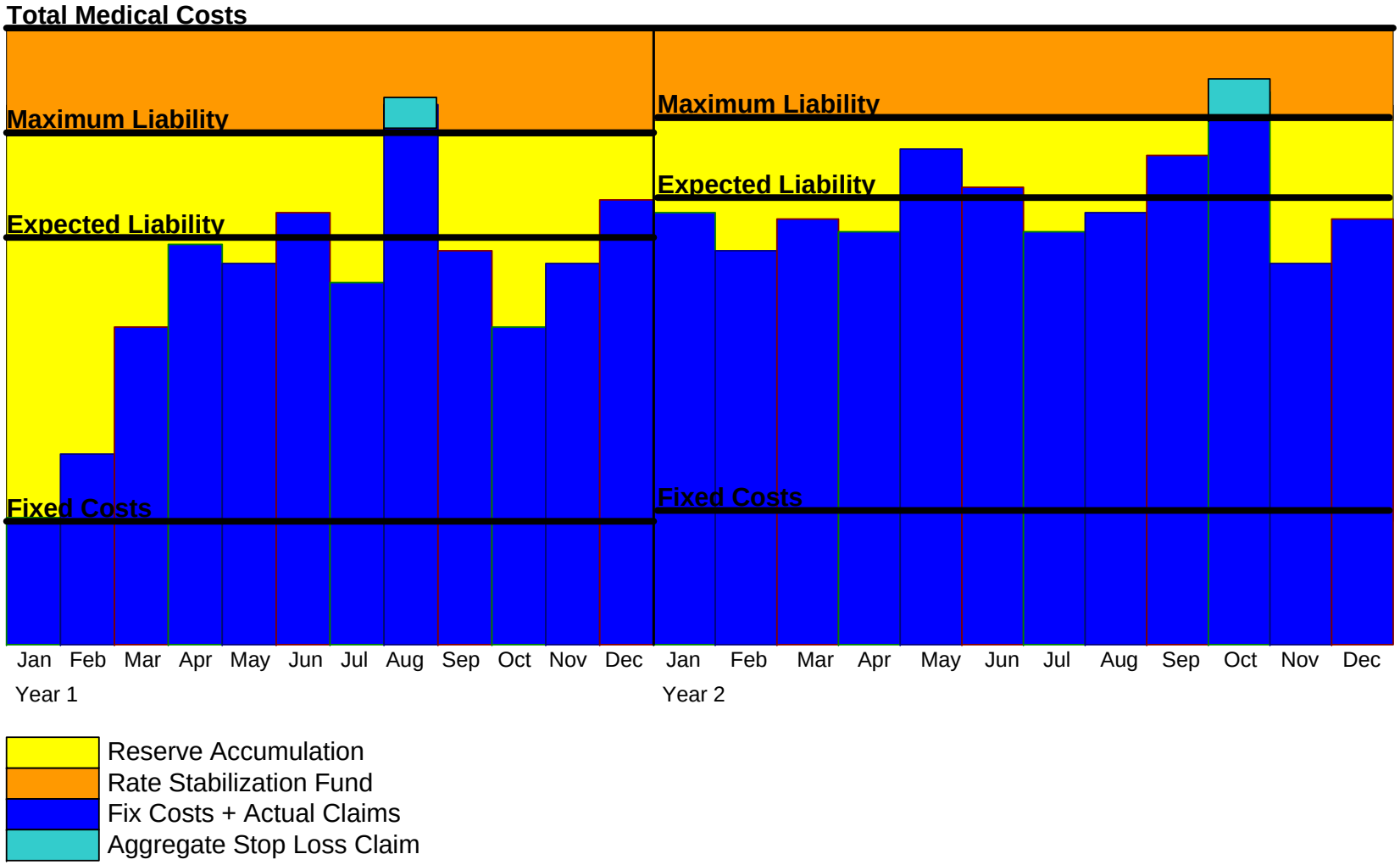
Conclusion

The opportunity to realize a positive change in medical programs (at a time when change is necessitated) is important for a variety of reasons. It is also noteworthy that the options available to the City of Kirkland become less with the passage of time.

This Reading File presents Self Funded as an option for Council's consideration, and one that does reconcile multiple competing interests. It also meets many of the goals necessitated by the City of Kirkland's understandable budget and financial concerns.

It is hoped that this Reading File represents an opportunity for Council discussion and direction, on a matter that is critical to our City as well as to its employees and their families.

How do we build reserves? -Illustrative Example



CITY OF KIRKLAND
Department of Parks & Community Services
505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300
www.ci.kirkland.wa.us

MEMORANDUM

To: Kurt Triplett, City Manager

From: Regula Schubiger, Youth Services Coordinator
Carrie Hite, Deputy Director
Jennifer Schroder, Director

Date: September 15, 2010

Subject: Eastside Month of Concern for the Hungry

RECOMMENDATION:

City Council authorize the Mayor to sign the Eastside Month of Concern for the Hungry Proclamation.

BACKGROUND DISCUSSION:

The Eastside Month of Concern for the Hungry was first initiated by the city of Kirkland as an all city wide food drive in 2008, then challenging other eastside cities to join the efforts in 2009. After much success in 2009, the cities of Kirkland, Redmond, Bellevue, Issaquah, Mercer Island, and Sammamish are again partnering with Emergency Feeding Program of Seattle & King County, Hopelink, World Impact Network Renewal Food Bank, ARAS Foundation Sammamish, Issaquah Food Bank, and the Mercer Island Food Bank for the regional eastside effort for the 2010 Month of Concern. The city of North Bend is also joining the effort this year.

The East King County food drive will be officially launched on September 25th, the official Day of Concern, and extend through October 23rd, 2010. The Emergency Feeding Program sponsors a Mayor's Day of Concern for the Hungry in September every year. The Eastside planning group decided to launch on this day, to help kick off the Mayor's Day, and extend it to the Month of Concern for the Hungry. All participating cities will be holding store front drives on the Day of Concern as well as Saturday, October 9th.

As was the case last year, these efforts have been a true collaborative process. The City of Kirkland will provide promotional materials and news releases, City of Redmond will update the public service video created last year and the City of Bellevue is hosting the web page with an interactive map of the drop off locations. The food programs produced a common food list, routing the pickup map for all cities and overall project management.

Kirkland's local efforts are being spearheaded by neighborhood leader Norm Storm. Norm has been an integral part in coordinating the two store front drives and promoting the Month of Concern throughout Kirkland. In addition to the store front drives, Kirkland will also have 10 drop off locations throughout the city during the entire month-long effort. Locations include all fire stations and community centers.

Brian Anderson, Operations Manager, Emergency Feeding Program and Rochelle Clayton from Hopelink will be present at the September 14, 2010 Council meeting to receive the Eastside Month of Concern for the Hungry Proclamation.

A PROCLAMATION OF THE CITY OF KIRKLAND

Designating September 25-October 23, 2010 as "Eastside's Month of Concern for the Hungry"

WHEREAS, the Cities of Kirkland, Redmond, Bellevue, Issaquah, Sammamish, North Bend, and Mercer Island recognize adequate nutrition as a basic goal for each citizen; and

WHEREAS, no parent should have to send a child to school hungry, no infant should be without the comfort of the feedings needed for mental and physical growth, and no elderly person's health should be jeopardized by lack of appropriate foods; and

WHEREAS, food banks, emergency and hot meal programs, local churches, social service agencies, and hundreds of volunteers are striving each day to stem the rising tide of hunger, but still need more help; and

WHEREAS, the human spirit will prevail in those who want to have a positive impact in the lives of others who are hungry and in need as winter approaches and low incomes must be stretched to cover increasing fuel, electricity and rental costs; and

WHEREAS, the Emergency Feeding Program of Seattle & King County coordinates an annual food drive which will be held at participating grocery stores throughout King County on Saturday, September 25, 2010, to help support the efforts of their program and the area's food banks in fighting hunger; and

WHEREAS, the East King County Cities of Kirkland, Redmond, Bellevue, Issaquah, Sammamish, North Bend, and Mercer Island are committed to supporting the efforts of local food banks and emergency feeding and meal programs;

NOW, THEREFORE, I, Mayor Joan McBride, on behalf of the Kirkland City Council, do hereby proclaim September 25 - October 23, 2010 as "**Eastside's Month of Concern for the Hungry"** and strongly urge all citizens to help those who are hungry by donating non-perishable items that will benefit the Emergency Feeding Program, Hopelink, Renewal Food Bank, ARAS Foundation Sammamish, Issaquah Food Bank, Mt. Si Helping Hands Food Bank, and Mercer Island Food Bank.

Signed this 21th day of September, 2010

_____

Joan McBride, Mayor

CITY OF KIRKLAND
Fire & Building Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3000
www.ci.kirkland.wa.us

MEMORANDUM

To: Kurt Triplett, City Manager

From: J Kevin Nalder, Director of Fire and Building Department

Date: September 8, 2010

Subject: Kirkland Fire Prevention Week Proclamation

RECOMMENDATION:

Proclaim October 3rd through October 9th, 2010, "Fire Prevention Week"

BACKGROUND DISCUSSION:

Each year, the nation observes "National Fire Prevention Week" during the first week of October. This year's observation occurs during the week of October 3rd through October 9th. Fire Prevention Week commemorates the Great Chicago Fire of 1871, in which more than 250 persons were killed, 100,000 were left homeless, and more than 17,400 buildings were destroyed. Proclamations declaring Fire Prevention Week at the municipal level support the efforts of professionals across the country to reduce injuries, deaths, and property loss, resulting from preventable fires.

The non-profit National Fire Protection Association (NFPA) has been the official sponsor of National Fire Prevention Week for nearly 90 years. This year's theme, "**Smoke Alarms: A Sound You Can Live With!"** motivates families to make sure they have working smoke detectors in all the NFPA-recommended locations in their homes, to ensure they are able to survive any unexpected fires.

Kirkland's Fire Prevention Week will support the national campaign by focusing community attention on fire prevention and home fire safety. Kirkland Fire Department will sponsor the following activities:

- A public information campaign will be conducted, using local and City media. The focus will be on increasing public awareness of fire safety and the fire department's fire prevention programs.
- Standard and long-life smoke detectors, acquired through a public-private grant, will be distributed and installed by firefighters. Strobe smoke detectors purchased by the fire department will also be installed by firefighters for the severely hearing impaired.
- Open houses will be conducted at all Kirkland fire stations during Fire Prevention Week. At these events, citizens will get tours, learn fire prevention techniques, practice testing smoke detectors, and have access to fire prevention materials they can take home.

- Later in the month, on Oct. 29, an information booth will be staffed at the City's senior housing fair, at Peter Kirk Community Center. The event will be used to distribute information on fire prevention and provide displays on various types of smoke, heat, and carbon monoxide detectors.
- A video and brochure will be released that describe the fire department's in-home fire and fall prevention assessments. The brochure will be distributed through City and community facilities, through medical centers, and at informational presentations. The video will be aired on a City cable station and at informational presentations.

A PROCLAMATION OF THE CITY OF KIRKLAND

Proclaiming October 3-9, 2010 as Fire Prevention Week in Kirkland, Washington

WHEREAS, *the City of Kirkland is committed to ensuring the safety and security of the city's residents, workers, and visitors; and*

WHEREAS, *fire is a serious public safety concern both locally and nationally, and homes are where people are at greatest risk of exposure to fire; and*

WHEREAS, *each year nearly 3,000 people die as a result of home fires, the majority in homes in which no working smoke detector is present; and*

WHEREAS, *at least seventy-five percent of all structure fires in Kirkland are residential and residential fires have been steadily increasing in Kirkland over the past five years; and*

WHEREAS, *early detection and response to fires provides an opportunity to curtail the extent and spread of fire and a fire's risk to lives and property; and*

WHEREAS, *public awareness regarding the importance of smoke alarm installation and maintenance is essential in increasing the public's safety from home fires,*

NOW, THEREFORE, I, *Joan McBride, Mayor of Kirkland, do hereby proclaim October 3-9, 2010,* ***Fire Prevention Week*** *in the City of Kirkland, and encourage city residents to protect their families through the proper placement of working smoke detectors in their homes, as recommended by the National Fire Protection Association.*

Signed this 21st day of September, 2010

_____

Joan McBride, Mayor

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Deb Powers, Urban Forester

Date: September 21, 2010

Subject: Urban Forestry Stewardship Award

RECOMMENDATION

Join City Council and Kirkland citizens in Washington Community Forestry Council's presentation of their Urban Forestry Stewardship Award to Kirkland citizen Karen Story during the September 21, 2010 City Council meeting.

BACKGROUND DISCUSSION

On August 11, 2010 the Washington Community Forestry Council announced that Kirkland resident Karen Story is the recipient of their 2010 Urban Forestry Stewardship Award for her unparalleled commitment to her neighborhood, the City of Kirkland, and the sustainability of our environment.

Presenting the award will be Sarah Foster, Urban & Community Forestry Program Manager from the Washington Department of Natural Resources, Ara Erickson, Green Cities Director from Cascade Land Conservancy, and Sharon Rodman, City of Kirkland's Education and Outreach Specialist.

cc: Marie Stake
Sharon Rodman

KIRKLAND CITY COUNCIL SPECIAL MEETING MINUTES
September 01, 2010

1. CALL TO ORDER

2. ROLL CALL

ROLL CALL:
Members Present: Councilmember Dave Asher, Councilmember Jessica Greenway, Councilmember Doreen Marchione, Mayor Joan McBride, Councilmember Bob Sternoff, Deputy Mayor Penny Sweet, and Councilmember Amy Walen.
Members Absent: None.

The Mayor announced Councilmember Sternoff would be late in arriving as he was attending a Suburban Cities Public Issues Committee meeting.

3. STUDY SESSION

a. Parkplace Comprehensive Plan and Zoning Amendments

Joining Councilmembers for this meeting in addtion to City Manager Kurt Triplett were Director of Planning and Community Development Eric Shields, Senior Planner Angela Ruggeri, Planning Commission members Andy Held, Byron Katsuyama, Mike Miller, Vice-Chair Jay Arnold, and Consultant Richard Weinman, Weinman Consulting, LLC.

4. EXECUTIVE SESSION

a. To Discuss Property Acquisition

b. To Discuss Potential Litigation

5. HONORS AND PROCLAMATIONS

a. Constitution Week Proclamation

Alice Stenstrom, Regent with the David Douglas Chapter of the Daughters of the American Revolution (D.A.R.) received the proclamation from Deputy Mayor Sweet and Mayor McBride.

b. Recovery Month Proclamation

Fairfax Hospital Medical Director William Adams, MD, Residence XII Executive Director Sharon Chambers, and Lakeside-Milam Recovery Centers Senior Vice President Patient Services Judi Bixby each received a proclamation for their respective organization from Councilmemer Marchione and Mayor McBride.

6. COMMUNICATIONS

a. Announcements

b. Items from the Audience

Bill Vadino

Ken Davidson

c. Petitions

7. SPECIAL PRESENTATIONS

(1) Green Tips

City Employees Gone Green Episode 2-Waste Reduction will be rescheduled due to technical difficulties.

8. CONSENT CALENDAR

a. Approval of Minutes: (1) August 3, 2010

(2) August 4, 2010

b. Audit of Accounts:
Payroll $ 4,167,714.67
Bills $14,980,921.25
run #936 check # 519167
run #937 checks # 519169-519279
run #938 checks # 519280-519319
run #939 checks # 519348-519470
run #940 checks # 519471-519479
run #941 checks # 519480-519661
run #942 checks # 519688-519823
run #943 check # 519824

c. General Correspondence

d. Claims

(1) John G. Bettinger

(2) Deborah A. Johnson

(3) Jill E. Lane

(4) Raid Tirhi

(5) Linda Wilson

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

(1) Accepting 116th Ave NE Sidewalk Project, Kamins Construction, Bothell, WA and Authorizing the Use of $120,000 From the Water/Sewer Capital Contingency

g. Approval of Agreements

(1) Resolution R-4830, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING A SEWER FACILITY AGREEMENT WITH LAWRENCE AND BRENDA ANDREW AND AUTHORIZING THE CITY

MANAGER TO SIGN SAID AGREEMENT ON BEHALF OF THE CITY OF KIRKLAND."

(2) Resolution R-4831, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING A SEWER FACILITY AGREEMENT WITH SAMIRA SAMIMI AND AUTHORIZING THE CITY MANAGER TO SIGN SAID AGREEMENT ON BEHALF OF THE CITY OF KIRKLAND."

(3) Resolution R-4832, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING THE INTERLOCAL AGREEMENT BETWEEN THE CITY OF KIRKLAND AND CHELAN COUNTY FOR THE HOUSING OF INMATES IN THE CHELAN COUNTY REGIONAL JUSTICE CENTER."

h. Other Items of Business

(1) Ordinance No. 4255, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO UTILITY SERVICES DUE DATE AND AMENDING KMC SECTION 15.20.020."

(2) Ordinance No. 4256, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO PROCUREMENT STANDARDS AND THE SMALL WORKS ROSTER PROCESS."

(3) Resolution R-4833, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE IN AN UNOPENED RIGHT-OF-WAY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNER BRUCE M. HAWES."

(4) Resolution R-4834, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE IN AN UNOPENED RIGHT-OF-WAY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNERS THAD AND GAIL POUND."

(5) Resolution R-4835, entitled "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 JOHN T. HOFFMAN AND TRACY L. ROCKWELL."

(6) Surplus Equipment Rental Vehicles/Equipment For Sale

Fleet #	Year	Make	VIN/Serial Number	License #	Mileage
F201	1998	Chevrolet Suburban	1GNGK26J5XJ360462	24494D	90,370

Motion to Approve the Consent Calendar
Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione
Vote: Motion carried 6-0
Yes: Councilmember Dave Asher, Councilmember Jessica Greenway, Councilmember Doreen Marchione, Mayor Joan McBride, Deputy Mayor Penny Sweet, and Councilmember Amy Walen.

9. PUBLIC HEARINGS

Mayor McBride opened the public hearing. No testimony was offered and the Mayor closed the

hearing.

a. Resolution R-4836, Approving and Adopting the Annual Update for the Six- Year Transportation and Street Construction and Improvement Program in Accordance with Section 19.08.051, Kirkland Municipal Code

Motion to Approve Resolution R-4836, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AND ADOPTING THE ANNUAL UPDATE FOR THE SIX-YEAR TRANSPORTATION AND STREET CONSTRUCTION AND IMPROVEMENT PROGRAM IN ACCORDANCE WITH SECTION 19.08.051, KIRKLAND MUNICIPAL CODE."
Moved by Councilmember Dave Asher, seconded by Councilmember Jessica Greenway
Vote: Motion carried 6-0
Yes: Councilmember Dave Asher, Councilmember Jessica Greenway, Councilmember Doreen Marchione, Mayor Joan McBride, Deputy Mayor Penny Sweet, and Councilmember Amy Walen.

10. UNFINISHED BUSINESS

Councilmember Sternoff joined the meeting.

a. Proposed 2011-2012 Utility Rates - Final Briefing

Interim Public Works Director Ray Steiger reviewed resolved remaining issues and the proposed rates for 2011-2012. He presented outstanding issues, recommendations, proposed options and responded to Council questions and comments. Council directed staff to present proposed ordinances for Council adoption at the September 21 meeting.

11. NEW BUSINESS

None.

12. REPORTS

a. City Council

(1) Regional Issues

Councilmembers shared information regarding the Journey Church award; Costco Twenty-fifth anniversay party; Girls World Series Softball Championship; Ribbon cutting at opening of Steamers Restaurant; Eastside Business Association complimentary membership; Everest Neighborhood Picnic; Norkirk-Highland Neighborhood Picnic; Crestwoods Park Trail; Regional Transit Advisory Committee; Museum of History and Industry's Centennial Anniversary of Washington women's right to vote oral history project which includes interviews with Councilmember Doreen Marchione and former Kirkland Mayor, Doris Cooper; Kirkland Police Department recognition ceremony honoring 20 years of service and swearing in new officers; recognition of Councilmember Sternoff and his teams participation in pressure washing part of downtown; WSDOT 520 Bridge tour; Metro Regional Transit Task Force issues; Suburban Cities Association Public Issues Committee work including transit system priorities; Countywide Planning Policies update; Levy limit; Walla Walla Sister City visit; MV Kirkland boat fire; Totem Lake Symposium at 7:30 a.m. September 16; and bicycle usage in Europe.

b. City Manager

(1) Calendar Update

City Manager Triplett confirmed rescheduling the November 2 Council meeting, date to be determined, and presentations at a future meeting from Cascade Water Alliance and Kirkland Performance Center.
Councilmember Marchione proposed consideration of opening up committee meetings to include attendance by additional Councilmembers and the public. After further discussion, staff was instructed to research how surrounding cities handle open committee meetings and if there is citizen involvment in committee work.
After discussion regarding neighborhood boundaries in the annexation area and in Kirkland, Council requested staff provide options for addressing immediate and long term neighborhood issues.
City Manager Triplett updated the Council on issues regarding the Burlington Northern rail corridor as well as GNP Railways expedited request to the Surface Transportation Board to operate freight on an expanded route along the corridor. Councilmembers approved Kirkland's inclusion, joining other cities along the corridor, in a joint letter to the Surface Transportation Board requesting a public process, which includes environmental and public benefit, rather than an expedited process review.

13. ITEMS FROM THE AUDIENCE

None.

14. ADJOURNMENT

The Kirkland City Council special meeting of September 1, 2010 was adjourned at 9:22 p.m.

City Clerk

Mayor

Council Meeting: 09/21/2010
Agenda: Claims
Item #: 8. d.

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathi Anderson, City Clerk

Date: September 9, 2010

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) Lauret Ballsun
1610 10th Street West
Kirkland, WA 98033

Amount: $67,689.32

Nature of Claim: Claimant states damage to residence resulted from sewage backup during maintenance on the main sewer line.

(2) Leslie Brooks
1610 172nd Street S.E.
Bothell, WA 98012

Amount: $213.53

Nature of Claim: Claimant states damage to vehicle resulted from window broken by City staff.

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Director of Finance and Administration
Michael Olson, Deputy Director

Date: September 8, 2010

Subject: City of Kirkland Debt Management Policy Revisions

Recommendation

Council adopt the attached resolution revising the City of Kirkland Debt Management Policies.

Background

At the December 4, 2007 Study Session on facilities financing, the Council requested that the City's debt management policies be updated in advance of any potential bond issue and the task was assigned to the Finance Committee.

The current debt management policies, as published in the City's Budget Document, were presented to the Council Finance Committee on January 29, 2008 (see Attachment A). At that time, it was noted that the policy is being updated to bring it in line with current recommended best practices based on the Government Finance Officers Association (GFOA) and the Association of Public Treasurers of United States & Canada (APT US&C) recommended debt practices. The committee directed staff to pursue certification, since certification is viewed favorably by the rating agencies and that the certification process ensures that the policy reflects current best practices as well as subjecting the policy to an external review.

The debt management policy elements were reviewed and revised by the Finance Committee at the April 29 and May 27, 2008 meetings. The debt management policies were then submitted to APT US&C for their review in the certification process in July 2008. Comments were received back from APT US&C late May 2009, which were incorporated into the draft policy.

The Finance Committee then reviewed the revised debt management policy at the March 30, 2010 meeting. The revised policy was then submitted to APT US&C in April 2010 for further review and certification. The revised debt management policy received certification in July 2010 with no further recommended changes.

At the August 31, 2010 meeting, the Finance Committee recommended that the debt management policy be brought forward for Council consideration and adoption at the September 21 meeting.

The recommended Debt Management Policy follows the attached resolution. The Policy has been formatted according to the Government Finance Officers Association's (GFOA) recommended practices in the six following categories: 1) Uses of Debt; 2) Debt Limits; 3) Allowable Types of Debt; 4) Debt Structuring Practices; 5) Debt Issuance Practices and 6) Debt Management Practices.

Current Adopted Policies

ATTACHMENT A

DEBT MANAGEMENT POLICIES

The amount of debt issued by the city is an important factor in measuring its financial performance and condition. Proper use and management of borrowing can yield significant advantages. From a policy perspective, the City of Kirkland uses debt in two ways: (1) as a mechanism to equalize the costs of needed improvements to both present and future citizens; and (2) as a mechanism to reduce the immediate costs of substantial public improvements.

- City Council approval is required prior to the issuance of debt.
- An analytical review shall be conducted prior to the issuance of debt.
- The City will continually strive to maintain its bond rating by improving financial policies, budget forecasts and the financial health of the City so its borrowing costs are minimized and its access to credit is preserved.
- All debt issued by the City will include a written opinion by bond counsel affirming that the City is authorized to issue the proposed debt.
- The City of Kirkland will not use long-term debt to support current operations.
- Long-term borrowing will only be used for capital improvements that cannot be financed from current revenues.
- Non-capital furnishings, supplies, and personnel will not be financed from bond proceeds.
- Interest, operating and/or maintenance expenses will be capitalized only for enterprise activities; and will be strictly limited to those expenses incurred prior to actual operation of the facilities.
- The general obligation debt of Kirkland will not exceed an aggregated total of 7.5% of the assessed valuation of the taxable property within the City.
- The following individual percentages shall not be exceeded in any specific debt category:
  - General Debt - 2.5% of assessed valuation
    - Non-Voted 1.5% Limited Tax General Obligation (LTGO) Bonds
    - Voted 1.0% Unlimited Tax General Obligation Bonds
  - Utility Debt - 2.5% of assessed valuation
  - Open Space and Park Facilities - 2.5% of assessed valuation
- The City's policy is to plan and direct the use of debt so that debt service payments will be a predictable and manageable part of the Operating Budget.
- Short-term borrowing will only be used to meet the immediate financing needs of a project for which long-term financing has been secured but not yet received.
- Assessment bonds will be considered in place of general obligation bonds, where possible, to assure the greatest degree of public equity.
- Limited Tax General Obligation (LTGO) bonds will be issued only if:
  - A project requires funding not available from alternative sources;
  - Matching fund monies are available which may be lost if not applied for in a timely manner; or
  - Emergency conditions exist.
- The issuance of bonds shall be financed for a period not to exceed a conservative estimate of the asset's useful life.
- General Obligation bonds will be issued with maturities of 30 years or less unless otherwise approved by Council.
- The maturity of all assessment bonds shall not exceed statutory limitations. RCW 36.83.050.
- The City will use refunding bonds, where appropriate, when restructuring its current outstanding debt.

RESOLUTION R-4837

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING A REVISED POLICY FOR THE MANAGEMENT OF THE CITY'S DEBT.

WHEREAS, the City Council of the City of Kirkland deems to ensure that all debt is issued both prudently and cost effectively; and

WHEREAS, the City Council of the City of Kirkland desires to set forth guidelines for the issuance and management of all financings of the City; and

WHEREAS, the Kirkland City Treasurer (Deputy Director of Finance) has recommended revisions to the debt management policies; and

WHEREAS, the City of Kirkland debt management policy has been written in accordance with the Association of Public Treasurers of the United States & Canada (APT US&C) guidelines.

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

Section 1. The policy for the management of the City's debt set forth in the document entitled "City of Kirkland Debt Management Policy September 1, 2010," which is attached hereto and incorporated herein by this reference as if set forth in full is hereby adopted as official policy for the management of the City's debt.

Section 2. That the document entitled City of Kirkland Debt Management Policy September 1, 2010, replaces all previous City of Kirkland Debt Management Policies.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2010.

Signed in authentication thereof this ____ day of _____, 2010.

_____
MAYOR

Attest:

_____
City Clerk

City of Kirkland
Debt Management Policy
September 1, 2010

The Debt Policy for the City of Kirkland (City) is established to help ensure that all debt is issued both prudently and cost effectively. The Debt Policy sets forth guidelines for the issuance and management of all financings of the City. Adherence to the policy is essential to ensure that the City maintains a sound debt position and protects the credit quality of its obligations while providing flexibility and preserving financial stability.

1.0 Uses of Debt

1.1 City of Kirkland uses debt as a mechanism to equalize the costs of needed capital improvements for the benefit of both present and future citizens;

1.2 City of Kirkland uses debt as a mechanism to reduce the immediate costs of substantial public improvements.

1.3 The City of Kirkland will not use long-term debt to support current operations.

1.4 Long-term borrowing will only be used for capital improvements that cannot be financed from current revenues.

1.5 Non-capital furnishings, supplies, and personnel will not be financed from bond proceeds.

1.6 Interest, operating, and/or maintenance expenses will be capitalized only for enterprise activities~~;~~ and will be strictly limited to those expenses incurred prior to actual operation of the facilities.

2.0 Debt Limits

2.1 Legal Limits:

2.1.1 The general obligation debt of Kirkland will not exceed an aggregated total of 7.5% of the assessed valuation of the taxable property within the City. RCW 39.36.020

2.1.2 The following individual percentages shall not be exceeded in any specific debt category:
General Debt - 2.5% of assessed valuation

Non-Voted	1.5%	Limited Tax General Obligation (LTGO) Bonds
Voted	1.0%	Unlimited Tax General Obligation (UTGO) Bonds

Utility Debt - 2.5% of assessed valuation
Open Space and Park Facilities - 2.5% of assessed valuation

2.2 Public Policy Limits:

2.2.1 The City will establish and implement a comprehensive multi-year Capital Improvement Program (CIP).

2.2.2 Financial analysis of funding sources will be conducted for all proposed capital improvement projects.

2.2.3 Debt will be issued in accordance with the CIP as necessary.

2.2.4 Where borrowing is recommended, the source of funds to cover debt service requirements must be identified.

City of Kirkland
Debt Management Policy
September 1, 2010

2.2.5 The City, as determined by the City Council, may consider using long term debt toward public improvements, which have an identified public benefit to the City, associated with economic development to the extent that new revenues from the project, in excess of those identified by the City Council for other City purposes can be agreed upon to support the debt service.

2.3 Financial Limits:

2.3.1 The City's policy is to plan and direct the use of debt so that debt service payments will be a predictable and manageable part of the Operating Budget.

2.3.2 The City will conduct a debt affordability analysis to evaluate the City's ability to support debt. The analysis will review available resources for the amount of debt the City can initiate each year, and project the effects of that financing through six years of the CIP.

3.0 Allowable Types of Debt

3.1 Short Term Obligations: Short-term borrowing will only be used to meet the immediate financing needs of a project for which long-term financing has been secured but not yet received. The City may issue interfund loans rather than outside debt instruments to meet short-term cash flow needs. Interfund loans will be permitted only if an analysis of the affected fund indicates excess funds are available and the use of the funds will not impact the fund's current operations. All interfund loans will be subject to Council approval, will bear interest based upon prevailing rates and have terms consistent with state guidelines for interfund loans.

3.2 Assessment/ LID Bonds: Assessment bonds will be considered in place of general obligation bonds, where possible, to assure the greatest degree of public equity. Local Improvement District (LID) Bonds represent debt that is repaid by the property owners who benefited from the capital improvement through annual assessments paid to the City. LID's are formed by the City Council after a majority of property owners agree to the assessment.

3.3 General Obligation Bonds Limited Tax: General Obligation debt is backed by the full faith and credit of the City and is payable from General Fund revenues and taxes collected by the City.
Limited Tax General Obligation (LTGO) Bonds can be issued with the approval of the City Council and will only be issued if:

A project requires funding not available from alternative sources;
Matching fund monies are available which may be lost if not applied for in a timely manner; or Emergency conditions exist.

3.4 General Obligation Bonds Unlimited Tax: Unlimited Tax General Obligation (UTGO) Bonds are payable from excess tax levies and is subject to voter approval by 60% of the voters.

3.5 Revenue Bonds: Revenue bonds are used to finance construction or improvements to facilities of enterprise systems operated by the City in accordance with the Capital Improvement Program and are generally payable from the enterprise. No taxing power or general fund pledge is provided as security. Unlike general obligation bonds, revenue bonds are not subject to the City's statutory debt limitation nor is voter approval required.

3.6 Leases: Lease purchase or financing contracts are payment obligations that represent principal and interest components which are general obligations of the City.

City of Kirkland
Debt Management Policy
September 1, 2010

3.7 Other Loan Programs:

3.7.1 Public Works Trust Fund Loans are loans from the Public Works Board, authorized by state statute, RCW 43.155 to loan money to repair, replace, or create domestic water systems, sanitary sewer systems, storm sewer systems, roads, streets, solid waste and recycling facilities, and bridges.

3.7.2 The Local Option Capital Asset Lending (LOCAL) Program is a financing contract with the Office of the State Treasurer under RCW 39.94. It is an expanded version of the state agency lease/purchase program that allows pooling funding needs into larger offerings of securities. This program allows local government agencies the ability to finance equipment needs through the State Treasurer's office, subject to existing debt limitations and financial consideration.

3.7.3 Other state funded programs.

3.8 Alternative types of debt: No variable-rate debt or derivative products shall be utilized.

4.0 Debt Structuring Practices

4.1 Maximum term, Payback Period and Average maturity:

4.1.1 The issuance of bonds shall be financed for a period not to exceed a conservative estimate of the asset's useful life with the average life of the bonds less than or equal to the average life of the assets being financed.

4.1.2 General Obligation bonds will be issued with maturities of 30 years or less unless otherwise approved by Council.

4.1.3 The maturity of all assessment bonds shall not exceed statutory limitations. RCW 36.83.050.

4.2 Debt Service Structure:

4.2.1 Unless otherwise justified and deemed necessary, debt service should be structured on a level or declining repayment basis.

4.3 Criteria for issuance of advance refunding and current refunding bonds

4.3.1 The City will use refunding bonds, where appropriate, when restructuring its current outstanding debt. A debt refunding is a refinance of debt typically done to take advantage of lower interest rates. Unless otherwise justified, such as a desire to remove or change a bond covenant, a debt refunding will not be pursued without a sufficient net present value benefit after expenses.

4.4 Other structuring practices:

4.4.1 Bond amortization schedules will be structured to minimize interest expense with the constraints of revenues available for debt service. The bonds should include call features to maximize the City's ability to advance refund or retire the debt early. However, call features should be balanced with market conditions to ensure that the total cost of the financing is not adversely affected.

City of Kirkland
Debt Management Policy
September 1, 2010

5.0 Debt Issuance Practices

5.1 Council Approval: City Council approval is required prior to the issuance of debt.

5.2 Analytical Review: An analytical review shall be conducted prior to the issuance of debt including, but not limited to, monitoring of market opportunities and structuring and pricing of the debt.

5.3 Use of credit ratings, minimum bond ratings, determination of the number of ratings and selection of rating services: The City will continually strive to maintain its bond rating by improving financial policies, budget, forecasts and the financial health of the City so its borrowing costs are minimized and its access to credit is preserved. The City will maintain good communication with bond rating agencies about its financial condition, coordinating meetings, and presentations in conjunction with a new issuance as necessary.

5.4 Compliance with Statutes and Regulations: The Finance Director, City Attorney and bond counsel shall coordinate their activities and review all debt issuance to ensure that all securities are issued in compliance with legal and regulatory requirements by the State of Washington and the Federal Government's laws, rules and regulations.

5.5 Selection and use of professional service providers:

5.5.1 The City's Finance and Administration Department shall be responsible for the solicitation and selection of professional services that are required to administer the City's debt program.

5.5.2 Bond Counsel: All debt issued by the City will include a written opinion by bond counsel affirming that the City is authorized to issue the proposed debt. The opinion shall include confirmation that the City has met all city and state constitutional and statutory requirements necessary for issuance, a determination of the proprosed debt's federal income tax status and any other components necessary for the proposed debt.

5.5.3 Financial Advisor: A Financial Advisor(s) may be used to assist in the issuance of the City's debt. The Financial Advisor will provide the City with the objective advice and analysis on debt issuance. This includes, but is not limited to, monitoring of market opportunities, structuring and pricing of debt, and preparing official statements of disclosure.

5.5.4 Underwriters: An Underwriter(s) will be used for all debt issued in a negotiated or private placement sale method. The Underwriter is responsible for purchasing negotiated or private placement debt and reselling the debt to investors.

5.5.5 Fiscal Agent: A Fiscal Agent will be used to provide accurate and timely securities processing and timely payment to bondholders. In accordance with RCW 43.80, the City will use the Fiscal Agent that is appointed by the State.

5.6 Criteria for determining sales method and investment of proceeds:

5.6.1 The Director of Finance and Administration shall determine the method of sale best suited for each issue of debt.

5.6.2 The City will generally issue its debt through a competitive process. For any competitive sale of debt, the City will award the issue to the underwriter offering to buy the bonds at a price and interest rates that provides the lowest True Interest Cost (TIC).

City of Kirkland
Debt Management Policy
September 1, 2010

5.6.3 The City will provide for the sale of debt by negotiating the terms and conditions of sale when necessary to minimize the cost and risks of borrowing under the following conditions:

i. The bond issue is, or contains, a refinancing that is dependent on market/interest rate timing.
ii. At the time of issuance, the interest rate environment or economic factors that affect the bond issue are volatile.
iii. The nature of the debt is unique and requires particular skills from the underwriter(s) involved.
iv. The debt issued is bound by a compressed time line due to extenuating circumstances such that time is of the essence and a competitive process cannot be accomplished.

5.7 Bond Insurance: For each issue, the City will evaluate the costs and benefits of bond insurance or other credit enhancements. Any credit enhancement purchases by the City shall be competitively procured.

6.0 Debt Management Practices

6.1 Investment of Bond Proceeds
The City shall comply with all applicable Federal, State and contractual restrictions regarding the investment of bond proceeds, including City of Kirkland Investment Policy.

6.2 Continuing Disclosure
The City shall provide annual disclosure information to established national information repositories and maintain compliance with disclosure statements as required by state and national regulatory bodies. Disclosure shall take the form of the Comprehensive Annual Financial Report (CAFR) unless information is required by a particular bond issue that is not necessarily contained within the CAFR.

6.3 Arbitrage Rebate monitoring and filing
The City will, unless otherwise justified, use bond proceeds within the established time frame pursuant to the bond ordinance, contract or other documents to avoid arbitrage. Arbitrage is the interest earned on the investment of the bond proceeds above the interest paid on the debt. If arbitrage occurs, the City will follow a policy of full compliance with all arbitrage rebate requirements of the federal tax code and Internal Revenue Service regulations, and will perform (internally or by contract consultants) arbitrage rebate calculations for each issue subject to rebate. All necessary rebates will be filed and paid when due in order to preserve the tax-exempt status of the outstanding debt.

6.4 Federal and state law compliance practices
Discussed in Debt Issuance Practices sections 5.3 and 5.4 and Debt Management Practices sections 6.1 and 6.3.

6.5 Market and investor relations efforts
The City shall endeavor to maintain a positive relationship with the investment community. The City shall communicate through its published Biennial Budget, Capital Improvement Program and Comprehensive Annual Financial Statements the City's indebtedness as well as its future financial plans.

6.6 Periodic review
The City's debt policy shall be adopted by City Council. The policy shall be reviewed every four years by the Council Finance Committee and modifications shall be submitted to and approved by City Council.

Debt Management Policy Glossary

ARBITRAGE
The gain that may be obtained by borrowing funds at a lower (often tax-exempt) rate and investing the proceeds at higher (often taxable) rates. The ability to earn arbitrage by issuing tax-exempt securities has been severely curtailed by the Tax Reform Act of 1986, as amended.

ARBITRAGE REBATE
The amount of arbitrage earnings that must be paid to the Internal Revenue Service in compliance with requirements of the federal tax code and Internal Revenue Service regulations.

BOND COUNSEL
An attorney (or firm of attorneys) retained by the issuer to give legal opinion concerning the validity of the securities. The bond counsel's opinion usually addresses the subject of tax exemption. Bond counsel may prepare, or review and advise the issuer regarding authorizing resolutions or ordinances, trust indentures, official statements, validation proceedings and litigation.

BOND INSURANCE
A type of credit enhancement whereby a monoline insurance company indemnifies an investor against a default by the issuer. In the event of a failure by the issuer to pay principal and interest in-full and on-time, investors may call upon the insurance company to do so. Once assigned, the municipal bond insurance policy is irrevocable. The insurance company receives an up-front fee or premium when the policy is issued.

CALL OPTION
The right to redeem a bond prior to its stated maturity, either on a given date or continuously. The call option is also referred to as the optional redemption provision.

COMPETITIVE SALE
The sale of securities in which the securities are awarded to the bidder who offers to purchase the issue at the best price or lowest cost.

CONTINUING DISCLOSURE
The requirement by the Securities and Exchange Commission for most issuers of municipal debt to provide current financial information to the informational repositories for access by the general marketplace.

DEFEASANCE
Providing for payment of principal of premium, in any, and interest on debt through the first call date or scheduled principal maturity in accordance with the terms and requirements of the instrument pursuant to which the debt was issued. A legal defeasance usually involves establishing an irrevocable escrow funded with only cash and U.S. Government obligations.

DERIVATIVES
A financial product, the value of which is derived from the value of an underlying asset, reference rate, or index. Typically these agreements are contracts between a lender/investor and a borrower and include interest rate swaps, caps, floors, collars and forward purchase agreements.

ENTERPRISE ACTIVITY
A revenue-generating project or business. The project often provides funds necessary to pay debt service on securities issued to finance the facility. The debts of such projects are self-liquidating when the projects earn sufficient monies to cover all debt service and other requirements imposed under the bond contract. Enterprise activities for the City of Kirkland consist of the water/sewer, solid waste and surface water utilities.

FINANCIAL ADVISOR
A consultant who advises an issuer on matters pertinent to a debt issue, such as structure, sizing, timing, marketing, pricing, terms and bond ratings.

FUND
A fund is an independent financial and accounting entity with a self-balancing set of accounts in which cities record financial transactions relating to revenues, expenditures, assets and liabilities.

INTERFUND LOAN
When the City loans money from one fund to another fund on a temporary basis. Funds receiving the loan must pay back the principle plus interest based on prevailing rates.

NEGOTIATED SALE
A sale of securities in which the terms of sale are determined through negotiation between the issuer and the purchaser, typically and underwriter, without competitive bidding.

OFFICIAL STATEMENT
A document published by the issuer that discloses material information on a new issue of municipal securities including the purposes of the issue, how the securities will be repaid, and the financial, economic and social characteristics of the issuing government. Investors may use this information to evaluate the credit quality of the securities.

REFUNDING
A procedure whereby an issuer refinances an outstanding bond issue by issuing new bonds.

TRUE INTEREST COST
True Interest Cost is defined as the actual cost of issuing a bond, taking into account the present value (time value) of money. The TIC is the rate of interest, compounded semiannually, required to discount the payments of principal and interest to bondholders to the original purchase price.

UNDERWRITER
The term, used broadly in the municipal market, to refer to the firm that purchases a securities offering from a governmental issuer.

VARIABLE-RATE BOND
A bond on which the interest rate is reset periodically, usually no less often than semi-annually. The interest rate is reset either by means of an auction or through an index.

CITY OF KIRKLAND
Department of Planning and Community Development
123 Fifth Avenue, Kirkland, WA 98033 425-587-3225
www.ci.kirkland.wa.us

MEMORANDUM

To: Kurt Triplett, City Manager

From: Dawn Nelson, Planning Supervisor
Eric Shields, Planning Director
Arthur Sullivan, ARCH Program Manager

Date: September 15, 2010

Subject: **HOUSING REPORT**

RECOMMENDATION

Staff recommends that the City Council receive an update on the history of housing initiatives undertaken by the City of Kirkland in the last 20 years.

BACKGROUND

At the July 6, 2010 City Council meeting, Councilmember Greenway requested that staff prepare a report on the history of different housing initiatives that have been undertaken by the City Council as a way to show the progress that has been made in addressing the issues of creating affordable housing as well as a diverse housing stock. The attached timeline shows the major actions the City has taken to address these issues over the last 20 years (see Attachment 1). The timeline demonstrates that the City of Kirkland has had a long-standing and firm commitment to support the housing issues that face the community and the greater eastside.

Results of Council Housing Actions
The following shows the results of the City's many actions related to affordable housing over the last two decades. The remainder of the memo highlights some of the major steps that have affected these outcomes.

ARCH Housing Trust Fund (1992 - 2009)

- Kirkland Contributions to ARCH* $3.4 million
  **(including general funds and CDBG funds)*
- Funding to Kirkland Projects from ARCH* $3.7 million
  **(including projects in the Annexation Area)*

Affordable Housing Units Created or Preserved through ARCH Funding

- Crestline Apartments – 22 units family housing (Annexation Area)
- AIDS Housing – 5 beds special needs housing

- Kirkland Plaza – 24 units senior housing
- Petter Court – 4 units transitional housing (Annexation Area)
- Plum Court – 61 units family housing
- Friends of Youth – 6 units transitional housing
- SAHG Totem Lake Apartments – 60 units family housing

Affordable Housing Created through Land Use Incentives

- Plaza on State PUD – 8 units
- Lakeview Park PUD – 2 units
- Cobblestone Court PUD – 12 units
- City Ministries PUD (Phase 1) – 3 units
- City Ministries PUD (Phase 2) – 3 units
- Luna Sol Multifamily Tax Exemption – 5 units
- Accessory Dwelling Units – 166 units

Affordable Housing Created through Land Donation

- Habitat for Humanity – 1 unit

Innovative Housing Units Created through Land Use Incentives

- Danielson Grove Cottage Housing – 16 units
- Kirkland Bungalows Cottage Housing – 15 units

Following is a brief discussion of major initiatives that have guided the housing discussion in Kirkland for the last two decades.

The Growth Management Act and Housing Goals

The 1990s can be characterized as the decade of the Growth Management Act (GMA). The GMA was passed in July 1990 and included the following housing goal intended to guide the development of comprehensive plans and development regulations:

> Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock (RCW 36.70A.020(4)).

The GMA also required that counties adopt countywide planning policies to provide a framework for regional coordination. Through the King County Countywide Planning Policy process, each jurisdiction is assigned an overall target for housing as well as targets for affordable housing. Kirkland's affordable housing targets are:

- Seventeen percent of growth in new households affordable to moderate-income households; and

- Twenty-four percent of growth in new households affordable to low-income households.

These targets are specified in the Housing Element of the Kirkland Comprehensive Plan. The Housing Element is built around the following three goals, each of which has a subset of policies that reflect the City's intent for implementation:

- H-1 Maintain and enhance the unique residential character of each City neighborhood.
- H-2 Promote the creation of affordable housing and provide for a range of housing types and opportunities to meet the needs of all segments of the population.
- H-3 Provide for greater housing capacity and home ownership opportunities.

Key City Policy Actions
The timeline in Attachment 1 shows the Council's major housing related policy actions since 1990. Several of the key actions are discussed below.

The First Affordable Housing Task Force and ARCH
The *1990 Affordable Housing Task Force* was formed in response to the Council's identification of affordable housing as an issue of great interest to the City and broader community. One of the most significant recommendations of that task force was that the City participate in the creation of an eastside housing organization, recognizing that housing affordability is affected by the broader regional economy, that similar issues were being addressed by surrounding local jurisdictions, and that more could be accomplished by pooling resources and working cooperatively. ARCH (A Regional Coalition for Housing) was created in 1992 as a result of this recommendation and a similar recommendation from a Bellevue task force.

ARCH has been instrumental in the City's development of the housing initiatives and legislation identified in the timeline, as well as in allocating resources that result in the creation of affordable housing and in tracking our progress toward meeting our affordable housing targets. Attachment 2 shows all of the projects that have received funding from the ARCH Housing Trust Fund through fall 2008. Attachment 3 shows the number of low and moderate income units that each ARCH city has helped create since 1993 and Attachment 4 shows each city's progress toward its affordable housing goals. Despite direct financial contributions and land use incentives created through the City's many legislative efforts, we continually fall short of meeting our annual affordable housing targets. This was the impetus for the creation of the second Housing Task Force in 2000.

The Second Housing Task Force
The mission of second Housing Task Force appointed in 2000 was to advise the City on specific, implementable strategies related to the following issues:

- Market provision of affordable housing (pricing targeted to specific income levels and potentially guaranteed to remain affordable over time, through regulatory incentives or requirements);
- Innovative housing types to increase housing affordability or meet housing needs of different populations (such as cottage housing or as in "Honey I Shrunk the Lots");
- Preservation of existing affordable housing;
- Subsidization of low-income housing;

- Transit-oriented development at Kirkland Park & Ride lots; and
- Public/Private partnerships.

The recommendations of the Housing Task Force have guided the City's housing actions over the last decade. They have been incorporated into the Housing Element of the Comprehensive Plan and the attached Housing Strategy Plan, last updated in July 2007 (see Attachment 5). Several actions that have implemented the Task Force recommendations are discussed briefly below. The current project to create development regulations for Transit Oriented Development at the South Kirkland Park and Ride will implement another of the Housing Task Force's primary recommendations.

Innovative Housing
The Council adopted a demonstration program in 2002 to allow a trial of cottage and compact single family developments and gain perspective about how they would fit within the City's existing single family neighborhoods. The successful development of two projects in the North Rose Hill neighborhood – Danielson Grove and Kirkland Bungalows – resulted in the creation of permanent regulations to allow alternative forms of housing in single family neighborhoods throughout the city. One cottage development is currently under review.

Land Use and Tax Incentives
In 2004, the City adopted density bonuses and tax incentives to encourage the creation of affordable housing units as part of market rate multifamily and mixed use developments. The incentives have been used twice since their adoption.

Totem Lake and Rose Hill Business District Zoning
The zoning in these two business districts was updated in 2006. A significant component in both areas was the opportunity for developers to take advantage of significant height increases if affordable housing was provided. Little development has occurred in these business districts under the new zoning, but one project in Totem Lake was poised to take advantage of the extra height. That project became the SAHG Totem Lake apartments, which will be 61 units of affordable housing.

Mandatory Affordable Housing
The most recent action of the City, taken last December, made a transition from voluntary incentives for the creation of affordable housing in multifamily developments to a mandatory program that will require the inclusion of affordable housing units. (Note: the mandatory program is not applicable within the Houghton Community Council jurisdiction.)

Council Centered Actions
The Council has also taken two actions in the last few years to help guide the City's housing activities:

- Appointed the Council Housing Committee in 2008; and

- Adopted goals in September 2009 to "…articulate key policy and service priorities for Kirkland. Council goals guide the allocation of resources through the budget and capital improvement program to assure that organizational work plans and projects are

developed that incrementally move the community towards the stated goals." The Council's adopted Diverse Housing Goal is:

To ensure the construction and preservation of housing stock that meet a diverse range of incomes and needs.

Attachments

1. Housing Issues Timeline 1990-2010
2. ARCH Funded Projects List
3. ARCH Creation of Affordable Housing
4. ARCH Progress toward Affordable Housing Targets
5. Housing Strategy Plan

City of Kirkland
Housing Issues Timeline

DATE	ITEM
November 1990	Affordable Housing Task Force appointed to identify short and long term strategies to address affordable housing needs within City
August 1991	Affordable Housing Task Force Final Report Issued
September 1992	A Regional Coalition for Housing (ARCH) created by Interlocal Agreement between Kirkland, Bellevue, Redmond and King County
September 1993	Donated parcel of land near Houghton Transfer Station to Habitat for Humanity for construction of one affordable new single family home
July 1995	Housing Element in Comprehensive Plan updated under GMA, including specific targets for low and moderate income housing
June 1995	Accessory Dwelling Unit regulations adopted pursuant to GMA, allowing ADUs throughout City
??? 1996	First Housing Strategy Plan adopted to track implementation of policies in the Housing Element of the Comprehensive Plan
May 1996	Amendment to Zoning Code nonconformance regulations adopted to aid in the retention of older multifamily units that may have lower than market rents
July 1998	ARCH issued Parity Recommendation to establish equitable contributions from member cities to achieve an annual Housing Trust Fund of $1,000,000 to $2,000,000
June 1999	Allocated General Funds to ARCH Housing Trust Fund to meet midpoint of City's parity range (with annual allocations every year since)
June 2000	Appointed Housing Task Force to look at issues related to affordable housing and housing affordability
November 2001	Housing Task Force Final Recommendation Report issued
September 2002	Innovative Housing Demonstration Program Ordinance adopted to allow projects demonstrating cottage, compact single family and duplexes or triplexes in single family neighborhoods
February 2004	First Innovative Housing project approved for construction (Danielson Grove)
April 2004	Second Innovative Housing project approved for construction (Kirkland Bungalows)
May 2004	Adopted land use and tax incentives to encourage development of affordable multifamily housing units in market rate developments
December 2004	Updated the Housing Element of the Comprehensive Plan to include recommendations from Housing Task Force
January 2006	Rose Hill (RH) Business District Zoning regulations adopted with affordable housing required to access additional building height
March 2006	Totem Lake (TL) Business District Zoning regulations adopted with affordable housing required to access additional building height
June 2007	Created incentives for small lot single family development and preservation of historic residences in the Market and Norkirk Neighborhoods
December 2007	Adopted regulations allowing Cottage, Carriage and Two/Three Unit Homes in low density residential zones
December 2008	Added language to the Lakeview Neighborhood Plan establishing standards for a Transit Oriented Development including affordable housing at the South Kirkland Park and Ride
December 2009	Amended land use incentives for affordable multifamily housing and created mandatory requirements in developments over four units in certain zones (excludes Houghton jurisdiction, CDB, NRHBD and portions of JBD without density limits)

ARCH: EAST KING COUNTY TRUST FUND SUMMARY
LIST OF PROJECTS FUNDED (1993 - Fall 2008)

FAMILY HOUSING

Project	Location	Owner	# Units/ Beds	Funding
Andrews Heights Apartments	Bellevue	St. Andrews	24	$400,000
Garden Grove Apartments	Bellevue	DASH	18	$180,000
Overlake Townhomes	Bellevue	Habitat of EKC	10	$120,000
Glendale Apartments	Bellevue	DASH	82	$300,000
Wildwood Apartments	Bellevue	DASH	36	$270,000
Somerset Gardents (Kona)	Bellevue	KC Housing Authority	198	$700,000
Pacific Inn	Bellevue	Pacific Inn Assoc. *	118	$600,000
Eastwood Square	Bellevue	Park Villa LLC	48	$600,000
Chalet Apts	Bellevue	St Andrews	14	$163,333
St Margarets	Bellevue	St Andrews	10	$387,500
YWCA Family Apartments	K.C. (Bellevue Sphere)	YWCA	12	$100,000
Highland Gardens (Klahanie)	K.C. (Issaquah Sphere)	St. Andrews	54	$291,281
Crestline Apartments	K.C. (Kirkland Sphere)	Shelter Resources	22	$195,000
Parkway Apartments	Redmond	KC Housing Authority	41	$100,000
Habitat - Patterson	Redmond	Habitat of EKC	24	$446,629
Avon Villa Mobile Home Park	Redmond	MHCP **	93	$525,000
Terrace Hills	Redmond	St. Andrews	18	$442,000
Village at Overlake Station	Redmond	KC Housing Authority **	308	$1,645,375
Summerwood	Redmond	DASH	166	$1,198,034
Habitat - Newcastle Site	Newcastle	Habitat of EKC	12	$240,837
RoseCrest (Talus)	Issaquah	St. Andrews	40	$918,846
Mine Hill	Issaquah	St. Andrews	28	$450,000
Clark Street	Issaquah	St Andrews	30	$355,000
Lauren Heights (Iss Highlands)	Issaquah	SAHG/SRI **	45	$657,343
Habitat Issaquah Highlands	Issaquah	Habitat of EKC **	10	$200,000
Issaquah Family Village	Issaquah	YWCA **	90	$4,646,700
Greenbrier Family Apts	Woodinville	DASH **	50	$286,892
Plum Court	Kirkland	DASH	61	$1,000,000
Kenmore Court	Kenmore	LIHI **	33	$452,321
Homeowner Downpayment Loan	Various	KC/WSHFC/ARCH	60	$415,000
SUB-TOTAL FAMILY HOUSING			**1755**	**$18,287,092**
		Percent of Total Funds Allocated		**61.9%**
		Long Term Distribution Goal		**56.0%**

SENIOR HOUSING

Project	Location	Owner	# Units/ Beds	Funding
Cambridge Court	Bellevue	Resurrection Housing	20	$160,000
Ashwood Court	Bellevue	DASH/Shelter Resources *	50	$1,070,000
Evergreen Court (Assisted Living)	Bellevue	DASH/Shelter Resources	64	$1,280,000
Vasa Creek	K.C. (Bellevue Sphere)	Shelter Resources	50	$190,000
Riverside Landing	Bothell	Shelter Resources **	50	$225,000
Kirkland Plaza	Kirkland	St. Andrews	24	$610,000
Heron Landing	Kenmore	DASH/Shelter Resources	50	$65,000
Ellsworth House Apts	Mercer Island	St. Andrews	59	$900,000
Greenbrier Sr Apts	Woodinville	DASH/Shelter Resources **	50	$131,192
SUB-TOTAL SENIOR HOUSING			**417**	**$4,631,192**
		Percent of Total Funds Allocated		**15.7%**
		Long Term Distribution Goal		**19.0%**

HOMELESS/TRANSITIONAL HOUSING

Project	Location	Owner	# Units/ Beds	Funding
Hopelink Place	Bellevue	Hopelink **	20	$500,000
Chalet	Bellevue	St Andrews	4	$46,667
Kensington Square	Bellevue	Housing at Crossroads	6	$250,000
St Margarets	Bellevue	St Andrews	30	$1,162,500
Dixie Price Transitional Housing	Redmond	Hopelink	4	$71,750
Avondale Park	Redmond	Hopelink (EHA)	18	$280,000
Avondale Park Redevelopment	Redmond	Hopelink (EHA) **	60	$1,502,469
Petter Court	Kirkland	KITH	4	$100,000
Rose Crest (Talus)	Issaquah	St. Andrews	10	$229,712
Lauren Heights (Iss Highlands)	Issaquah	SAHG/SRI **	5	$73,038
Issaquah Family Village	Issaquah	YWCA **	10	$516,300
SUB-TOTAL HOMELESS/TRANSITIONAL HOUSING			**171**	**$4,732,435**
		Percent of Total Funds Allocated		**16.0%**
		Long Term Distribution Goal		**13.0%**

SPECIAL NEEDS HOUSING

Project	Location	Owner	# Units/ Beds	Funding
My Friends Place	K.C.	EDVP	6	$65,000
Stillwater	Redmond	Eastside Mental Health	19	$187,787
Foster Care Home	Kirkland	Friends of Youth	4	$35,000
FOY New Ground	Kirkland	Friends of Youth	6	$250,000
DD Group Home 4	Redmond	Community Living	5	$111,261
DD Group Homes 5 & 6	Redmond/KC (Bothell)	Community Living	10	$250,000
United Cerebral Palsy	Bellevue/Redmond	UCP	9	$25,000
DD Group Home	Bellevue	Residence East	5	$40,000
AIDS Housing	Bellvue/Kirkland	Aids Housing of WA.	10	$130,000
Harrington House	Bellevue	AHA/CCS	8	$290,209
DD Group Home 3	Bellevue	Community Living	5	$21,000
Parkview DD Condos III	Bellevue	Parkview	4	$200,000
IERR DD Home	Issaquah	IERR	6	$50,209
Oxford House	Bothell	Oxford/Compass Ctr.	8	$80,000
Parkview DD Homes VI	Bothell/Bellevue	Parkview	6	$150,000
SUB-TOTAL SPECIAL NEEDS HOUSING			**111**	**$1,885,466**
		Percent of Total Funds Allocated		**6.4%**
		Long Term Distribution Goal		**12.0%**

TOTAL	**2436**	**$29,536,185**

* Funded through Bellevue Downtown Program
** Also, includes in-kind contributions (e.g. land, fee waivers, infrastructure improvements)
*** Amount of Fee Waiver still to be finalized

As Figure 13 shows, a combination of private-market and public sector strategies have helped create nearly 6,380 units of affordable housing in East King County since 1993.

Figure 13 – Creation of Affordable Housing: 1993-2007

City	Low Income (50% of Median)				Moderate Income (80% of Median)			
	Direct Assist-ance	Land Use Incentives	Market	Sub Total	Direct Assist-ance	Land Use Incentives	Market	Sub Total
Beaux Arts	0	0	0	0	0	0	0	0
Bellevue	864	0	8	872	582	321	810	1,713
Bothell	90	0	0	90	59	2	647	708
Clyde Hill	2	0	0	2	1.0	3	0	4
Hunts Point	0.3	0	0	0.3	0.0	0	0	0
Issaquah	181	0	0	181	1	134	133	268
Kenmore	112	0	0	112	84	23	51	158
Kirkland	157	0	43	200	108	133	158	399
Medina	2.1	0	0	2.1	0.2	1	0	1
Mercer Island	59	0	0	59	2.4	202	10	214
Newcastle	20	0	0	20	1.1	10	0	11
Redmond	285	3	0	288	376	196	239	811
Sammamish	6	0	0	6	0.2	0	0	0.2
Woodinville	71	0	0	71	1	33	153	187
Yarrow Point	0.3	0	0	0.3	0	0	0	0
TOTAL	1,849	3	51	1,903	1,215	1,058	2,201	4,474
TOTAL UNITS	6,377							

Source: ARCH,
**Includes permits for accessory dwelling units, density bonuses, etc.*
***Does not include all property permitted in 2007*

- **Low income units** (affordable to households up to 50% of median income) have generally required some type of direct assistance to develop.

- **Moderate income units** (affordable to households up to 80% of median income) are more likely to be created by the market or through land use or regulatory incentives offered by local governments. Nearly three-quarters of the moderate income units developed on the Eastside were created through these means. However, there are indications that the private market has not created as much moderate income housing in the past few years as it did in previous years.

AFFORDABLE HOUSING TARGETS

The GMPC established affordable housing goals for each jurisdiction. Each Eastside city's goal is to create housing equal to 24% of local growth that is affordable to low income households, and 17% of local growth affordable to moderate income households.

Figure 11 shows local cities' provision of affordable housing from 1993 through 2008. **Eastside cities cumulatively have managed to almost meet the combined moderate income goal, but have met less than thirty percent of the combined low income goal.** It shows that results for individual cities vary significantly. Figure 13 on page 24 shows that moderate income housing has been created through a combination of direct assistance, regulatory incentives, and the private market. However, in recent years less moderate income housing has been created through the private market. It should be noted that many of the privately produced moderate price homes are smaller rental units affordable at over 60% of median income with few being ownership homes. Low income units created locally have almost always required direct public assistance.

Figure 11 – 1993-2008 Progress Toward Affordable Housing Targets

	Low Income Housing (50% of Median)			Moderate Income Housing (80% of Median)		
	Annual Average	Annual Target	Total Units	Annual Average	Annual Target	Total Units
Beaux Arts	0	0	0	0	0	0
Bellevue	54	110	872	106	78	1,713
Bothell	6	19	90	51	13	708
Clyde Hill	0	0.2	2	0.3	0.2	4.0
Hunts Point	0.03	0.01	0.3	0.0	0.01	0.0
Issaquah	11	44	181	17	31	268
Kenmore	11	25	112	16	18	158
Kirkland	13	60	200	25	42	399
Medina	0.2	0.3	2.1	0.1	0.2	1.2
Mercer Island	4	16	59	14	11	214
Newcastle	2	9	20	1	7	11
Redmond	18	99	288	51	70	811
Sammamish	1	42	6	0.0	30	0.2
Woodinville	5	20	71	13	14	187
Yarrow Point	0.02	0.3	0.3	0.0	0.2	0.0
TOTAL	126	445	1,903	294	315	4,474
% of Goal	28%			93%		

Source: ARCH, Updated March 2009

Attachment 5
Housing Report
September 21, 2010 City Council

HOUSING STRATEGY PLAN

JULY 2007

STRATEGY (Related Comprehensive Plan Policy or Implementation Strategy)	SCHEDULE/ STATUS	CODE UPDATE	COUNCIL ACTION	COORD. W/ OTHERS REQUIRED	POPULATION SERVED % OF MEDIAN INCOME			
					≤50%	50–80%	80-120%	≥120%
A. ZONING AND SUBDIVISION REGULATIONS								
1. <u>Infill/Increased Capacity</u>								
a. Allow smaller lots in single family areas. (H-3.1)							●	●
b. Evaluate PUD procedures (H-2.6,H-2.7,H-3.2)	Not Scheduled	X	X		●	●	●	●
c. Allow rounding of mf units at a lower fraction. (H-2.7)	2007 (With Misc. Code Amendments)	X	X				●	●
d. Allow existing non-conforming mf densities to be maintained or redeveloped. (H-3.3)						●	●	●
e. Allow ADU in single family zones. (H-2.2)					●	●	●	●
f. Revise zoning map to be consistent with the ComprehensivePlan.						●	●	●
g. Evaluate potential for Transit-Oriented Development at Park and Ride Lots. (LU-3.3)	2007/2008	X	X	X	●	●	●	

FOOTNOTES:
X – Necessary for completion of task
Completed or underway
+ Ongoing: Discrete task completed, but work continues

Attachment 5
Housing Report
September 21, 2010 City Council

STRATEGY (Related Comprehensive Plan Policy or Implementation Strategy)	SCHEDULE/ STATUS	CODE UPDATE	COUNCIL ACTION	COORD. W/ OTHERS REQUIRED	POPULATION SERVED % OF MEDIAN INCOME			
					≤50%	50–80%	80-120%	≥120%
2. Design/Neighborhood Character Issues								
a. Evaluate design character issues as part of Community Character Element. (H-1.1) Includes items such as: (1) Incentives for pitched roofs - sf homes (2) 'Mega house' standards (3) Review codes to encourage residential development in existing business districts.	(1) (2) + (3)	X	X					●
b. Revise horizontal facade regulations. (H-1.1)		X	X					●
3. Streamlining/Innovative Housing								
a. Simplify permit process for zero lot line (H-2.7)							●	●
b. Provide more flexibility in: (1) Site development standards, and (2) Short platting (e.g. lot averaging, setbacks). (H-2.7)							●	●
c Evaluate timelines for permit review. Adopt required permit timelines established by the new Land Use Regulatory Reform	+				●	●	●	●

FOOTNOTES:
X – Necessary for completion of task
Completed or underway
+ Ongoing: Discrete task completed, but work continues

Attachment 5
Housing Report
September 21, 2010 City Council

STRATEGY (Related Comprehensive Plan Policy or Implementation Strategy)	SCHEDULE/ STATUS	CODE UPDATE	COUNCIL ACTION	COORD. W/ OTHERS REQUIRED	POPULATION SERVED % OF MEDIAN INCOME			
					≤50%	50–80%	80-120%	≥120%
Act. (H-2.6)								
d. Further evaluate additional timelines for permit review. (H-2.6)	+	X	X		●	●	●	●
e. Allow concurrent review of discretionary approvals (e.g. zoning and PUD applications). (H-2.6)					●	●	●	●
f. Allow concurrent review of discretionary approvals and building permits (e.g. PUD and building permit). (H-2.6)	+		X		●	●	●	●
g. Allow manufactured housing in all residential zones.						●	●	●
h. Allow cottages, multiplexes that look like single-family and small lot single-family in all zones. (H-3.2)	2007	X	X			●	●	●
4. Affordable Housing/Special Needs								
a. Evaluate and potentially revise special bonuses for affordable housing in multifamily zones. Inclusionary Zoning to be considered, among other options. (H-2.3, H-2.4) (1) Multifamily Zones (2) Totem Lake and NE 85th Street (3) CBD, JBD, NRHBD (4) Single Family Zones (evaluate general affordability of housing, not specific to low/medium income)	(1) Evaluate & potentially revise 2007/08 (2) (3) 2007/08 (4) 2008	X	X		●	●		
b. Expedite permit review for projects w/affordable component. (H-2.3)	+	X	X		●	●		

FOOTNOTES:
X – Necessary for completion of task
Completed or underway
+ Ongoing: Discrete task completed, but work continues

STRATEGY (Related Comprehensive Plan Policy or Implementation Strategy)	SCHEDULE/ STATUS	CODE UPDATE	COUNCIL ACTION	COORD. W/ OTHERS REQUIRED	POPULATION SERVED % OF MEDIAN INCOME			
					≤50%	50–80%	80-120%	≥120%
c. Review group homes standards for consistency with the Federal Fair Housing Act. Ensure codes provide opportunities for special needs housing. (H-2.10, H-2.11)					●	●	●	●

B. DIRECT/INDIRECT FORMS OF ASSISTANCE

1. <u>Direct Forms of Assistance</u>

a. Continue direct funding of affordable housing/special needs housing through the CDBG program. (H-2.8, H.9)	+		X	X	●	●		
b. Continue using CDBG funds for the Single Family Housing Repair program. (H-2.8)	+		X	X	●	●		
c. Explore potential other local revenue sources that could be targeted toward housing on a regular basis (e.g. general funds, portion of local taxes). (H-2.9)	+		X		●	●		
d. Waive some or all permit/impact fees for affordable housing. (H-2.3, H-2.9) Evaluate the cumulative costs of impact fees, permit fees and hook-up fees.					●	●		
e. Consider selling/leasing appropriate surplus land at below market value for affordable housing. (H-2.9)	2008+ Ongoing		X	X	●	●		
f. Acquire land in Kirkland for development of housing to serve households earning 60% or less of County median income. (H-2.9)	2008-2009		X		●	●		

FOOTNOTES:
X – Necessary for completion of task
Completed or underway
+ Ongoing: Discrete task completed, but work continues

STRATEGY (Related Comprehensive Plan Policy or Implementation Strategy)	SCHEDULE/ STATUS	CODE UPDATE	COUNCIL ACTION	COORD. W/ OTHERS REQUIRED	POPULATION SERVED % OF MEDIAN INCOME			
					≤50%	50–80%	80-120%	≥120%
g. Pay or waive some utility and/or infrastructure costs for affordable housing. (H-2.9)					●	●		
2. Indirect Forms of Assistance								
a. Conduct inventory of public property for potential availability for housing and other public uses/ update regularly. (H-2.9)					●	●	●	●
b. Work with local banks to coordinate better financing for affordable housing. (H-2.9) – ARCH to lead task	Not scheduled			X	●	●		
c. Evaluate development regulations for their potential impact on housing costs. (H-2.6)	+				●	●	●	●
d. Explore non-cash forms of assistance (e.g. providing loan guarantees for affordable housing). (H-2.3, H-2.9)	Not scheduled		X		●	●		
e. Explore opportunities to encourage private and other public donation of resources, including land, for affordable housing. (H-2.9, H-2.12)	Not scheduled			X	●	●	●	
f. Analyze the potential city role in employer assisted housing/ Work with local employers to study model programs. (H-2.12)	Not scheduled		X	X	●	●	●	●
g. Promote community education program for ADUs through education efforts including fliers/technical assistance. (H-2.2)	+			X	●	●	●	●
h. Conduct inventory of existing multifamily residential properties and encourage preservation of those that are affordable – work	2007			X	●	●		

FOOTNOTES:
X – Necessary for completion of task
Completed or underway
+ Ongoing: Discrete task completed, but work continues

Attachment 5
Housing Report
September 21, 2010 City Council

STRATEGY (Related Comprehensive Plan Policy or Implementation Strategy)	SCHEDULE/ STATUS	CODE UPDATE	COUNCIL ACTION	COORD. W/ OTHERS REQUIRED	POPULATION SERVED % OF MEDIAN INCOME			
					≤50%	50–80%	80-120%	≥120%
with ARCH. (H-2.9)								
C. REGIONAL/STATEWIDE INITIATIVES								
1. Work cooperatively with providers and other jurisdictions to achieve regional fair share balance and to maximize housing resources. Includes working with non-profit groups and the Housing Authority in creating affordable housing. (H-2.1, H-2.9)	+			X	●	●		
2. Continue membership in ARCH. (H-2.12)	+		X	X	●	●	●	●
3. Work with other jurisdictions to develop and implement a regional housing finance strategy. (H-2.12)	Not scheduled			X	●	●	●	
4. Work with other jurisdictions to develop regional benchmarks.				X	●	●	●	●
5. Review, and as appropriate, comment on and/or support county and state federal legislation affecting the availability of housing. (H-2.12)	+			X	●	●	●	●
6. Identify and support local and regional projects. (H-2.12, H-2.13)	+			X	●	●		
7. Implement program that takes advantage of property tax exemptions for housing in certain areas under RCW 84.14. (H-2.3)								
8. Work with AWC and other housing lobby groups to provide additional tax relief at the State level for affordable housing. (H-	+			X	●	●		

FOOTNOTES:
X – Necessary for completion of task
Completed or underway
+ Ongoing: Discrete task completed, but work continues

STRATEGY (Related Comprehensive Plan Policy or Implementation Strategy)	SCHEDULE/ STATUS	CODE UPDATE	COUNCIL ACTION	COORD. W/ OTHERS REQUIRED	POPULATION SERVED % OF MEDIAN INCOME			
					≤50%	50–80%	80-120%	≥120%
2.9)								

D. OVERSIGHT/MONITORING/EDUCATION

1. Complete a strategy plan/work program and update every five (5) years. (H.3)	+		X		●	●	●	●
2. Monitor progress in meeting housing needs and report to City Council annually. Information collected should at a minimum include total housing development, construction and demolition of affordable housing, and creation of ADUs. (H.4)	+				●	●	●	●
3. Collect information on a regular basis needed for the Regional Benchmarks.	+			X	●	●	●	●
4. Evaluate city efforts in achieving projected densities in multifamily zones and commercial areas. Review standards if densities are not achieved. (H-1.1)	+					●	●	●
5. Evaluate City efforts in achieving objective of dispersing affordable housing in the City. (H-2.5)	Not scheduled				●	●	●	
6. Undertake an educational campaign to increase awareness of housing issues.	Not scheduled				●	●	●	●

FOOTNOTES:
X – Necessary for completion of task
Completed or underway
+ Ongoing: Discrete task completed, but work continues

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Director of Finance and Administration

Date: August 30, 2010

Subject: Remittance of Concours d'Elegance Admissions Tax Receipts to Evergreen Hospital

RECOMMENDATION:

Council approve the remittance of the Concours d'Elegance admissions tax receipts to the Evergreen Hospital Women's and Children's uncompensated care program.

BACKGROUND DISCUSSION:

The organizers of the Concours d'Elegance have requested that the Council Approve remittance of the admission tax receipts, as described below.

The Kirkland Concours d'Elegance was founded in 2003 by four local business people whose mission was to give back to the community by creating a unique event that could not be duplicated in the Pacific Northwest. The event provides a venue to see some of the finest and most unique cars in the world while at the same time raising money to help seriously ill children. This event has been growing each year, and currently raises over $200,000 annually for Evergreen Women's Health Center and Children's Hospitals.

All organizations that charge admission to a Kirkland event are required to collect and remit admissions tax to the City. The admission tax due is based on the established ticket price at a rate of five percent. Following the event, the admissions tax is remitted to the City. In this case, Concours organizers request that the City remit the admissions tax receipts associated with their event to Evergreen Hospital's Women and Children's uncompensated care program as part of Evergreen Hospital's share of the proceeds from the event.

Attachment A

FISCAL NOTE

CITY OF KIRKLAND

Source of Request

Tracey Dunlap, Director of Finance & Administration

Description of Request

Request for approval to remit approximately $2,500 from the 2010 Concours d'Elegance admissions tax receipts to the Evergreen Hospital Women's and Children's uncompensated care program. The admissions tax receipts amount is based on the organizer's estimate based on the attendance in prior years. Full payment will reflect actual admissions tax revenue received.

Legality/City Policy Basis

Fiscal Impact

One-time remittance of approximately $2,500 to be funded from admissions tax revenue collected at the Concours d'Elegance. The full payment will reflect the actual admissions tax received.

Recommended Funding Source(s)

	Description	2010 Est End Balance	Prior Auth. 2009-10 Uses	Prior Auth. 2009-10 Additions	Amount This Request	Revised 2010 End Balance	2010 Target
Reserve							
Revenue/Exp Savings							
Other Source	All organizers that charge admission to a Kirkland event are required to collect and remit admissions tax to the City. The admission tax due is five percent of the established ticket price. The Concours d'Eleganc organizer has estimated that approximately $2,500 would be collected at this year's event based on attendance records of prior years.						

Other Information

Prepared By	Karen Terrell, Budget Analyst	Date	August 30, 2010

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

To: Kurt Triplett, City Manager

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

Date: September 15, 2010

Subject: REQUEST FOR WAIVER OF COMPETITIVE PROCESS– Reservoir Cable Shrouds

RECOMMENDATION**:**

It is recommended that the City Council authorize a waiver of competitive purchasing process requirements and authorize the purchase of two existing cable shrouds for the North Rose Hill Reservoir.

BACKGROUND DISCUSSION:

The Public Works Department has requested authorization to purchase two cable shrouds for the North Rose Hill Reservoir that have been manufactured to specifications provided by the cellular phone companies that lease space on the reservoir for their antennas and telecommunications service equipment (Attachment A).

In the request submitted by the Public Works Department, the estimated cost for both cable shrouds is $55,000 to $65,000. When asked if a firm price could be determined, Dave Snider, Interim Capital Projects Manager, responded by saying the current total cost to the City will be $61,767 for both shrouds. This cost takes into consideration the change order to the general contractor to deduct $15,000 from the contract amount. Dave Snider also stated that he believes that he may be able to negotiate an arrangement to bring the cost down further.

The request from the Public Works Department refers to two cable shrouds that were installed on a reservoir in Redmond. At our request, Dave Snider has checked and found that the total cost for the shrouds installed in Redmond was approximately $120,000. The shrouds for Redmond were built by a different contractor. This is an indication that we would be paying a competitive price.

This request is consistent with KMC 3.85.210, which allows for the purchase of goods or services in excess of $50,000 without using a competitive process if the purchase is limited to a single source of supply or special market conditions exist. While other sources to fabricate the cable shroud could be found, the cable shrouds have already been fabricated to the specifications provided by the cellular phone service providers, and we believe that it would be impractical and costly to now seek competitive bids for this purchase. Conducting a competitive bid process at this time would delay the completion of the North Rose Hill Reservoir project by an estimated one to two months. (If a more competitive bid were to be received, the project would be delayed longer while a new cable shroud is fabricated and painted.) The project is already approximately two months behind schedule.

CITY OF KIRKLAND
123 Fifth Avenue, Kirkland, WA 98033 425.587.3000
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MEMORANDUM

To: Barry Scott, Purchasing Agent

From: Ray Steiger, P.E., Interim Public Works Director
Dave Snider, P.E., Interim Capital Projects Manager

Date: September 8, 2010

Subject: Waiver of Competitive Bid – Purchase of Specialty Items
North Reservoir Repainting and Rehabilitation Project – CWA 0094

At their regular meeting of July 7, 2009, Council awarded a construction contract to Ebenal General, Inc, Bellingham, WA, in the amount of $2,465,666.25 for the repainting and rehabilitation of the City's North Rose Hill Reservoir (Tank). The contract provided for the recoating of the Tank's interior, the repainting of its exterior and significant seismic upgrades. Other work items included new roof access and fall protection safety railings for maintenance personnel, the installation of rain gutters and a variety of improvements for the telecommunications/cell phone companies (Sprint, T-Mobile, AT&T and Clearwire) who lease space on the Tank for their antennas and other cell phone service equipment.

Included in Ebenal's contract was a schedule-of-value amount of $15,000 for supplying and installing a large but single cable shroud for the benefit of the telecommunications cabling. The design of the cable shroud came to the City from an engineering company who had been hired directly by the cell phone companies.

After the repainting and seismic work had begun on the Tank, the cable companies' representative requested a more substantial shroud system identical to what they had recently and very successfully installed on water tanks in Redmond and elsewhere. This system would require two cable shrouds, with the design of the requested shrouds being the preferred "standard" for concealing and preserving numerous cables on the side of the Tank; its design will make future work on cabling easier with less potential for damage to the Tank's exterior coating and tree mural.

Throughout the course of the Tank work, Ebenal General has carried out the terms of the City's contract while a specialty construction company (Wren Construction) was hired by the cell companies to move their cables and antennas, as necessary, to facilitate Ebenal's work. In an effort to accommodate the desire of the cell companies, with respect to the preferred standard cable shrouds, we attempted to negotiate a change order though the City's existing contract with Ebenal. Over the course of those negotiations it became apparent that the City could save $10,000 to $20,000 and the installation of the new shrouds could be done faster and more efficiently by dealing directly with Wren Construction. The new preferred cable shrouds are a "shelf ready" product produced by Redmond Welding, and Wren Construction is the preferred installer of the new cable shrouds when working around the sensitive cabling and equipment serving the cell companies.

The overall Tank Project budget is sufficient to pay for the added cost of the new shrouds and Ebenal General has agreed to a deductive change order in the amount of $15,000 for the original shrouds. It is anticipated that the final cost of the preferred cable shrouds will be $55,000 to $65,000 while also saving the City approximately $10,000 to $20,000 for what would be a contractor mark-up on these specialty items. In addition, future negotiations for lease rates with the cell phone companies will take into account this more substantive and easier to access shrouds.

Therefore, by this memo, Public Works is requesting a waiver of competitive bid and approval to purchase and install the specialty cable shrouds using the services of Wren Construction.

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

To: Kurt Triplett, City Manager

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

Date: September 15, 2010

Subject: WAIVER OF COMPETITIVE PROCESS– Zone One Emergency Management Coordinator Contract

RECOMMENDATION**:**

It is recommended that, in accordance with KMC 3.85.210(a), the City waive the use of a competitive process to award the 2010-2011 contract for the Zone One Emergency Management Coordinator's position to Public Safety Support Services (Mike Ryan).

BACKGROUND DISCUSSION:

As explained in the attached memo from Deputy Chief Helen Ahrens-Byington, Mike Ryan of Public Safety Support Services was hired by the King County Emergency Services Advisory Committee to serve as the Zone One Emergency Management Coordinator in 2003. This position is funded by a sub-grant of $100,000 per year that is provided by the State Homeland Security Program (SHSP).

The City of Kirkland began administering the Zone One Emergency Management Coordinator contract in June, 2009. Due to the need for continuity in the program, the competitive process was waived by the City Manager. We have been informed by Deputy Chief Ahrens-Byington that the City of Kirkland will administer the contract again from June, 2010 through May, 2011 and it is desired that, once again, the use of a competitive process for awarding the contract be waived in the interest of the program's continuity.

At this time, we do not know if grant funding will be available to continue the funding of the Zone One Emergency Management Coordinator after the current contract ends in 2011. However, if the contract continues to be funded beyond 2011 and the City of Kirkland is designated to again administer the contract, we recommend that a competitive process be used to award the contract.

While Mike Ryan is believed to be eminently qualified to serve in the capacity of Zone One Emergency Management Coordinator, it is the City's policy to allow for competition and to periodically explore the market when awarding contracts of this nature. As an alternative to conducting a future competitive process for the award of this contract, the Zone One Emergency Services Advisory Committee has the option of designating another agency to administer the next contract.

CITY OF KIRKLAND
Fire & Building Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3000
www.ci.kirkland.wa.us

MEMORANDUM

To: Barry Scott, Purchasing Agent

From: Helen Ahrens-Byington, Deputy Fire Chief/City Emergency Manager

Date: August 20, 2010

Subject: Request to Waive Competitive Process for Zone One Emergency Management Coordinator Contract

The City of Kirkland will continue to oversee a sub-grant through King County on behalf of the other 19 Zone One jurisdictions supported by the Coordinator.

The Zone One Emergency Management Coordinator represents an on-going program funded with State Homeland Security Program (SHSP) funds overseen by the King County Emergency Management Advisory Committee (EMAC). In its role as the Region 6 Homeland Security Sub-committee, EMAC set aside funds from its FY03 SHSP Grant monies to fund a position to support local emergency management organizations. Initially, this was a part-time position and Mike Ryan was hired to fill the role.

More recently SHSP funds have been managed at the local level by one agency on behalf of the others within the respective Zones. The FFY08 SHSP was administered through King County Emergency Management and the City of Kirkland coordinated the contract with Mike Ryan/Public Safety Support Services on behalf of Zone One during 2009-2010.

The City has agreed to continue with the administration of the FFY09 SHSP during 2010-2011 on behalf of Zone One and will be utilizing Mike Ryan for a second year due to his expertise in the field and to maintain consistency with the program.

With the history of this contract and position, I am requesting the competitive purchasing process be waived and approval be granted for this contract in order to continue to utilize Mike Ryan's expertise; and to meet the expectations of King County and the Zone One regional jurisdictions.

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Barry Scott, Purchasing Agent

Date: September 8, 2010

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF SEPTEMBER 21, 2010

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 June 23, 2010, are as follows:

	Project	Process	Estimate/Price	Status
1.	Tiger/John Deere Roadside Mower	Cooperative Purchase	$91,938.80	Purchase made using WA State contract #08506 for Lawn & Grounds Equipment.

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

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

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: September 15, 2010

Subject: Salary Commission Re-appointment

RECOMMENDATION:

Council re-appoint Tina McDade to the Salary Commission.

BACKGROUND DISCUSSION:

Ms. Tina McDade was appointed to the Salary Commission December 15, 2009 for the remainder of an unexpired term ending March 31, 2010, replacing Councilmember Marchione. Her position was inadvertently overlooked for inclusion in the annual recruitment, which began the following month for terms ending in March. This was partly due to a recent Council approved change in those term dates from November to March and that she had only just been appointed. There has only been one meeting of the Commission in the interim (last month). However, there is another meeting on September 28 at which it is anticipated the Commission will take action. The remaining two members do constitute a majority and can take action without Ms. McDade. Ms. McDade was unaware her term had ended and has expressed her desire to remain on the commission.

As a result of the circumstances, staff is seeking Council's approval for Ms. McDade's re-appointment to the Salary Commission position for a three year term ending March 31, 2013. In the alternative, staff can begin a regular recruitment for the position.

CITY OF KIRKLAND
Department of Finance & Administration
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Director of Finance and Administration
Sri Krishnan, Financial Planning Manager

Date: September 9, 2010

Subject: Public Hearing on the Preliminary 2011 to 2016 Capital Improvement Program

RECOMMENDATION:

City Council review the updates to the Preliminary 2011-2016 Capital Improvement Program (CIP) presented on May 18, 2010 and hold a public hearing on the Preliminary 2011-2016 CIP.

BACKGROUND:

The Council was presented with the Preliminary 2011-2016 CIP at the May 18, 2010 study session. Council made no amendments to the preliminary CIP projects, but requested additional information regarding the following topics:

- The City's data storage costs, which was provided in the July 29th reading file (Attachment A)
- How do Committees or Commissions prioritize projects? The appendix to the Preliminary CIP contains the prioritization criteria used by the Transportation Commission and the Parks Board in making their recommendations (Attachment B)

Developments since the May 18th study session necessitate amendments to the Preliminary CIP. The proposed amendments address the following:

- Reduction in transportation impact fee collections
- Reduction in projected interest revenues
- Other revisions to funded and unfunded projects

Also, based on direction received at the study session, the Preliminary CIP assumes the use of Transportation Benefit District (TBD) revenues to fund transportation projects in 2012. Staff requests Council direction on whether this assumption needs to be revisited prior to the adoption of the 2011-2016 CIP in December.

Transportation Impact Fees

Based on the data available at the time, the Preliminary 2011-2016 CIP assumed annual receipts of $350,000 of transportation impact fee revenue. Recognizing the sensitivity of this revenue to economic conditions, no projects were funded using this source in 2011. Revenues received to date are even lower than anticipated. The revised estimate for 2011 and 2012 is $150,000 per year in transportation impact fee revenues. Staff proposes to address the anticipated revenue shortfall in the next biennium by reducing the funding for the Annual Concurrency Street Improvements project (ST 8888) from $800,000 to $450,000 in 2012. This action would be consistent with the logic that, if there is little or no new

development occurring, there is a corresponding reduction in concurrency (capacity-related) project needs. On the other hand, this reduction may impact the City's ability to leverage additional funding from grant opportunities. Based on the current reserve balance, it appears that no other changes will be required through 2012.

Policy Question: Does the Council concur with the reduction in funding for the Annual Concurrency Street Improvements project (ST 8888) from $800,000 to $450,000 in 2012?

Interest Revenue Funded CIP

The City pools the cash in various funds and invests it in interest bearing instruments as permitted under the City's adopted investment policies. The City's current investment portfolio is composed of Government Sponsored Enterprise (GSE's) bonds, State and Local Government bonds, the State Investment Pool and an overnight bank sweep account. Interest income from the investment portfolio is proportionately allocated to the City's funds on the basis of the average cash balances within the two tiers of funds:

1. Dedicated interest – certain funds (such as the utility funds, impact fees, etc.) keep the interest earned on their fund balances within their fund, as required by the RCW and the State Auditor's Office. While no minimum interest amount is required, these funds earn the actual rate of return on the entire portfolio.

2. Remaining interest – any interest that remains after the required distribution to the dedicated-interest funds is then allocated to the General Fund and the CIP.

The Preliminary CIP assumes average annual funding of $800,000 in interest revenue for public safety and general government projects. The General Fund uses of interest revenue is $414,000 and $416,000 in 2011 and 2012 respectively for City Hall debt service, audit costs, etc. The total CIP and General Fund need for 2011 and 2012 is approximately $2.7 million. The current economic conditions have decreased the City's interest earnings in 2010 and the latest economic forecasts indicate a continuation of low interest rates for the foreseeable future. As a result, interest income on the City's investments will continue to decline for the upcoming biennium (2011-2012).

Current estimates of interest revenue in 2011 and 2012 indicate that the interest revenue available for the CIP and General Fund is approximately $388,000 in 2011 and approximately $254,000 in 2012. This results in a revenue shortfall of over $2 million in 2011-12 for the CIP and General Fund. For purposes of this discussion, we are assuming that all available interest income is applied towards the General Fund needs. The remaining General Fund shortfall will be addressed as part of the operating budget discussions. The table below lists the projects included in the Preliminary CIP and the General Fund needs to be funded with interest revenue in 2011 and 2012.

Table 1
Interest Revenue Funded CIP Projects in 2011 & 2012

Items	2011 Cost	2012 Cost	2011-2012 Cost
Defibrillator Unit Replacement	213,280	-	213,280
Local Emergency/Public Communication AM Radio	-	119,000	119,000
Subtotal Public Safety CIP	**213,280**	**119,000**	**332,280**
			-
Geographic Information Systems	-	62,200	62,200
Finance and HR System Modules	118,600	119,000	237,600
Municipal Court Technology Projects	25,000	25,000	50,000
Local and Wide Area Networks	453,100	723,300	1,176,400
Subtotal IT CIP	**596,700**	**929,500**	**1,526,200**
Total Interest Funded CIP	**809,980**	**1,048,500**	**1,858,480**

Staff proposes the following to address the $1.86 million shortfall for public safety and general government projects included in the Preliminary CIP:

- Move the Local Emergency/Public Communication AM Radio project from the funded to the unfunded list – reducing expenditures by $119,100

- Reducing IT capital project costs by $40,500 in 2011 for the Finance and HR Systems Modules by identifying alternative implementation approaches and reducing project scope

- IT is also evaluating the potential for deferring approximately $200,000 in planned expenditures on the City's Local and Wide Area Networks to sometime beyond 2012.

- Address the remaining $1.7 million shortfall by using one-time resources:

    - Approximately $800,000 to $1 million from project closures and fund reconciliations. Last year the City undertook a detailed capital project closure effort to identify funds that could be applied towards the 2009-10 budget shortfall. Staff has completed the review and reconciliation exercise this year and identified about $1 million that was transferred to capital funds as unobligated cash when the IFAS (the City's current financial system) was implemented in 1999. It appears that the original $1 million transfer continues to be unobligated and is therefore available to address the current needs.

    - Approximately $0.7 million from Information Technology Fund cash, accumulated from expenditure savings.

Policy Question: Does the Council concur with unfunding the AM Radio project, deferring the IT projects, and utilizing one-time money to fund the remaining public safety and general government projects included in the Preliminary CIP?

Transportation Benefit District

Transportation CIP funding includes the potential revenues from a Transportation Benefit District (TBD) which is under consideration for implementation in 2011 to help fund the Annual Street Preservation Program. Current estimates indicate that the City could receive up to $750,000 in annual revenues from a TBD assuming that the district's boundaries match the current city boundaries (excluding the annexation area), and the Council approves the $20 per vehicle fee. If the district is established by the Council effective January 1, 2011, the City will receive TBD revenues effective July 1, 2011. The Preliminary CIP assumes $375,000 in TBD revenues in 2011 and $750,000 annually beginning in 2012, based on the direction received at the May study session.

Policy Question: Should the 2011-2016 CIP assume the availability of Transportation Benefit District revenues of $375,000 in 2011 and $750,000 annually beginning in 2012?

Other Revisions to Funded and Unfunded Projects

The following funded transportation projects have been revised since the Preliminary CIP was developed:

- **Annual Street Preservation Program-One-Time Project** (ST 0006 002) – project total changed from $1.1 million to $1.122 million to reflect additional State funding of $22,000 in 2012.

- **6th Street/Central Way Intersection Improvements** (TR 0100) – project total changed from $4.62 million to $2.12 million reflecting unsuccessful Economic District Development (EDD) grant application.

The following projects are added to the list of funded transportation projects in the Preliminary CIP:

- **Kirkland Intelligent Transportation System Implementation Phase I** (TR 0111) – new project added to the Preliminary CIP to acknowledge notification of Congestion, Mitigation and Air Quality (CMAQ) grant award of $1.8 million in 2011 and a grant match of $243,000 for a total of $2.043 million.

- **Downtown Pedestrian Safety Improvements - Central Way** (TR 0112) – new project added to the Preliminary CIP to acknowledge grant award of $16,000 in 2011.

The following project is moved from the unfunded list to the funded list of surface water projects in the Preliminary CIP:

- **Totem Lake Boulevard Flood Control Measures** (SD 0059) –project moved from unfunded to funded status based on availability of $117,000 in King County Opportunity Funds for flood control study in 2011.

The following unfunded transportation projects have been revised since the Preliminary CIP was developed:

- **111th Avenue Non-Motorized/Emergency Access Connection** (NM 0058) – totaling $2 million. This project was inadvertently omitted from the unfunded list in the Preliminary CIP.

- **104th Avenue NE/NE 68th Street Lake Washington School Walk Route Enhancements** (NM 0068) – project total changed from $351,000 to $359,000 due to a change in project scope as a result of a grant application process.

- **100th Avenue NE Bicycle Lanes** (NM 0069) – new project added to the unfunded transportation CIP list for a total of $185,000 in anticipation of potential grant opportunities.

- **Kirkland Intelligent Transportation System Implementation Phase II** (TR 0111 001) – new project added to the unfunded transportation CIP list for a total of $4.1 million in anticipation of potential grant opportunities.

Public Hearing

The purpose of this public hearing is to solicit public comment on the Preliminary 2011-2016 CIP as submitted by the City Manager and reviewed by the City Council. The table below summarizes the changes to the Preliminary 2011-2016 CIP discussed above.

	6-Year Funded CIP	Unfunded CIP	Total CIP
Preliminary 2011-2016 CIP	**101,300,400**	**430,520,000**	**531,820,400**
Changes in 2011 and 2012:			
Annual Street Preservation Program-One-Time Project	22,000		
6th Street/Central Way Intersection Improvements	(2,500,000)		
Kirkland ITS Implementation Phase I	2,043,000		
Downtown Pedestrian Safety Improvements - Central Way	16,000		
Totem Lake Boulevard Flood Control Measures	117,000		
111th Avenue Non-Motorized/Emergency Access Connection		2,000,000	
104th Avenue NE/NE 68th Street Lake Washington School Walk Route Enhancements		8,000	
100th Avenue NE Bicycle Lanes		185,000	
Kirkland Intelligent Transportation System Implementation Phase II		4,100,000	
Annual Concurrency Street Improvements	(350,000)		
Finance and HR System Modules	(40,500)		
Local and Wide Area Networks	(200,000)		
Local Emergency/Public Communication AM Radio	(119,100)	119,100	
Subtotal Changes to Preliminary 2011-2016 CIP	**(1,011,600)**	**6,412,100**	
Revised Preliminary 2011-2016 CIP	**100,288,800**	**436,932,100**	**537,220,900**

The overall funded CIP total is $100,288,800 for the six-year period. A summary of the Preliminary CIP is included as Attachment C.

Next Steps

Following the public hearing and any further modifications by Council, staff will either schedule additional Council discussion or prepare a resolution formally adopting the CIP, which is tentatively scheduled to be adopted with the 2011-12 Budget at a regularly scheduled meeting in December 2010.

Attachment A

CITY OF KIRKLAND
Information Technology Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3050
www.ci.kirkland.wa.us

MEMORANDUM

To: Kurt Triplett, City Manager

From: Brenda Cooper, CIO

Date: 07/10/2010

Cc: IT Steering Team

Subject: Data Storage

RECOMMENDATION

During the initial CIP meetings this year, Council requested more information about the growth in IT infrastructure, including desktop PC's and data storage. This memo addresses electronic data storage and discusses the budget and cost challenges associated with that growth.

We believe that we have identified strategies to operate through the upcoming 2011-12 biennium, but that we will not have adequate funding after that. Our hope is that over the next biennium the City Council, Finance, and IT departments can work toward a more sustainable funding model for information technology architecture.

BACKGROUND DISCUSSION

The IT department is finding it increasingly difficult and expensive to manage data storage. This problem is not unique to Kirkland: it is an international problem brought on by the proliferation of technology tools and media.

The short form of the problem is that humans all over the globe are creating data at an astonishing rate. This includes governments. While it's easy to think that what cities do hasn't changed much, it actually has. Staff use digital cameras to take photographs of crime scenes and code violations, of the Fourth of July and the Wednesday Market. Every week there is a new television show produced and every two weeks a long meeting is live-streamed to the web and posted for the public. Meetings such as the Planning Commission and proceedings such as Court Hearings are recorded in digital audio format. We map and save information about assets from pipes to signs to trees. Most staff members receive and send tens to hundreds of emails a day, depending on their specific job. More than one department is in the process of digitizing old record documents to have easier access to them. We take video of jail cells. We accept digital plans in some instances, and are working to do this more formally and frequently at the request of our customers. We are contemplating using video cameras to help us catch graffiti artists and to do video chalking of parked cars.

For a more detailed discussion of what is often referred to as "The Digital Universe," please consider dropping by a web-based article that covers it. The article can be found at http://www.emc.com/collateral/demos/microsites/idc-digital-universe/iview.htm. The information is sponsored by a storage technology vendor, EMC, but they appear to be one of the few organizations providing a look at the total picture in an easy-to-understand format. Another article on this issue is Breaking Point: 2010 State Of Enterprise Storage Survey.

At the same time that we are creating more and more data, our requirements to save this data are increasing. The State of Washington now demands that records which were created electronically be saved in electronic format. One of the Q & A items on the State webpage regarding legal aspects of electronic records is:

> **Our IT department doesn't have server space to store all of the electronic records we generate. Can we purge the files we don't need if we don't have the hard-disk space to store them all?**
>
> **During the designated retention period, your agency must retain and protect active electronic records whether you need them or not for daily business.**
>
> Electronic records are public records subject to the laws governing public disclosure, preservation, destruction and archiving. An agency's difficulty in storing and accessing public records is not an excuse for failing to comply with Chapter 40.14 RCW and Chapter 42.17 RCW.

Kirkland Specifics

Spending

City expenditures on storage and backup (which go hand in hand) have increased so that the total value of our shared storage and our backup hardware and software is approximately $900,000. Most of that is relatively new. We will need to replace that investment in three to four years, and if the current trend of increasing growth in data storage continues, we will also have to spend more money to replace it. As a reminder, this is funded from the IT CIP and does not get charged to the departments and services using the storage.

The costs of simply supporting/replacing the growing needs for basic infrastructure from servers to storage to network hardware is nearing the total capacity that we have in the CIP to fund replacement. To simplify, the IT function has two primary things that it does with money:

1. Contribute to the status quo which includes supporting and replacing technology as it wears out or fails to meet our needs.
2. Innovate through process improvement, new technology and capabilities, and significant extensions to current technologies.

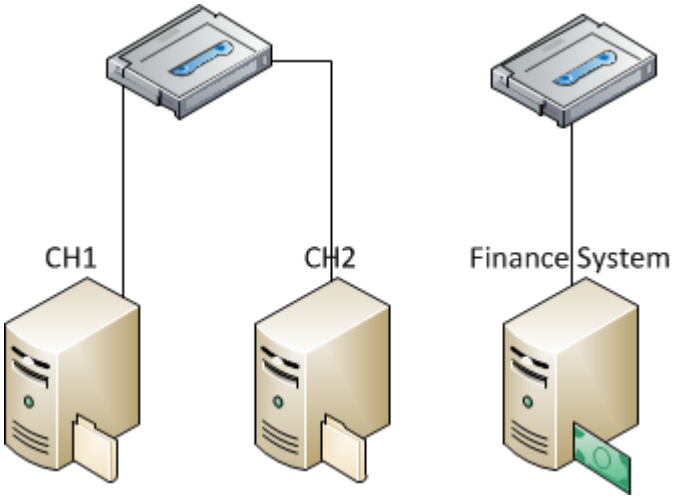
Typically, most of our budget goes to the first item, but we do usually have some to apply to new innovations and improvements. Right now, the cost of items in the first category are taking nearly all of our budget, and are poised to exceed it. If these trends continue, we will lose all of our ability to be innovating and responsive, and may also eventually erode the current stability of systems we enjoy today.

Architecture

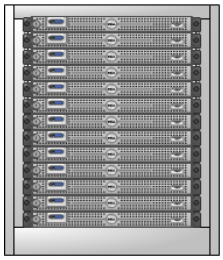
The IT department expends considerable effort to provide enough storage and reliable data protection and backup. The following short vignettes are designed to provide a history of the hardware architecture changes that we've made over the past multiple years:

1992

Our architecture in 1992 was very simple. We had few servers and we backed up all of the data at night via tape devices. The city's total combined storage capacity was roughly 700 MB. That's about the amount of data stored on a single CD today.



2002



Over the next decade, the architecture stayed essentially the same in basic design, although it grew significantly in size, so that in 2002 the city had thirteen servers and a separate finance system. Each server had its own dedicated storage and all of them were backed up onto a centralized tape system that could handle multiple backup tapes in succession. The total combined storage at this time had grown from 700 MB to 121,104 MB (which is about 116 GB). This is a ten-year total increase in total available storage of 17,000%. During this time we automated the fleet system, recreation registration, help desk functions for IT, CAD for Engineering, and began implementing GIS.

2004

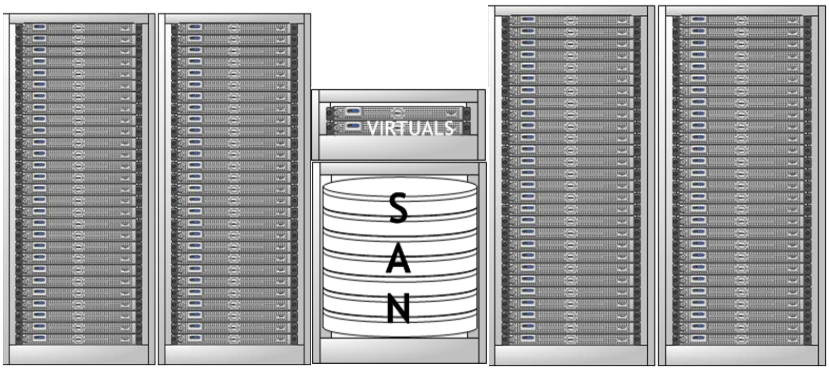
Just two years later, we had twenty-eight servers and a dedicated finance system. Some of the drivers for this expansion were internet and intranet growth, changes in architecture so that systems which had once run on a single server now needed two or three dedicated servers, and further expansion of the GIS system. We also began to offer online parks registration and to allow better remote access for city staff from home or while travelling.

The 28 servers had a total of 521 GB, for a two year increase of 450% in available data storage. Backups were handled by a centralized robotic tape backup system.

2006

In 2006, the city had essentially the same basic systems architecture, although it had nearly doubled in size to 45 servers with 1,388 GB of storage, or 1.27 terabytes (TB) of available data storage. Note that much of this was not actually used to store data, but rather like most personal computers, some of the available disk space was used on each server and some of the disk space was essentially wasted. Business drivers included completion of the PD systems, the addition of the sewer video from the sewer truck, addition of the maintenance management system, and a change in phone system architecture from a system that ran on a single dedicated box and used telephone system lines to one that ran on multiple servers, integrated with email, and used our network (IP Telephony).

2007



In 2007 we began making two specific types of changes:

- In order to help manage the growth in the number of servers and to better use resources like power, we started to implement technology which allowed for multiple virtual servers to operate inside of a single hardware box.
- We implemented our first Storage Area Network, or SAN, which provided shared storage space. This allowed us to order most servers with the minimum available amount of storage and to let many applications share a large pool of storage.

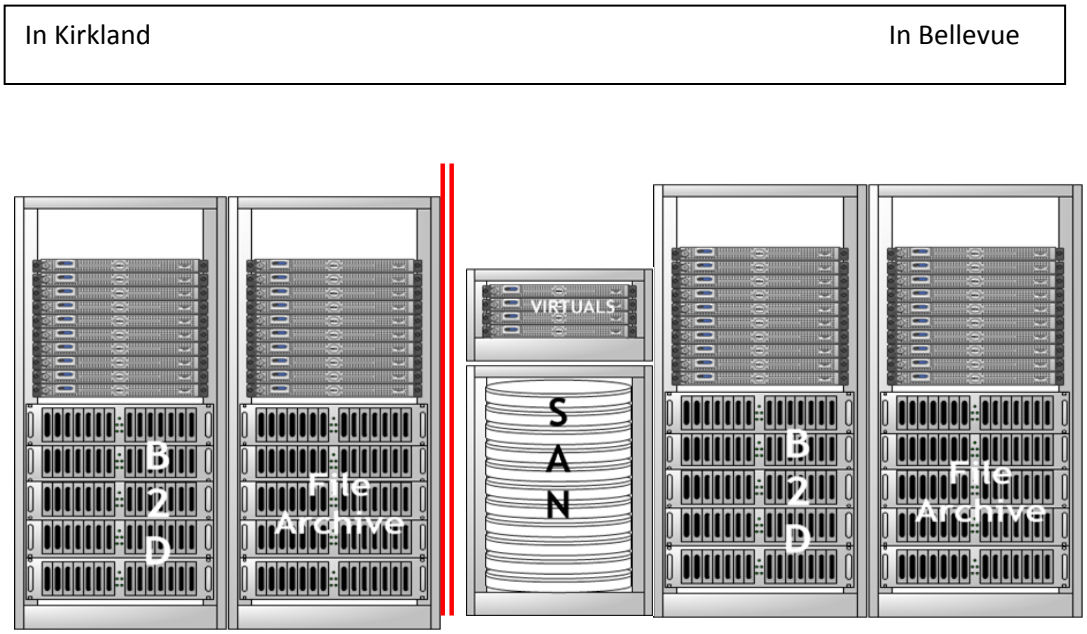
At this point, we had about 1.6 TB of available storage. We didn't implement any major systems or architecture changes during this year, so the primary driver for growth was increased use of digital media from the sewer truck pictures to digital cameras to new orthophotos.

In 2007, the backup systems were still robotic tape drives, and the number of tapes and amount of time required for both backup and restore operations was getting difficult to manage.

2009

In 2009, we discovered we no longer had the capacity to power and cool the technology at a reliable level in the Kirkland data center. We priced expanding and modernizing the data center and introducing "green IT" concepts to save power, but found that the costs were prohibitive (across various options the costs varied from $645,000 to $2.3 million dollars). Because of the uncertainty regarding facilities planning at that time, we never brought forward any plan to expand the data center, but instead moved about half of our infrastructure to the server room in the City of Bellevue at a cost of $31,200 annually[1] to lease four racks of space. We funded this through re-purposing money which had been set aside for disaster recovery in the CIP.

We moved a little over 2/3 of our environment to a data center at Bellevue City Hall. After the move was completed, we expanded our virtual environment, added backup to disk (B2D) and file archiving with redundant hardware in both Kirkland & Bellevue so that we could remove the older less reliable tape solution. Our combined storage for 2009 was at 2.6 TB.



What data are we storing now?

This is not as easy to answer as it seems on the surface. Data is stored and kept by city staff, by a variety of programs, and in a variety of programs. All of the data is affected by records retention rules and laws which vary by type of data. One way to look at this is as if there existed only one copy of each item which we store, which tells you what data we have.

Now that we are using disk space for backups, we have from two to many copies of most files. For example, for sewer video we have a primary copy and a secondary copy. For a memo, we have a primary copy and a series of backup copies consistent with our backup policies, but managed by software

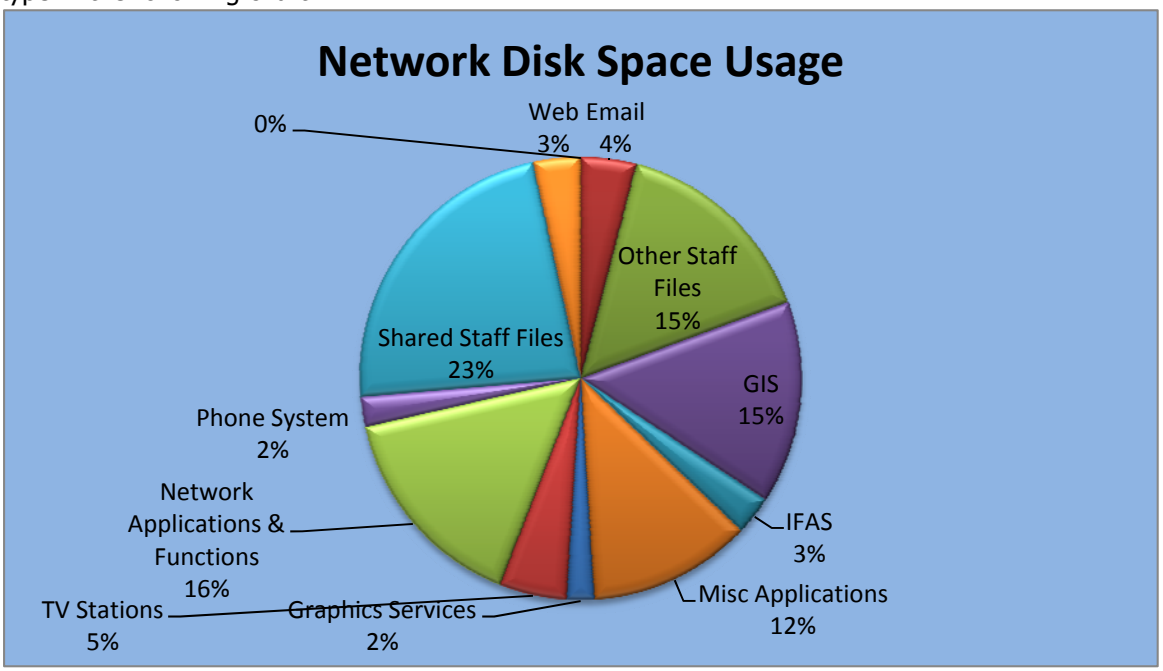
[1] We have requested enough money to lease two additional racks at Bellevue in the 2011-2012 budget.

that handles what is called "de-duplication" and makes sure we don't back up multiple copies of the same file. This means that if three staff members have stored separate versions of the same file, only one copy will be backed up.

We also need a certain amount of "unallocated" space, similar in concept to the idea that if you fill up all of a street you have gridlock rather than a traffic pattern.

It can be hard to break data down by certain arbitrary categories such as department. For example, the permit system is shared between Public Works, Planning, Fire and Building, and Finance, and much of the data flows through more than one department to create a single permit and complete all of the work against it.

So, first, from the perspective of the question "what data does the city store," we've grouped data by type in the following chart:

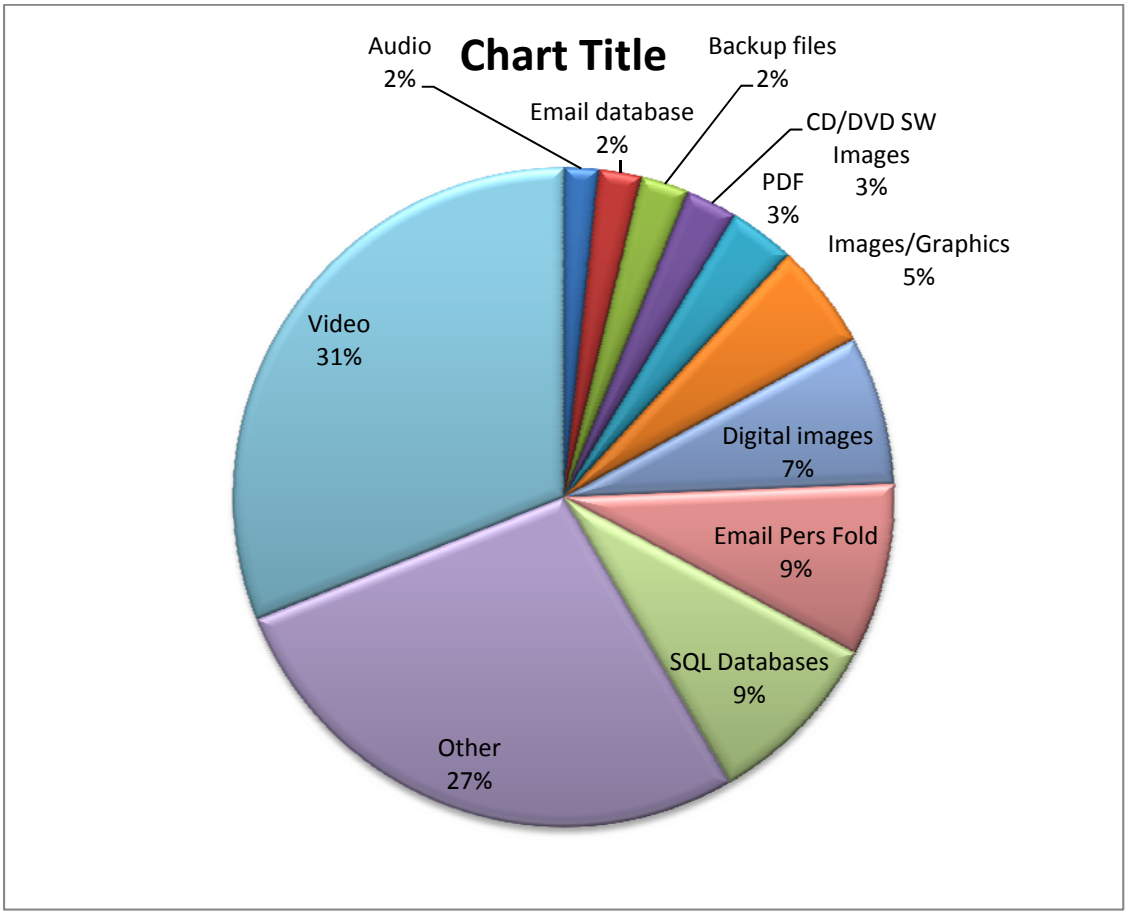


Other Staff Files is individual files such as email folders, documents stored in users individual (g) drives, etc.

Shared Staff Files is shared department folders.

Network Applications and Functions is antivirus software, help desk software, firewall and access lists, remote access tools, etc.

Another way to look at what data we're storing now is by type of file:



File types tell computer applications what format to expect, and are appended to the end of filenames. For example, filetype ".docx" indicates a current Word file, and the filetype .pdf indicates a portable document image file, or what you might think of as an Adobe Acrobat file. There are literally thousands of file types. In the above chart, the individually named slices of the pie represent the top ten particular types of files that we store. The "other" category includes all of the other thousands of file types. Note that Word, Excel, and PowerPoint files are all included in other, which means that each of those types of files makes up less than 2% of what we store (this is part of the reason that people spending time deleting old word files makes sense from a retention viewpoint, but doesn't really solve our space problem).

Document Management and the Storage Problem

To date the implementation of TRIM, the records management system, has had little impact on the overall scope of the storage problem (the amount of data stored in TRIM is about 31GB today. Most of the files in the system are documents or emails, which are fairly small files). TRIM is currently used across departments for contract management and for some special purpose records. As departments continue to expand their usage of the system, and especially as the new permitting system EnerGov is implemented, the use of TRIM for records storage will grow.

Some of the growth in storage in the TRIM system will hopefully be offset by a reduction in storage on the other network drives as employees make the shift to using the TRIM system for most records storage.

With the increased use of TRIM, departments are beginning to explore the value of back-scanning paper files and storing them in TRIM. For example, in 2008 all of the City's ordinances and resolutions were scanned and added to TRIM to make them easily available to city employees and the public. This conversion was very successful and well received; it is an example of a good choice for conversion because the records are accessed often and have a permanent retention. Anything converted from paper does add to the storage problem, so we are developing standards which evaluate the value of particular projects. For example, while the ordinances and resolutions made business sense, converting a department's history of internal staff memos might not have the same value.

Next steps:

The digital data storage problem really can't be made to go away; it's not feasible to return to paper and pencil, and the new electronic tools give us capabilities that we value and that improve our service delivery. Sewer videos help crews prioritize work and understand what preventative maintenance to do when, interactive mapping supports better decisions regarding everything from natural resources to traffic, and high resolution photos of crime scenes help detectives do their job. The current source of funding for digital storage is the IT CIP, and that funding source cannot continue to carry this load in its entirety without stripping the city of all of its options for providing new value through transformative IT projects.

Even given that more money will need to be allocated, we must manage the amount we spend on data storage, use that storage effectively, and meet state laws surrounding data retention.

Strategies include:

1. Continue to monitor usage on the storage and backup architecture that we have now for the upcoming biennium. Our projections indicate that what we have now should accommodate growth through the biennium (pending annexation budget discussions), but we do need to be sure that no unexpected needs arise.

2. Encourage the clean-up of old data. This is neither as effective nor as simple as it sounds.

    a. Each file needs to be retained or deleted in accordance with its retention schedule. We can't, for example, choose all files in a directory that are older than five years old and delete them.
    b. Most of the older files are small: they don't contribute much to the problem. Cleaning up all old Word files will not resolve our storage problem.
    c. Staff is very, very busy and it is realistically more important to work on budget, annexations, and direct provision of services than to clean out old file drawers.

    Even so, we may be able to regain a significant amount of space by weeding out duplicate copies of larger files, such as photos.

3. Make even better use of TRIM. We can teach users how to properly scan documents, how to import documents in their native format, and how to manage multiple revisions to reduce the size of the records stored. Additionally, fully automating the retention schedule to purge the electronic documents when they have passed their retention date will help.

The retention schedule features will also allow the organization to better manage its electronic records. Currently we are storing some records on our servers that are so old we no longer have technology to access them and are well past the point of needing to be kept for legal compliance. TRIM indicates which records are past their retention and allow the organization to make a determination to destroy those records or to move them to a less expensive archival storage.

4. Because of the complexity of this problem, we would appreciate expert consultation.
   We could address storage as part of our IT strategic plan. We did strategic plans in 2001 and 2006, and are hopeful that we will be able to fund a new one in 2012. The next logical year would be 2011, but we don't feel that it's reasonable to complete this work in 2011 with annexation also occurring. A good plan requires the engagement of the business team, and they (and we) will all be busy with the very tactical and important tasks surrounding a successful annexation. If we can do this in early 2012, we can obtain results slightly before we need to replace the storage infrastructure.

5. Work with Finance to develop a plan to provide a sinking fund for data storage.

6. We would like to find better ways to manage other digital assets, including photos and media. At the moment, we don't have a software solution for media, nor the budget to purchase one, but we may be able to develop some interim strategies using our Intranet.

7. There are storage archives that are currently available and that we are not fully utilizing, such as the State's "Digital Vault." What is unclear is whether or not the state will be able to continue to offer this service in a reasonable way given its own budget problems, so it bears watching more than action at this moment.

8. Continue to evaluate storage of data offsite and/or use of hosted software (commonly referred to as "cloud computing"). So far, we have priced these services a few times, and found them to be more expensive than continuing to provide the service in-house. For example, we are about ready to upgrade our email system and we priced cloud services from Microsoft. The cost of hosting our data in the cloud came in at over $67,000 annually, and our annual costs for in-house operation are about $15,000. That may partly be because we are not large enough to see economies of scale in our own operation by moving one service at a time out into the cloud. Additionally, there are security, service level, and integration complexities and other issues surrounding cloud computing. Below are two articles that describe some of the issues:

   What you Need to Know About Storage in the Cloud
   Who Owns Data in the Cloud? The Answer Could get Tricky

   That said, cloud computing is very likely to be part of our future strategy as the technology and business models mature.

Conclusion

Increasing needs and costs for electronic data storage is a real problem affecting most businesses in the world, and the City of Kirkland is not immune. We are currently underfunded to manage this problem beyond the coming biennium. Hopefully this memo explained the history, the current challenges, and the set of strategies we intend to employ to help mitigate the rising costs in this area.

We are certainly open to any additional suggestions about how to fund and manage storage, and we anticipate that we will bring back recommendations about funding to Council during the biennium and in the next biennial budget process (the 2013-14 budget).

Ad-Hoc Committee Transportation Criteria

CITY OF KIRKLAND
TRANSPORTATION PROJECT EVALUATION FORM

PROJECT INFORMATION

Project:_____

Limits:_____

Description:_____

_____

Proposed By:_____Date:_____

Rated By:_____Date:_____

INITIAL PROJECT SCREENING

Does the project conflict with any specific policy provisions of the Comprehensive Plan?

Yes: project eliminated from consideration
No: project ranked using following criteria

PROJECT VALUES

	POSSIBLE	THIS PROJECT
• FISCAL	20	
• PLAN CONSISTENCY	10	
• NEIGHBORHOOD INTEGRITY	15	
• TRANSPORTATION CONNECTIONS	15	
• MULTIMODAL (NON-SOV)	20	
• SAFETY	20	
TOTAL	100	

(Note to Rater: Please address all of the following questions recording any assumptions or comments in the margin adjacent to the question. Record scores for each question and transfer each value total to this cover sheet.)

FISCAL

_____ (50) 1. What is the City's ability to leverage funds from all non-City sources (i.e. grants, private funds)?

(a) Chance to leverage		x	(b) Amount leveraged	
0%	0		0-25%	1
1-25%	1		26-49%	2
26-50%	2		50-74%	3
51-75%	3		75-100%	4
76-100%	4			

(Rater: Multiply (a) x (b) = leverage factor (LF))

LF	SCORE
0-1	0
2-3	15
4-6	25
7-11	35
12-16	50

_____ (30) 2. How does the project unit construction cost deviate from standard unit construction cost? (Compare like projects: i.e. paths to paths, and not paths to sidewalks.)

>25% Greater than standard unit costs	0
0-25% Greater than standard unit costs	15
Less than standard unit costs	30

_____ (10) 3. How will the maintenance costs for conceptual design of project compare with the maintenance costs for a standard project design? (Standard project design is defined as the current requirements as set forth in the street standards.)

Greater than standard maintenance cost	0
Standard maintenance cost	5
Reduce costs of existing infrastructure or less than standard maintenance cost	10

FISCAL VALUES (Continued)

_____ (10) 4. How will the conceptual design of the project affect existing maintenance needs?

Greater than existing	0
Same	5
Less than existing	10

_____ VALUE SCORE
(100 max)

x .20 VALUE WEIGHT

_____ VALUE TOTAL

PLAN CONSISTENCY

_____ (50) 1. Is the project generally consistent with or generated from adopted regional plans, such as Eastside Transportation Plan, King County Transit Six-Year Plan?

No	0
Project is not inconsistent	25
Project is generated from a regional plan	50

_____ (50) 2. Is the project identified by the 20 year project list in the Capital Facilities Element of Kirkland's Comprehensive Plan or the Non-Motorized Transportation Plan (NMTP)?

Project is not in either plan	0
Project is identified as a priority 2 route in the NMTP	25
Project is in the Comprehensive Plan, listed as a priority 1 route in the NMTP or is an approved school safe walk route.	50

_____ VALUE SCORE
(100 max)

x .10 VALUE WEIGHT

VALUE TOTAL

_____

NEIGHBORHOOD INTEGRITY

_____ (40) 1. Does the project have public support?

Clearly opposed by the public	0
Support/opposition of the public unknown or balanced	20
Clearly supported by the public (i.e. Neighborhood Association, PTA letter)	40

_____ (20) 2. Is the project generally consistent with the neighborhood in regards to street widths, landscaping, and appropriate buffers?

No	0
Neutral	5
Yes	15
Yes & superior design	20

_____ (20) 3. How will the project impact through traffic on neighborhood access/collector streets?

Will significantly divert traffic onto neighborhood access/collector streets	0
Will have minimal impact on neighborhood access/ collector streets	10
Will divert traffic away from neighborhood access/ collector streets	20

_____ (20) 4. Is the project identified in a neighborhood plan or does the project support the goals of the neighborhood plan?

Does not support goals or conflicts	0
No impact on goals of the plan	10
Identified in the plan or supports the goals of the plan	20

_____ VALUE SCORE
(100 max)

x .15 VALUE WEIGHT

VALUE TOTAL

_____

TRANSPORTATION CONNECTIONS

_____ (28) 1. Does the project provide a missing segment of an existing incomplete transportation network which is specifically identified in the Comprehensive Plan, the Non-Motorized Transportation Plan or is an approved school safe walk route?

No	0
Pedestrian Network	
Yes for a priority 2 network or a school safe walk route on a local street	14
Yes for a priority 1 network or a school safe walk route on a collector or arterial	28
Bicycle Network	
Yes for a priority 2 network	14
Yes for a priority 1 network	28
Transit/HOV Network	
Yes for a moderate improvement	14
Yes for a substantial improvement	28
Road Network	
Yes for a moderate improvement	14
Yes for a substantial improvement	28

_____ (72) 2. Does the project improve pedestrian, bicycle, transit/HOV or road connections near activity centers?

(72) Pedestrian:

Activity Centers	**Project Within 1/4 Mile of a Center**		**Project Within 1/2 Mile of a Center**	
School	18 points		12 points	
Community Facility[(1)]	12 points		6 points	
Business District[(2)]	12 points		6 points	
Transit/HOV Facility	Facility 12	Route 6	Facility 6	Route 3
Regional Center[(3)]	6 points		3 points	
Improves a Connection within a Business District			12 points	

TRANSPORTATION CONNECTIONS (Continued)

(72) Bicycle:

Activity Centers	Project Within 1/2 Mile of a Center		Project Within 1 Mile of a Center	
School	18 points		12 points	
Community Facility(1)	12 points		6 points	
Business District(2)	12 points		6 points	
Transit/HOV Facility	Facility 12	Route 6	Facility 6	Route 3
Regional Center(3)	6 points		3 points	
Improves a Connection within a Business District			12 points	

(72) Transit/ HOV:

Activity Centers	Project Within 1/4 Mile of a Center		Project Within 1/2 Mile of a Center	
School	18 points		12 points	
Community Facility(1)	12 points		6 points	
Business District(2)	12 points		6 points	
Transit/HOV Facility	Facility 12	Route 6	Facility 6	Route 3
Regional Center(3)	6 points		3 points	
Improves a Connection within a Business District			12 points	

Footnotes:
(1) Community Facility includes parks, libraries, hospitals, fire stations, city hall, community centers, the Boys and Girls club and similar facilities.
(2) Business District includes commercial or employment centers.
(3) Regional Center includes Totem Lake area and Downtown Kirkland.

(72) Roads:

Connects To	Connects From		
	Arterial Street	**Collector Street**	**Local Access Street**
Arterial Street	72 points	72 points	0 points
Collector Street	72 points	72 points	36 points
Local Access Street	0 points	36 points	72 points

For multi-modal projects, the project will receive the same number of points as the highest rated mode.

TRANSPORTATION CONNECTIONS (Continued)

(72) Signals:

Warrants	<75%	>75%	Meets
1. Minimum Volume	0	6	12
2. Interruption	0	6	12
3. Ped Volume	0	6	12
9. Four Hour Volume	0	6	12
10. Peak Hour Delay	0	6	12
11. Peak Hour Volume	0	6	12

_____ VALUE SCORE
(100 max)

x .15 VALUE WEIGHT

VALUE TOTAL

MULTIMODAL (NON-SOV)

_____ (45) 1. Does the project provide non-SOV modes to the existing facility that currently do not exist?

Adds transit/HOV mode	15
Adds bicycle mode	15
Adds pedestrian mode	15

_____ (30) 2. Will the project impact the effectiveness of any existing non-SOV modes (minimum standard)?

Denigrates existing non-SOV mode(s)	0
No impact	15
Improves existing non-SOV mode(s)	30

_____ (25) 3. Does the project add one or more non-SOV modes to an existing regional corridor/facility or provide a new regional corridor/facility?

Pedestrian	5
Bike - one way	5
Bike - two way	10
Transit	10

_____ VALUE SCORE
(100 max)

x .20 VALUE WEIGHT

_____ VALUE TOTAL

SAFETY

_____ (10) 1. Does the conceptualized design of the project meet generally accepted practices?

No	0
Yes	10

_____ (25) 2. What are the existing conditions for each mode of the project?

_____ (25) Bicycle:

Traffic volume is low, wide vehicular lanes	0
Traffic volume is moderate, wide vehicular lanes which will allow cars to pass	5
Traffic volume is high, wide vehicular lanes which will allow cars to pass	10
Pavement is narrow, moderate volume of traffic	15
Pavement is narrow, high volume of traffic	20
Pavement is too narrow, to provide bicycle lane, traffic and parking demand are heavy	25

_____ (25) Pedestrian

_____ (25) **Pathway**:

High parking demand on shoulder, low traffic volume, sidewalk/pathway currently available on one side	0
High parking demand on shoulder, high traffic volume, sidewalk pathway available on one side	5
Moderate parking demand on shoulder, low traffic volume, no existing sidewalk/pathway available	10
Low parking demand on shoulder, high traffic volume, low turning movements, no existing sidewalk/pathway	15
Low parking demand on shoulder, high traffic volume, high turning movements, no existing facilities	20
Ability to prohibit or no parking demand on shoulder, high traffic volume/turning movements, no existing facilities	25

_____ (25) **Sidewalk**:

Sidewalk separated pathway available, low traffic volume	0
Wide paved shoulder or pathway both sides, low traffic volume	5
Wide gravel/dirt shoulder four to eight feet wide one side, moderate traffic volume	10

SAFETY (Continued)

Sidewalk: (Continued)

Paved shoulder one to four feet wide present both sides, moderate traffic volume	15
No shoulder present on one side (must walk in vehicle lane), one to four feet other side, high traffic volume	20
No shoulder either side (must walk in vehicle lane), high traffic volume	25

_____ (25) **Crosswalk**:

Low pedestrian/traffic volume	0
Moderate pedestrian/traffic volume	10
Vulnerable population in proximity, moderate pedestrian/traffic volume	20
Vulnerable population in proximity, high pedestrian/ traffic volume; high number of ped. accidents	25

_____ (25) Roadway: *(Note: Rater can substitute documented accidents along proposed project for relative ranking in this category).*

Roadway meets design standards (site distance, curves, travel lane widths, shoulders, etc.); saturated development (95 to 100% developed) feeding roadway	0
Roadway meets design standards; surrounding property mostly developed (50 to 95% developed)	5
Certain areas of the roadway below design standards, surrounding property mostly developed	10
Overall roadway is below design standards; surrounding property has significant undeveloped parcels with developable property (25 to 50% developed)	15
Certain areas of the roadway are potentially hazardous and substandard; surrounding property has significant undeveloped parcels	20
Overall roadway is potentially hazardous and substandard; high current or anticipated development (0 to 25% developed) will feed roadway	25

SAFETY (Continued)

_____ (25) Traffic Signal:

Accident Rate for Intersection

Not rated	0
0.25 accidents - 0.75 accidents/MEV	5
0.75-1.0 accidents/MEV	10
1.0 - 1.5 accidents/MEV	15
1.5 - 2.0 accidents/MEV	20
Greater than 2 accidents/MEV	25

_____ (25) Transit/HOV:

Not on an existing transit route, low need	0
Identified Transit route, high pedestrian/traffic volumes	25

_____ (15) 3. What is the degree of improvement proposed by the project compared to the existing condition(s). To determine, *After condition - Before condition = Number of points*; calculate total for all proposed project modes.

_____ (15) Bicycle:

No bike facilities available	0
Class III - no dedicated lane, but widened shoulder	5
Class II - on street, striped bike lane (5 feet wide)	10
Class I - separated trail	15

_____ (15) Pedestrian:

No pedestrian facilities available	0
Gravel shoulder (4 foot minimum)	5
Paved shoulder (4 foot minimum)	10
Sidewalk	12
Separated Trail	15

_____ (15) Crosswalk:

Unmarked crossing	0
Illuminated crossing/median island and warning signs	5
Traffic signal	10
Grade separation (under/overpass)	15

_____ (15) Roadway:

No existing roadway	0
Gravel/dirt roadway; no storm drainage	5
Existing paved roadway	10
Minimum roadway per zoning code	15

SAFETY (Continued)

_____ (15) Traffic Signal:

Stop sign controlled	0
No separate turn phases	5
Protected/permissive turns	10
Protected turns only	15

_____ (15) Transit/HOV:

No transit facilities available	0
Increases safety for transit	15

_____ (10) 4. Does the proposed project maintain or enhance the safety of the following modes?

	Positive impact enhances (2.5)	No impact neutral (1)	Negative Impact inhibits/reduces (0)	Total
Bicycle	_____	_____	_____	_____
Pedestrian	_____	_____	_____	_____
Vehicular	_____	_____	_____	_____
Transit/HOV	_____	_____	_____	_____

_____ (25) 5. Does the proposed project provide access for a vulnerable population (i.e. park, elementary school, mobility challenged, wheelchairs, retirement homes, hospital, Boys & Girls Club, Senior Center)?

No surrounding facilities will access	0
Facility within 8 to 15 blocks (½ to 1 mile)	5
Facility within 4 to 8 blocks (¼ to ½ mile)	10
Facility within 4 blocks (¼ mile)	15
One facility accessed directly	20
More than one facility accessed directly	25

_____ (15) 6. Does the proposed project maintain or enhance the emergency vehicle network?

Inhibits/reduces	0
Maintains or neutral	8
Enhances	15

SAFETY (Continued)

_____ VALUE SCORE
(100 max)

x .20 VALUE WEIGHT

_____ VALUE TOTAL

STEIGER\98TPE.DOC:RTS\ln

Parks
Project Criteria

CRITERIA FOR RANKING PARKS CIP PROJECTS

	Criteria	None 0 Points	Low 1 Point	Moderate 2 Points	High 3 Points
1	Responds to an Urgent Need or Opportunity, Conforms to Legal, Contractual or Government Mandate	• No need or urgency	• Suspected need with no substantiation	• Suspected need based upon visual inspection, public comment • Suspected threat of development	• Report or other documentation has been prepared • Confirmed threat of development • Fills important gap in park system • Significant public comment–survey, petition, public hearing • Legal, contractual, gov't mandate
2	Health and Safety Issues	• No known issues	• Suspected health or safety issue with no substantiation	• Suspected need based upon visual inspection, or public comment • visible deterioration	• Documented evidence of unsanitary condition, health and safety code violations, injury
3	Fiscal Values	• Leveraging of funds through partnerships, grants, bonds or volunteers is unlikely	• Leveraging of funds somewhat likely through partnerships, grants, bonds and volunteers	• Leveraging of at *least* 1/2 project funding available from other sources;	• Leveraging of *more* than 50 percent of project costs from other sources
4	Conforms to Park Open Space Plan or Other Adopted Plan	• Not in any plan document	• N/A	• Identified in Comprehensive or Functional plan	• Helps meet level of service objectives
5	Feasibility, including Public Support and Project Readiness	• Project simply an idea • No public input • No other supporting information	• Some public involvement such as letters, workshops • Professional report	• Schematic or conceptual level approval • Property identified • High public support • Completed appraisal	• Construction documents complete • Option or right of first refusal, willing seller
6	Implications of Deferring Project	• No impact • No imminent threat of development;	• Temporary repair measures available without significant liability or added future cost • Indications of possible development • Program quality limited or reduced	• Evidence of possible structural failure • Confirmed private development sale possible • Program participation limited or reduced	• Imminent possible structural failure, facility closure, or other similar factor • Program cancellation • Unable to meet level of service • Imminent sale for private development

7	Benefits to Other New Capital Projects or an existing Park/ Facility/Service, or Service Delivery	• No association with or impacts to other projects	• Minimal benefit to existing or other projects	• Moderate benefit such as relieving overuse at another facility • Corrects minor problem at adjacent facility	• Significant benefit such as providing added capacity to a facility • Corrects major problem at adjoining facility
8	Number of City Residents Served	• No residents served	• Only one neighborhood served	• More than one City neighborhood served	• Project will serve a City-wide population
9	Maintenance and Operations Impact	• Requires substantial new M & O, no current budgetary commitment	• Resources/capacity available without additional budget commitment • Requires new resources which are available or likely available in budget	• Has minimal or no impact on existing M & O resources • Resources already allocated or planned for project in budget • M & O requirements absorbed with existing resources	• Substantial reduction in M&O.
10	Geographic Distribution	• Duplicates service, significant number of resources available in area, level of service overlap	• Adequate number of Parks are nearby, minimal level of service overlap	• Parks nearby, no level of service overlap, and gaps in service identified	• Underserved area. No facilities within service area.

City of Kirkland
Revised Preliminary 2011-2016 Capital Improvement Program

TRANSPORTATION PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-2016 Total	Funding Sources: Current Revenue	Reserve	Debt	External Source
ST 0006*	Annual Street Preservation Program		2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	15,000,000	12,424,000	2,576,000		
ST 0006 001	***Annual Street Presrvtn Prog.-One-Time Capital Purchase***		***500,000***						***500,000***		***500,000***		
ST 0006 002	***Annual Street Preservation Program-One-Time Project***			***1,122,000***					***1,122,000***				***1,122,000***
ST 0080	Annual Striping Program		250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	1,500,000			
ST 8888*	Annual Concurrency Street Improvements			450,000	800,000	800,000	800,000	800,000	3,650,000	3,650,000			
ST 9999*	Regional Inter-Agency Coordination		40,000	40,000	40,000	40,000	40,000	40,000	240,000	240,000			
NM 0012	Crosswalk Upgrade Program		70,000		70,000		70,000		210,000	210,000			
NM 0057	Annual Sidewalk Maintenance Program		200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	1,200,000			
NM 0066	12th Avenue Sidewalk	370,000	102,000						102,000	-	102,000		
NM 0067	Elementary School Walk Route Enhancements	400,000	798,000						798,000	267,000	233,000		298,000
NM 8888*	Annual Non-Motorized Program				950,000	1,000,000	1,000,000	1,000,000	3,950,000	3,950,000			-
TR 0065+	6th Street/Kirkland Way Traffic Signal			200,000	364,000				564,000	-			564,000
TR 0078*	NE 85th St/132nd Ave NE Intersection Imprv (Phase I)	2,089,400		475,000					475,000	475,000			
TR 0080*	NE 85th St/124th Ave NE Intersection Improvements	1,543,300		144,000					144,000	144,000			
TR 0082+	Central Way/Park Place Center Traffic Signal							200,000	200,000				200,000
TR 0090+	Lake Washington Blvd/NE 38th Place Intersection Imp							500,000	500,000				500,000
TR 0100*	6th Street/Central Way Intersection Improvements	1,050,000	1,072,000						1,072,000				1,072,000
TR 0102	Growth & Transportation Efficiency Cntr (GTEC) Enh.	300,000	443,000						443,000				443,000
TR 0103	***Central Way/4th Street Intersection Improvements***			***31,000***					***31,000***				***31,000***
TR 0104	***6th Street/4th Ave Intersection Improvements***			***200,000***	***380,000***				***580,000***				***580,000***
TR 0108	***NE 85th Street/124th Ave NE Intersection Improvements***							***889,000***	***889,000***				***889,000***
TR 0111	***Kirkland ITS Implementation Phase I***		2,043,000						***2,043,000***				***1,800,000***
TR 0112	***Downtown Pedestrian Safety Improvements - Central Way***		16,000						***16,000***				***16,000***
TR 8888*	Annual Concurrency Traffic Improvements				140,000	140,000	140,000	140,000	560,000	560,000			
Total Funded Transportation Projects		**5,752,700**	**8,034,000**	**5,612,000**	**5,694,000**	**4,930,000**	**5,000,000**	**6,519,000**	**35,789,000**	**24,620,000**	**3,411,000**	**0**	**7,515,000**

Notes
* = Modification in timing and/or cost (see Project Modification Schedule for greater detail)
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^ = Annual Program Project Candidates
Shaded year(s) = Previous timing
Bold italics = New projects

City of Kirkland
Revised Preliminary 2011-2016 Capital Improvement Program

TRANSPORTATION PROJECTS

Unfunded Projects:

Project Number	Project Title	Total
ST 0055	98th Avenue NE Bridge Replacement	10,196,000
ST 0056	132nd Avenue NE Roadway Improvements	25,170,000
ST 0057 001^	***NE 120th Street Roadway Extension (East Section)***	***4,659,000***
ST 0059^	124th Ave NE Roadway Improvements (North Section)	10,000,000
ST 0060	118th Avenue NE Roadway Extension	6,440,000
ST 0061	119th Avenue NE Roadway Extension	5,640,000
ST 0062	NE 130th Street Roadway Extension	10,000,000
ST 0063^	120th Avenue NE Roadway Improvements	8,988,500
ST 0064	124th Ave NE Roadway Widening Imprv (So. Sect'n)	30,349,000
ST 0070	120th Ave NE/Totem Lake Plaza Roadway Imprvmnts	3,000,000
ST 0072	NE 120th St Roadway Improvements (West Section)	5,870,000
ST 0073	120th Avenue NE Roadway Extension	16,392,000
ST 0077	NE 132nd St Rdwy Imprv.-Phase I (West Section)	1,348,000
ST 0078	NE 132nd St Rdwy Imprv-Phase II (Mid Section)	316,000
ST 0079	NE 132nd St Rdwy Imprv-Phase III (East Section)	1,119,000
NM 0001	116th Ave NE (So. Sect.) Non-Motorz'd Facil-Phase II	6,028,700
NM 0007	NE 52nd Street Sidewalk	1,068,600
NM 0024	Cross Kirkland Trail	6,107,400
NM 0026	NE 90th Street Sidewalk (Phase II)	2,584,200
NM 0030	NE 90th Street/I-405 Pedestrian/Bicycle Overpass	3,740,700
NM 0031	Crestwoods Park/BNSFR Ped/Bike Facility	2,505,000
NM 0032^	93rd Avenue Sidewalk	1,047,900
NM 0034 001	***NE 100th St. at Spinney Homestead Park Sidewalk Ph. II***	***430,000***
NM 0036^	NE 100th Street Bikelane	1,644,300
NM 0037	130th Avenue NE Sidewalk	833,600
NM 0041	Forbes Valley Pedestrian Facility	1,996,600
NM 0043^	NE 126th St Nonmotorized Facilities	4,277,200
NM 0045	NE 95th Street Sidewalk (Highlands)	571,500
NM 0046^	18th Avenue SW Sidewalk	2,255,000
NM 0047	116th Avenue NE Sidewalk (South Rose Hill)	422,100
NM 0048	NE 60th Street Sidewalk	4,979,800
NM 0049^	112th Ave NE Sidewalk	527,600
NM 0050^	NE 80th Street Sidewalk	859,700
NM 0053^	NE 112th Street Sidewalk	573,100
NM 0054^	13th Avenue Sidewalk	446,700
NM 0055^	122nd Ave NE Sidewalk	866,700
NM 0056	NE 90th Street Sidewalk (Phase I)	1,165,700
NM 0058	111th Avenue Non-Motorized/Emergency Access Connection	2,000,000
NM 0059^	6th Street Sidewalk	414,600
NM 0061	NE 104th Street Sidewalk	1,763,500
NM 0062	19th Avenue Sidewalk	814,200
NM 0063	Kirkland Way Sidewalk	414,500
NM 0064 001	***Park Lane Pedestrian Corridor Enhancements Phase II***	***1,300,000***
NM 0068	***104th Av NE/NE 68th St Lkvw Schl. Wlk. Rt. Enhncmnts***	***359,000***
NM 0069	***100th Ave NE Bicycle Lanes***	***185,000***
TR 0056	NE 85th Street HOV Queue Bypass	841,000
TR 0057	NE 124th Street HOV Queue Bypass	1,722,000
TR 0067	Kirkland Way/BNSFR Abutment/Intersection Imprv	6,917,000
TR 0068	Lake Washington Boulevard HOV Queue Bypass	6,580,000
TR 0072	NE 116th Street Eastbound HOV Queue Bypass	7,337,000
TR 0073	NE 70th Street Eastbound HOV Queue Bypass	1,702,000
TR 0074	NE 85th Street Westbound HOV Queue Bypass	1,775,000
TR 0075	NE 124th Street Westbound HOV Queue Bypass	1,275,000
TR 0083^	100th Ave NE/NE 132nd Street Intersection Improvement	2,991,000
TR 0084	100th Ave NE/NE 124th St Intersection Improvements	2,230,000
TR 0086^	NE 70th St/132nd Ave NE Intersection Improvements	4,590,600
TR 0088^	NE 85th St/120th Ave NE Intersection Improvements	5,272,300
TR 0089	NE 85th St/132nd Ave NE Intersection Imp (Phase II)	1,825,700
TR 0091^	NE 124th St/124th Ave NE Intersection Improvements	3,503,300
TR 0092	NE 116th St/124th Ave NE N-bound Dual Lft Turn Lanes	1,717,000
TR 0093	NE 132nd St/Juanita H.S. Access Rd Intersect'n Imp	916,000
TR 0094	NE 132nd St/108th Avenue NE Intersect'n Imp	618,000
TR 0095	NE 132nd St/Fire Stn Access Dr Intersect'n Imp	366,000
TR 0096	NE 132nd St/124th Ave NE Intersect'n Imp	5,713,000
TR 0097	NE 132nd St/132nd Ave NE Intersect'n Imp	889,000
TR 0098	NE 132nd St/ 116th Way NE (I-405) Intersect'n Imp	300,000
TR 0099	***120th Ave/Totem Lake Way Intersection Improvements***	***2,845,500***
TR 0105	***Central Way/5th Street Intersection Improvements***	***564,000***
TR 0106	***6th Street/7th Avenue Intersection Improvements***	***89,400***
TR 0107	***Market Street/15th Avenue Intersection Improvements***	***564,000***
TR 0109	***Totem Lake Plaza/Totem Lake Blvd Intersection Imprv.***	***1,500,000***
TR 0110	***Totem Lake Plaza/120th Ave NE Intersection Imprv.***	***1,500,000***
TR 0111 001	***Kirkland ITS Implementation Phase II***	***4,100,000***
Subtotal Unfunded Transportation Projects		**261,914,200**
Funding Available from Annual Programs for Candidate Projects		***8,160,000***
Net Unfunded Transportation Projects		**253,754,200**

Prior Year(s) Funding (Budget to Actuals):

Project Number	Project Title	Budget	Actual	Balance
NM 0066	12th Avenue Sidewalk	370,000	7,910	362,090
NM 0067	Elementary School Walk Route Enhancements	400,000	594	399,406
TR 0078*	NE 85th St/132nd Ave NE Intersection Imprv (Phase I)	2,089,400	373,418	1,715,982
TR 0080*	NE 85th St/124th Ave NE Intersection Improvements	1,543,300	260,049	1,283,251
TR 0100*	6th Street/Central Way Intersection Improvements	1,050,000	14,830	1,035,170
TR 0102	Growth & Transportation Efficiency Cntr (GTEC) Enh.	300,000	0	300,000
Total Prior Year(s) Funding (Budget to Actuals):		**5,752,700**	**656,801**	**5,095,899**

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^ = Annual Program Project Candidates
Shaded year(s) = Previous timing
Bold italics = New projects

City of Kirkland
Revised Preliminary 2011-2016 Capital Improvement Program

SURFACE WATER MANAGEMENT UTILITY PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-2016 Total	Funding Source: Current Revenue	Reserve	Debt	External Source
SD 0047	Annual Replacement of Aging/Failing Infrastructure		200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	1,200,000			
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh.	232,200			733,700				733,700	689,700			44,000
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls	260,200		101,000	570,700	184,200			855,900	855,900			
SD 0058	Surface Water Sediment Pond Reclamation Phase II			115,400	603,200	114,200			832,800	832,800			
SD 0059+	Totem Lake Boulevard Flood Control Measures		117,000						117,000	0			117,000
SD 0067	NE 129th Place/Juanita Creek Rockery Repair			115,500	223,300				338,800	338,800			
SD 8888*	Annual Streambank Stabilization Program			57,700		165,800	300,000	311,900	835,400	835,400			
SD 9999*	Annual Storm Drain Replacement Program			922,600		923,800	474,000	350,000	2,670,400	2,670,400			
Total Funded Surface Water Management Utility Projects		**492,400**	**317,000**	**1,512,200**	**2,330,900**	**1,588,000**	**974,000**	**861,900**	**7,584,000**	**7,423,000**	**0**	**0**	**161,000**

Unfunded Projects:

Project Number	Project Title	Total
SD 0045^	Carillon Woods Erosion Control Measures	549,600
SD 0046#	Regional Detention in Forbes and Juanita Creek Basins	2,810,200
SD 0048*	Cochran Springs / Lake Washington Blvd Crossing Enh	1,637,100
SD 0049#	Forbes Creek/108th Avenue NE Fish Passage Improvement	332,900
SD 0050#	NE 95th Street/126th Avenue NE Flood Control Measure	55,900
SD 0052^	Forbes Creek/Slater Avenue Embankment Stabilizatior	139,700
SD 0054#	Forbes Creek/BNSFRR Fish Passage Improvements	424,200
SD 0055	Forbes Creek / 98th Avenue NE Riparian Plantings	75,500
SD 0056^	Forbes Creek Ponds Fish Passage/Riparian Plantings	213,000
SD 0061^	Everest Park Stream Channel/Riparian Enhancments	1,095,500
SD 0062^	Stream Flood Control Measures at Kirkland Post Office	345,400
SD 0063^	Everest Creek-Slater Avenue at Alexander Street	830,300
SD 0068	128th Ave NE/NE 60th Street To NE 64th St Drainage Imp.	270,300
SD 0070	Juanita Creek Watershed Enhancement Study	50,000
SD 0537	Streambank Stabilization Program – NE 86th Street	640,200
Subtotal Unfunded Surface Water Management Utility Projects		**9,469,800**
Funding Available from Annual Programs for Candidate Projects		***3,505,800***
Net Unfunded Surface Water Management Utility Projects		**5,964,000**

Project Number	Project Title	Budget	Actual	Balance
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh	232,200	88,092	144,108
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls	260,200	84,147	176,053
Total Prior Year(s) Funding (Budget to Actuals):		**492,400**	**172,239**	**320,161**

Notes

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^ = Annual Streambank Stabilization Program Project Candidates
# = Annual Storm Drain Replacement Program Project Candidates
Shaded year(s) = Previous timing
Bold italics = New projects

City of Kirkland
Revised Preliminary 2011-2016 Capital Improvement Program

WATER/SEWER UTILITY PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-16 Total	Funding Source: Current Revenue	Reserve	Debt	External Source
WA 0063+	Supply Station #3 Replacement/Transmission Main Addition			141,000					141,000	93,100			47,900
WA 0090	Emergency Sewer Pgm Watermain Replacement Pgm		50,000		50,000		50,000		150,000	150,000			
WA 0102+	104th Ave NE Watermain Replacement					937,000			937,000	937,000			
WA 0116*	132nd Av NE/NE 80th St Watermn Replacement			251,000	798,500	1,265,300			2,314,800	2,314,800			
WA 0121+	NE 109th Ave/106th Court NE Watermain Replacement			371,300					371,300	371,300			
WA 8888*	Annual Watermain Replacement Program						500,000	500,000	1,000,000	1,000,000			
WA 9999*	Annual Water Pump Station/System Upgrade Pgm						600,000	600,000	1,200,000	1,200,000			
SS 0056	Emergency Sewer Construction Program		1,400,000		1,400,000		1,400,000		4,200,000		4,200,000		
SS 0067*	NE 80th Street Sewermain Replacement (Phase II)			680,400	1,159,000	525,000			2,364,400	354,600		2,009,800	
SS 0076*	NE 80th Street Sewermain Replacement (Phase III)					334,600	1,627,500	1,879,700	3,841,800	576,300		3,265,500	
SS 8888*	Annual Sanitary Pipeline Replacement Program			886,000					886,000	886,000			
SS 9999*	Annual Sanitary Pump Station/System Upgrade Pgm			530,000					530,000	530,000			
Total Funded Water/Sewer Utility Projects		**0**	**1,450,000**	**2,859,700**	**3,407,500**	**3,061,900**	**4,177,500**	**2,979,700**	**17,936,300**	**8,413,100**	**4,200,000**	**5,275,300**	**47,900**

WATER/SEWER UTILITY PROJECTS

Unfunded Projects:

Project Number	Project Title	Total
WA 0052	108th Avenue NE Watermain Replacement	1,584,000
WA 0057	116th Avenue NE Watermain Replacement	2,731,000
WA 0067#	North Reservoir Pump Replacement	611,000
WA 0096	NE 83rd Street Watermain Replacement	450,000
WA 0097*	NE 80th Street Watermain Replacement (Phase III)	1,201,000
WA 0098	126th Ave NE/NE 83rd & 84th St/128th Ave NE Watermain Replcmnt	1,197,000
WA 0103^	NE 113th Place/106th Ave NE Watermain Replacement	841,000
WA 0104	111th Ave NE/NE 62nd St-NE 64th St Watermain Replcmnt	1,493,000
WA 0108	109th Ave NE/NE 58th St Watermain Replacement	504,000
WA 0109	112th Ave NE Watermain Replacement	1,179,000
WA 0111	NE 45th St And 110th/111th Ave NE Watermain Replcmnt	1,303,000
WA 0113	116th Ave NE/NE 70th-NE 80th St Watermain Replcmnt	2,858,000
WA 0118^	112th -114th Avenue NE/NE 67th-68th Street Watermain Replacement	3,360,100
WA 0119	109th Ave NE/111th Way NE Watermain Replacement	2,304,000
WA 0120^	111th Avenue Watermain Replacement	182,000
WA 0122	116th Avenue NE/NE 100th Street Watermain Replacement	1,506,000
WA 0123	NE 91st Street Watermain Replacement	453,000
WA 0124^	NE 97th Street Watermain Replacement	685,000
WA 0126#	North Reservoir Outlet Meter Addition	72,300
WA 0127#	650 Booster Pump Station	1,603,000
WA 0128	106th Ave NE-110th Ave NE/NE 116th St-NE 120th St Watermain Replcmnt	2,305,000
WA 0129	South Reservoir Recoating	981,000
WA 0130^	11th Place Watermain Replacement	339,000
WA 0131#	Supply Station #1 Improvements	61,500
WA 0132	7th Avenue/Central Avenue Watermain Replacement	907,000
WA 0133	Kirkland Avenue Watermain Replacement	446,000
WA 0134	5th Avenue S/8th Street S Watermain Replacement	1,420,000
WA 0135	NE 75th Street Watermain Replacement	711,000
WA 0136^	NE 74th Street Watermain Replacement	193,000
WA 0137^	NE 73rd Street Watermain Replacement	660,000
WA 0138	NE 72nd St/130th Ave NE Watermain Replacement	1,476,000
WA 0139	6th Street S Watermain Replacement	584,000
WA 0140*	NE 80th Street Watermain Replacement (Phase II)	2,863,000
SS 0051	6th Street South Sewermain Replacement	804,000
SS 0052	108th Avenue NE Sewermain Replacement	5,110,000
SS 0062^	NE 108th Street Sewermain Replacement/Rehabilitation	4,405,000
SS 0063^	NE 53rd Street Sewermain Replacement	723,000
SS 0064^	7th Avenue South Sewermain Replacement	804,000
SS 0068	124th Avenue NE Sewermain Replacement	1,315,000
SS 0069	1st Street Sewermain Replacement	3,945,000
SS 0070	5th Street Sewermain Replacement	1,354,000
SS 0071	6th Street Sewermain Replacement	308,000
SS 0072	Kirkland Avenue Sewermain Replacement	1,980,000
SS 0073#	Rose Point Sewer Lift Station Replacement	1,811,000
SS 0077	West Of Market Sewermain Replacement	21,681,000
Subtotal Unfunded Water/Sewer Utility Projects		**83,303,900**
Funding Available from Annual Programs for Candidate Projects		***3,616,000***
Net Unfunded Water/Sewer Utility Projects		**79,687,900**

Notes

***** = Modification in timing and/or cost (see Project Modification Schedule for greater detail)
+ = Moved from unfunded status to funded status
" = Moved from funded status to unfunded status
^ = Annual Watermain or Sanitary Pipeline Replacement Program Project Candidates
# = Annual Pump Station/System Upgrade Program Project Candidates
Shaded year(s) = Previous timing
Bold italics = New projects

City of Kirkland
Revised Preliminary 2011-2016 Capital Improvement Program

PARK PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-2016 Total	Funding Source: Current Revenue	Reserve	Debt	External Source
PK 0049	Open Space and Pk Land Acq Grant Match Program		100,000						100,000		100,000		
PK 0066*	Park Play Area Enhancements		50,000	50,000	50,000		50,000	50,000	250,000	250,000			
PK 0087*	Waverly Beach Park Renovation	75,000	508,000	162,000					670,000	670,000			
PK 0113*	Spinney Homestead Park Renovation		62,000	338,000					400,000	400,000			
PK 0115*	Terrace Park Renovation				62,000	338,000			400,000	400,000			
PK 0119*	Juanita Beach Park Development	2,700,000		18,000	1,043,000				1,061,000	561,000			500,000
PK 0121	Green Kirkland Forest Restoration Program		50,000	50,000	50,000	50,000	50,000	50,000	300,000	300,000			
PK 0124*	Snyder's Corner Park Site Development			75,000	13,000	355,000			443,000	443,000			
PK 0131	Park and Open Space Acquisition Program	1,071,000	118,000	118,000	118,000	118,000			472,000				472,000
PK 0132	***General Park Renovation Program***						***669,000***	***696,000***	***1,365,000***	***1,365,000***			
Total Funded Park Projects		**3,846,000**	**888,000**	**811,000**	**1,336,000**	**861,000**	**769,000**	**796,000**	**5,461,000**	**4,389,000**	**100,000**	**0**	**972,000**

Unfunded Projects:

Project Number	Project Title	Total
PK 0078 600''	A.G. Bell Elementary Playfields Improvements	200,000
PK 0078 800''	International Comm. School Playfield Improvements	300,000
PK 0086	Totem Lake Neighborhood Park Acquisition & Development	2,500,000
PK 0095 100	Heritage Park Development - Phase III & IV	2,500,000
PK 0096	Ohde Avenue Park Development	250,000
PK 0097	Reservoir Park Renovation	500,000
PK 0099	N. Juanita (East) Neighborhood Park Acquisition/Development	2,500,000
PK 0100	N. Juanita (West) Neighborhood Park Acquisition/Development	2,500,000
PK 0101	N. Rose Hill Neighborhood Park Acquisition/Development (North)	2,500,000
PK 0102	N. Rose Hill Neighborhood Park Acquisition/Development (Central)	2,500,000
PK 0103	Market Neighborhood Park Acquisition/Development	3,500,000
PK 0108	McAuliffe Park Development	7,000,000
PK 0114	Mark Twain Park Renovation	750,000
PK 0116	Lee Johnson Field Artificial Turf Installation	1,500,000
PK 0117	Lake Avenue West Street End Park Enhancement	100,000
PK 0122 100	Community Recreation Facility Construction	42,000,000
PK 0125*''	Dock Renovations	250,000
PK 0126	Watershed Park Master Planning & Park Development	1,100,000
PK 0127	Kiwanis Park Master Planning & Park Development	1,100,000
PK 0128	Yarrow Bay Wetlands Master Planning & Park Development	1,600,000
PK 0129	Heronfield Wetlands Master Planning & Development	1,600,000
Total Unfunded Park Projects		**76,750,000**

Prior Year(s) Funding (Budget to Actuals):

Project Number	Project Title	Budget	Actual	Balance
PK 0087*	Waverly Beach Park Renovation	75,000	0	75,000
PK 0119*	Juanita Beach Park Development	2,700,000	754,137	1,945,863
PK 0131	Park and Open Space Acquisition Program	1,071,000	508,607	562,393
Total Prior Year(s) Funding (Budget to Actuals):		**3,846,000**	**1,262,744**	**2,583,256**

Notes
* = Modification in timing and/or cost (see Project Modification Schedule for greater detail)
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City of Kirkland
Revised Preliminary 2011-2016 Capital Improvement Program

PUBLIC SAFETY PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-2016 Total	Funding Source: Current Revenue	Reserve/ Prior Year	Debt	External Source
PS 0062*	Defibrillator Unit Replacement		253,900						253,900	213,280			40,600
PS 0065*+	Disaster Response Portable Generators		150,000						150,000				150,000
PS 0066	Thermal Imaging Cameras Replacement			133,000					133,000	98,420			34,600
PS 0067*	Dive Rescue Equipment Replacement				58,900				58,900	43,600			15,300
PS 0071*	Self Contained Breathing Apparatus (SCBA)					305,500	316,100		621,600	460,000			161,600
Total Funded Public Safety Projects		**0**	**403,900**	**133,000**	**58,900**	**305,500**	**316,100**	**0**	**1,217,400**	**815,300**	**0**	**0**	**402,100**

Unfunded Projects:

Project Number	Project Title	Total
PS 0068''	Local Emergency/Public Communication AM Radio	119,100
Total Unfunded Public Safety Projects		**119,100**

Notes
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City of Kirkland
Revised Preliminary 2011-16 Capital Improvement Program

GENERAL GOVERNMENT PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-2016 Total	Funding Source: Current Revenue	Reserve/ Prior Year	Debt	External Source
TECHNOLOGY													
GG 0006 100*	Geographic Information Systems		150,000	212,200	294,600	327,100	304,100	291,000	1,579,000	1,579,000			
GG 0006 160*	Finance and HR System Modules		121,100	119,000	135,600	153,000	171,600	191,200	891,500	891,500			
GG 0006 205	***Municipal Court Technology Projects***		***25,000***	***25,000***					***50,000***	***50,000***			
GG 0006 300*	Local and Wide Area Networks		253,100	723,300	654,900	277,500	440,400	667,800	3,017,000	3,017,000			
GG 0006 301*	Disaster Recovery System Improvement	150,000			64,300	166,300			230,600	230,600			
GG 0006 702*+	Maintenance Management System Upgrade			250,000					250,000	89,400	160,600		
FACILITIES													
GG 0008*	Electrical, Energy Management & Lighting Systems			54,400	24,500	38,000	64,700	16,700	198,300		198,300		
GG 0009*	Mechanical/HVAC Systems Replacements		40,000	6,800	23,100	151,400	15,000	18,500	254,800		254,800		
GG 0010*	Painting, Ceilings, Partition & Window Replacements		69,200	59,400	19,600	60,600	283,400	238,200	730,400		730,400		
GG 0011*	Roofing, Gutter, Siding and Deck Replacements				9,200	649,300	4,400	2,000	664,900		664,900		
GG 0012*	Flooring Replacements		39,300	27,100	16,000	64,500	50,500	22,600	220,000		220,000		
GG 0035	City Hall & Public Safety Expansion	10,342,000	11,632,800	11,981,800					23,614,600			23,614,600	
CITYWIDE													
GG 0023*	Neighborhood Connection Program		100,000	100,000	100,000	100,000	100,000	100,000	600,000	600,000			
Total Funded General Government Projects		**10,492,000**	**12,430,500**	**13,559,000**	**1,341,800**	**1,987,700**	**1,434,100**	**1,548,000**	**32,301,100**	**6,457,500**	**2,229,000**	**23,614,600**	**0**

Unfunded Projects:

Project Number	Project Title	Total
GG 0006 125	Standard Reporting Tool	135,000
GG 0006 130	Customer Relationship Management System	414,000
GG 0006 203	Police CAD & RMS System Replacement	1,400,000
GG 0006 207	Police ProAct Unit NCIC Handheld Computers	52,000
GG 0006 302''	Help Desk Clientele System Replacement	75,000
GG 0006 401	Utility Billing/Cashiering System Replacement	491,700
GG 0006 402	Financial System Replacement	1,500,000
GG 0006 701	Fleet Management Systems Replacement	80,000
GG 0006 702''	Maintenance Management System Upgrade	250,000
GG 0006 801	Parks Work Order System	55,000
GG 0006 803''	Recreation Registration System Replacement	83,000
GG 0006 804	Wireless in the Parks Expansion	335,000
GG 0037 002	Maintenance Center Expansion - Phase 2	15,000,000
Total Unfunded General Government Projects		**19,870,700**

Prior Year(s) Funding (Budget to Actuals):

Project Number	Project Title	Budget	Actual	Balance
GG 0006 301	Disaster Recovery System Improvements	150,000	148,965	1,035
GG 0035	City Hall & Public Safety Expansion	10,342,000	25,807	10,316,193
Total Prior Year(s) Funding (Budget to Actuals):		**10,492,000**	**174,772**	**10,317,228**

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Director of Finance and Administration
Sri Krishnan, Financial Planning Manager

Date: September 9, 2010

Subject: Public Hearing on Revenue Sources for the 2011-2012 Budget

RECOMMENDATION:

City Council hold a public hearing on revenue sources for the 2011-2012 Budget.

BACKGROUND:

This is the first of three scheduled public hearings on the 2011-2012 budget (two of which are required by statute). This first public hearing addresses revenue sources. The second and third public hearings on the 2011-2012 Preliminary Budget are scheduled to be held on November 2 and 16.

General Fund Projections

The City Council began their discussion of the 2011-2012 Budget at their retreat on March 19-20, 2010. At that time, the forecast showed a projected 2011-12 General Fund budget gap between ongoing revenues and expenditures of $4.9 million ($1.8 million in 2011 and $3.1 million in 2012). The General Fund revenue projections have been updated to reflect current economic conditions, City departments submitted their basic budgets in August, and the first round of budget meetings with the City Manager's Office are complete. The updated projected shortfall in the 2011-2012 biennial General Fund budget is in the range of $6 to 7 million, about 5% of the General Fund biennial budget. This result is not unexpected in that part of the strategy for keeping the 2009-2010 budget in balance was the use of one-time actions, specifically the use of reserves and furloughs, in hopes that economic conditions would improve looking forward into 2011-12. These one-time measures allowed the City to make fewer reductions than would otherwise have been necessary and reflected the cooperative spirit of the City's labor unions and the prudent financial policies of the City Council that set funds aside in reserve against economic downturn. The initial projection assumes that the furloughs will not continue into 2011 and that there will be no further planned use of reserves.

In addition to these factors, the updated projections also reflect:

- Removal of the City's share of the Liquor Control Board Profits, assuming passage of one or both of the pending initiatives (a total of over $730,000 for the two year period). The Liquor Excise Taxes continue to be included based on the assumption that either the tax will be reinstated or the City will see an increase in sales taxes of a similar dollar amount.
- An increase in budgeted contract jail costs of about $600,000 for the two year period, recognizing current bed-day trends. While the Police Department has been successful at bringing down the cost per bed-day, the overall number of bed-days has increased significantly, resulting in growth in the overall budget. An issue paper detailing these trends will be included in the Preliminary Budget document.
- An increase in budgeted fire overtime (a total of over $800,000 for the two year period), reflecting current trends. An issue paper detailing these trends will be included in the Preliminary Budget document.

Unfortunately, while the economic situation has not continued to deteriorate, it has not significantly improved, meaning that we continue to have a shortfall between revenues and expenditures. As a result, the City Manager has asked each department to identify service level reductions or new revenues equivalent to 5% of the basic budget they submitted, as part of the strategy to present the City Council with a sustainable budget. The City is committed to working to identify strategies to preserve our skilled and dedicated staff to the extent possible, especially in light of the upcoming annexation, but reductions will be necessary to achieve a sustainable financial outlook.

Note that the annexation revenues and preliminary service package expenditures, which were presented to the City Council at the Study Session on July 20, were in balance and are not contributing to the shortfall. Some adjustments to those service packages will be necessary if the Liquor Control Board Profits are removed. The revised service packages will be brought forward as part of the Preliminary Budget document, along with a limited number of service packages which are under review by the City Manager's Office related to the existing City budget.

Revenue Assumptions

The initial 2011-2012 projection is based on the following revenue assumptions:

- **Reserves** - No use of reserves in 2011-2012,
- **Property Tax** - 1% optional increase each year and 1% annual growth in new construction property tax,
- **Sales Tax**
    - 5% increase in General Fund 2010 sales tax over 2009 actual results. The year-to-date total sales tax through August is 6.1% ahead of 2009, but the amount allocated to the CIP absorbs the remainder of the increase (see Attachment A – August Sales Tax Analysis),
    - No increase in sales tax in 2011, with 2011 equal to the 2010 projection reflecting the policy-based one-year lag,
    - A 3% increase in sales tax in 2012. Note that the available forecasts from King County and the Washington State Economic & Revenue Forecast Council project sales tax increases in the 5-9% per year range for 2011-2012. However, staff

recommends using the more conservative assumptions of 0% in 2011 and 3% in 2012,

- **Utility Tax** - 2-4% annual growth, reflecting current rate projections,
- **Business License** - 2010 projected revenues plus 2% annual growth are assumed in Revenue Generating Regulatory License fees,
- **Development-related revenues** are based on current activity levels, adjusted to include fees related to 4 Lake Washington School District projects (2 in the existing City and 2 in the annexation area),
- **Interest earnings** have been adjusted to reflect the continuing decline in interest earnings rates.

These assumptions and related revenue trend data since 2001 were reviewed with the Finance subcommittee at their August 30, 2010 meeting (see Attachment B). Note that the figures in the attachment include the Liquor Control Board Profits for trend analysis purposes and show the backfill of the loss of the Fire District #41 contract revenues with annexation area revenues.

Budget Process

As discussed at the August 4 Budget Study Session, the 2011-2012 budget will be especially challenging because we will be working to:

- Close the existing City budget gap,
- Gear up for annexation,
- Address fund changes due to changing regulations,
- Deal with economic uncertainties, potential state and regional cuts, and
- Consider establishing sinking fund reserves for on-going replacement of public safety equipment and information technology infrastructure as discussed in the Preliminary 2011-2016 CIP.

Upcoming, significant dates in the budget process include:

- September 28 – Finance Subcommittee review of budget issues
- October 12 – Special Finance Subcommittee meeting on review of budget issues
- October 21 – 2011-2012 Preliminary Budget provided to the City Council
- October 26 - Finance Subcommittee budget update
- October 28 – Special Budget Study Session (3-9 pm)
- November 2 – Additional budget study session and public hearing
- November 8 – Additional budget study session
- November 16 – Public hearing on the Preliminary 2011-12 Budget and preliminary 2011 property tax levy
- December 7 (tentative) – Adoption of 2011-16 CIP, 2011-2012 Budget, and final 2011 property tax levy

Attachment A

CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Director of Finance & Administration
Neil Kruse, Senior Financial Analyst

Date: August 24, 2010

Subject: August Sales Tax Revenue Analysis

Continuing a five-month streak, **August** revenue is **up 4.1 percent** compared to August 2009. However, as was the case last month, a relatively large field collection this month skews the comparison; factoring out this one-time event changes the increase to only 1.8 percent. Sales tax revenue received this month is for activity in June. **Year-to-date** revenue performance is **up 6.1 percent** compared to the same period last year, but field recoveries have significantly contributed to gains this year. The normalized increase drops a full percentage point to 5.1 percent ahead of last year when they are taken into consideration.

Comparing August 2010 performance to August 2009, the following business sector trends are noteworthy:

- **Auto/gas retail** sales remained positive, up 15.8 percent (about $34,000). However, the monthly gains ranged from 33.9 to 38.3 percent over the last three months, so activity slowed this month. National sales were similarly impacted. This month's receipts reflect sales activity in June; national automobile sales in July rebounded somewhat, which will hopefully show up in local activity next month. Once again, all major dealerships continue to experience positive performance.
- The **services** sector is up 17.2 percent (almost $25,000) primarily due to the impact from streamlined sales tax sourcing rule changes and also due to a significant improvement to the accommodations sector, which is up 28.2 percent over the same month last year.
- **Other retail** moved out of the negative column and is up 9.2 percent (over $12,000) primarily due to the opening of a new grocery retailer, gains from internet and catalog retail sales, as well as the reclassification of one retailer from the general merchandise sector.
- Field recoveries kept the **contracting** sector on the positive side, up 5.5 percent (almost $9,000). However, the sector is down 5.3 percent after normalizing for the one-time adjustment.
- **Wholesale** is up 17.8 percent (over $8,000). This sector has benefitted from the streamlined sales tax sourcing rules, as well as what appears to be some development-related activity.
- The **miscellaneous** sector performance is flat compared to the same month last year, up 0.1 percent.
- The **communications** sector is down 6.9 percent (about $2,500) due to normal variability in telecommunication services.
- **Retail eating/drinking** sector remains in the red for the second month, after experiencing positive trends for several previous months. The sector is down 9.9 percent (over $10,000) compared to last August. Since receipts are based on June activity, unusually poor weather may have contributed to this sector's performance for the month.
- The **general merchandise/miscellaneous retail** sector is down 18.4 percent (almost $31,000). This sector has been significantly impact by the streamlined sales tax sourcing rule, in addition to the reclassification of one significant business to a different sector. The sector remains the largest drag on sales tax revenue performance.

Year-to Date Business sector review:

- Retail sectors are collectively up 4.3 percent compared to the same period last year due to the improvement in auto/gas retail and other retail and despite declines in general merchandise/ miscellaneous retail and retail eating/drinking.
    - The **auto/gas retail** sector is **up 21.8 percent** compared to the same period last year. As mentioned in the monthly analysis, the gain this month was less than the three previous months, which follows national trends. National sales picked up in July, which hopefully will be reflected next month. In any case, all major dealerships continue to perform strongly compared to last year.
    - **Other retail is up 6.5 percent** compared to the same period last year due to electronics, furniture, health care, and internet retailers. The opening of the new grocery store in June will benefit this sector as the year progresses.
    - The **general merchandise/miscellaneous retail** sector is **down 12.8 percent** compared to the same period last year. The factors remain the same: disappointing performance by key retailers, the reclassification of one significant retailer, and the impact of the streamlined sales tax sourcing rule change. This sector continues to be the largest drain on revenue performance.
    - The **retail eating/drinking** sector is **down 6.3 percent** compared to the same period last year due to the closure of several restaurants, as well as unseasonably cool and damp weather in June.
- **Wholesale** is **up 40.9 percent** compared to the same period last year. The change in the streamlined sales tax sourcing rule change is benefitting this sector and there are signs of increased development activity.
- The **services** sector is **up 12.3 percent** compared to the same period last year, largely due to software, publishing and temporary agency services, all possibly impacted by streamlined sales tax rule changes. The accommodations sector continues to improve, up 12.1 percent compared to the same period last year.
- The **miscellaneous** sector is **up 5.1 percent** compared to the same period last year due to manufacturing (most likely due to changes in streamlined sales tax sourcing) and the one-time field recovery received last month and despite declines in Finance and Real Estate.
- The **contracting** sector performance remains positive, **up 1.0 percent** year, but only due to the previously mentioned field recovery. Factoring out this one-time event takes this sector into the red, down 0.6 percent. While improved from last year, this sector is 45 percent behind the same period in 2007 (about $930,000).
- The **communications** sector is **down 6.2 percent** compared to the same period last year due to changes in development activity as well as declining revenue from telecommunications companies.

Attachment A

City of Kirkland Actual Sales Tax Receipts

Business Sector Group	January-August		Dollar Change	Percent Change	Percent of Total	
	2009	2010			2009	2010
Services	967,308	1,086,564	119,256	12.3%	12.1%	12.8%
Contracting	1,133,917	1,144,841	10,924	1.0%	14.2%	13.5%
Communications	316,668	296,975	(19,693)	-6.2%	4.0%	3.5%
Auto/Gas Retail	1,611,491	1,963,476	351,985	21.8%	20.2%	23.2%
Gen Merch/Misc Retail	1,307,530	1,140,082	(167,448)	-12.8%	16.4%	13.4%
Retail Eating/Drinking	751,573	703,919	(47,654)	-6.3%	9.4%	8.3%
Other Retail	1,014,202	1,079,923	65,721	6.5%	12.7%	12.7%
Wholesale	367,318	517,613	150,295	40.9%	4.6%	6.1%
Miscellaneous	517,188	543,454	26,266	5.1%	6.5%	6.4%
Total	**7,987,195**	**8,476,847**	**489,652**	**6.1%**	**100.0%**	**100.0%**

Streamlined Sales Tax Mitigation
The next quarterly payment will be received in September.

Conclusion
August sales tax receipts reflect a slow and uncertain recovery to the local economy. The auto/gas retail sector continues to contribute the strongest support, but this sector is very sensitive to changes in economic conditions. Receipts in this sector remain positive, but this month's performance of 15.8 percent gain is considerably lower than the average of 35 percent experienced over the three previous months. Contracting remains stable compared to last year, but is also volatile. Performance in key retail sectors, general merchandise and retail eating/drinking, have not shown signs of recovery. One-time field recoveries contribute a full percentage point to this year's gain over 2009. The uncertain economy will likely result in volatile sales tax revenue performance for the rest of this year and well into the next biennium.

The Conference Board consumer confidence index for August will not be released until August 31st. In July, it fell to the lowest level since February to 50.4 from a revised June index of 54.3. The primary driver for the decline was the job market. A different consumer confidence index, from the Reuters/University of Michigan poll, indicates improvement in August compared to July, with a preliminary number 68.8; however, this is well below the June index of 76. This particular poll has an average reading of 73.8 during recessions and 90.9 during expansions, so the August reading is well within recessionary territory.

Retail sales remain stagnant nationally. July increased 0.4 percent, after two straight months of declines. However, most of the gain came from automobiles and gasoline. Factoring out these two sectors, retail sales were down 0.1 percent. A preliminary Gallup poll for August also indicates weakness in retail sales, showing no improvement over July despite the beginning of the back-to-school shopping season. These early trends indicate that there would need to be a significant surge in consumer spending in August to match last year's season, which was historically low.

Existing home sales dropped sharply in July to historic lows after the home buyer tax credit expired, down 27.2 percent compared to last year. Relatively high housing affordability and historically low mortgage rates have not overcome the barrier resulting from high unemployment and uncertainty in the job market. Recovery in housing led the nation out of seven of the last eight recessions. However, some economists are concerned that the housing market could contribute to delaying recovery and possibly even send the economy back into recession this time.

The chief economist for Washington State, Dr. Arun Raha, has updated the state's outlook to continuing recovery, but with near-term weakness. Some downside risks have increased, including weak employment, consumer pessimism, and high level of uncertainty. Other downside risks remain the same, including weak construction, health of community banks, and tight credit for small businesses. Upside factors include exports, the strength of the aerospace and software industries, and lessening of fears regarding the European economic troubles. At this point after the major economic recession of 1981-82, the state economy had made up all of the job losses. Dr. Raha doesn't expect the job losses in the state to be recovered until early 2012, which will be about two years longer than the previous recession. On the positive side, he predicts that employment and personal income in Washington State will recover more strongly than the rest of the nation and that exports will help the economy recover more quickly as well.

Finance Subcommittee Meeting – August 31, 2010
10-year Revenue Trends with 2011-2012 Budget Estimates

Observations:

Taxes

- Volatility in sales tax results makes trend analysis difficult. Estimating 5% increase in 2010 over 2009, no increase in 2011 (one-year lag), and 3% increase in 2012
- Property Tax – 2011-12 assumes 1% levy increase and 1% new construction each year
- Utility tax percentages have been normalized to exclude the impact of tax rate increases. Budget estimates are based on the following assumptions:
    - Electric and Gas (private) Utility Tax – no increase in PSE rates in 2011 or 2012
    - Water Utility Tax – assumes 14.41% utility tax (up from 10.5% to cover hydrant costs) and 2.1% per year rate increases
    - Sewer Utility Tax – assumes 8.5% and 5.5% rate increases in 2011 and 2012
    - Solid Waste Utility Tax – assumes 3.5% rate increase
    - Surface Water Utility Tax – assumes 5% rate increase each year
- Revenue Generating Regulatory License – Trend information is skewed by changes to structure; 2011-12 assumes 2% increase each year
- Projection of Other Taxes reflects reduction in gambling and other taxes due to economic conditions

Licenses and Permits

- Trend data related to building and related permits reflects the inherent volatility in the construction industry

Intergovernmental

- Liquor Excise Tax – per capita rate of $4.98 – $247K in 2011 and $249K in 2012
- Liquor Board Profits – per capita rate of $7.34 – $364K in 2011 and $367K in 2012
- Fire District 41 revenues cease in 2012 and are backfilled with revenues from the annexation area
- With the change to NORCOM for dispatch services, Kirkland no longer receives intergovernmental revenue from Medina and Mercer Island for contract dispatch
- Only those grants for which we have a commitment are reflected in the basic budget; other pending grants may be recognized through the service package process

Charges for Services

- Trend data related to development permits reflects the inherent volatility in the industry
- Recreation fees include those that were previously accounted for outside the General Fund (in the Recreation Revolving Fund)

Fines and Forfeits

- Volatility in historical data is due in part to statutory changes

Miscellaneous

- Primarily General Fund interest earnings, which are severely impacted by interest rate fluctuations

Notes:

- The columns showing "01-09 Annual % increases provide two ways of looking at trends:
  - Average: The straight average of the individual annual increases
  - Effective: The compound annual increase rate from 2001-2009
- The utility tax percentages have been normalized to remove the impact of periodic tax rate increases
- Other changes in policy also impact the trends, such as restructuring of the business license program and negotiated changes in franchise fees.

DRAFT 8/27/2010

City of Kirkland General Fund Revenue
2000-2009 Actual Revenue / 2010 Estimate / 2011-12 Basic Budget

	Actual Revenue																	01-09 Annual %		Estimate		Proposed Basic Budget			
Revenue	**2001**	**2002**	**01-02 %**	**2003**	**02-03 %**	**2004**	**03-04 %**	**2005**	**04-05 %**	**2006**	**05-06 %**	**2007**	**06-07 %**	**2008**	**07-08 %**	**2009**	**08-09 %**	**Average**	**Effective**	**2010**	**09-10 %**	**2011**	**10-11 %**	**2012**	**11-12 %**
Taxes:																									
Retail Sales Tax: General	11,067,426	10,450,760	-5.6%	11,902,451	13.9%	11,933,978	0.3%	13,539,797	13.5%	15,658,027	15.6%	15,756,446	0.6%	14,261,208	-9.5%	11,824,929	-17.1%	1.5%	0.83%	12,416,200	5.0%	12,416,200	0.0%	12,788,686	3.0%
Retail Sales Tax: Criminal Justice	916,030	873,419	-4.7%	871,778	-0.2%	895,921	2.8%	965,661	7.8%	1,036,737	7.4%	1,159,184	11.8%	1,139,408	-1.7%	967,304	-15.1%	1.0%	0.68%	933,400	-3.5%	933,400	0.0%	933,400	0.0%
Property Tax	6,159,391	6,377,058	3.5%	6,654,644	4.4%	6,836,316	2.7%	6,906,933	1.0%	8,127,663	17.7%	8,612,296	6.0%	9,245,728	7.4%	9,396,769	1.6%	5.5%	5.42%	9,904,815	5.4%	9,809,828	-1.0%	10,007,006	2.0%
Electric Utility Tax	1,539,612	1,601,482	4.0%	1,736,389	8.4%	1,766,535	1.7%	1,864,817	5.6%	2,098,459	12.5%	2,335,659	11.3%	2,701,401	15.7%	2,724,258	0.8%	7.5%	7.39%	2,661,846	-2.3%	2,675,000	0.5%	2,728,500	2.0%
Gas Utility Tax	681,125	645,927	-5.2%	557,170	-13.7%	746,898	34.1%	890,416	19.2%	1,064,544	19.6%	1,201,902	12.9%	1,060,422	-11.8%	1,140,006	7.5%	7.8%	6.65%	902,975	-20.8%	902,000	-0.1%	902,000	0.0%
Cable Utility Tax[1]	435,850	458,785	5.3%	592,642	***9.2%***	607,123	2.4%	785,801	29.4%	756,629	-3.7%	1,011,114	33.6%	1,003,754	-0.7%	919,402	-8.4%	8.4%	9.78%	877,850	-4.5%	878,000	0.0%	878,000	0.0%
Telephone Utility Tax	2,865,207	2,513,955	-12.3%	2,684,495	6.8%	2,667,544	-0.6%	2,639,526	-1.1%	2,797,368	6.0%	2,945,392	5.3%	3,177,683	7.9%	2,914,894	-8.3%	0.5%	0.22%	2,970,639	1.9%	2,950,000	-0.7%	2,950,000	0.0%
Water Utility Tax[2]	296,384	327,367	10.5%	459,823	***20.5%***	463,366	0.8%	440,433	-4.9%	531,430	***-4.3%***	590,959	11.2%	610,727	3.3%	879,993	***4.1%***	5.1%	n/a	950,041	8.0%	1,259,079	32.5%	1,364,172	8.3%
Sewer Utility Tax[2]	288,476	315,093	9.2%	409,099	***9.8%***	419,995	2.7%	453,133	7.9%	533,247	***-7.3%***	595,845	11.7%	631,799	6.0%	891,780	***1.1%***	5.2%	n/a	963,275	8.0%	1,047,756	8.8%	1,108,198	5.8%
Solid Waste Utility Tax[2]	460,599	439,544	-4.6%	503,477	***-5.5%***	464,460	-7.7%	467,855	0.7%	540,478	***-9.5%***	578,088	7.0%	609,509	5.4%	825,082	***-4.6%***	-2.3%	n/a	828,892	0.5%	851,741	2.8%	851,741	0.0%
Surface Water Utility Tax	0	142,830	n/a	143,609	0.5%	156,941	9.3%	222,198	41.6%	366,588	***40.0%***	363,855	-0.7%	370,055	1.7%	377,296	2.0%	13.5%	n/a	372,735	-1.2%	390,708	4.8%	411,269	5.3%
Subtotal Utility Taxes	*6,567,253*	*6,444,983*	*-1.9%*	*7,086,704*	*10.0%*	*7,292,862*	*2.9%*	*7,764,179*	*6.5%*	*8,688,743*	*11.9%*	*9,622,814*	*10.8%*	*10,165,350*	*5.6%*	*10,672,711*	*5.0%*	6.3%	6.26%	*10,528,253*	*-1.4%*	*10,954,284*	*4.0%*	*11,193,880*	*2.2%*
Rev Generating Regulatory License	0	0	n/a	500,194	n/a	899,709	79.9%	929,498	3.3%	978,003	5.2%	981,237	0.3%	1,008,293	2.8%	1,936,606	92.1%	n/a	n/a	1,992,780	2.9%	2,034,064	2.1%	2,074,745	2.0%
Other Taxes[3]	489,558	448,365	-8.4%	644,034	43.6%	567,188	-11.9%	570,570	0.6%	529,188	-7.3%	658,512	24.4%	704,311	7.0%	608,619	-13.6%	4.3%	2.76%	313,130	-48.6%	312,250	-0.3%	312,250	0.0%
Total Taxes	**25,199,658**	**24,594,585**	**-2.4%**	**27,659,805**	**12.5%**	**28,425,974**	**2.8%**	**30,676,638**	**7.9%**	**35,018,361**	**14.2%**	**36,790,489**	**5.1%**	**36,524,298**	**-0.7%**	**35,406,938**	**-3.1%**			**36,088,578**	**1.9%**	**36,460,026**	**1.0%**	**37,309,967**	**2.3%**
Licenses & Permits:																									
Building, Structural & Equipment Permits	1,306,734	1,223,254	-6.4%	1,505,317	23.1%	1,772,835	17.8%	2,571,320	45.0%	2,107,060	-18.1%	1,920,557	-8.9%	1,515,209	-21.1%	1,429,965	-5.6%	3.2%	1.13%	1,073,284	-24.9%	1,446,750	34.8%	1,171,750	-19.0%
Franchise Fees	564,368	682,371	20.9%	728,934	6.8%	780,490	7.1%	837,631	7.3%	948,609	13.2%	1,036,719	9.3%	1,101,539	6.3%	1,215,778	10.4%	10.2%	10.07%	1,283,217	5.5%	1,304,000	1.6%	1,325,000	1.6%
Business & Other Licenses	209,249	246,069	17.6%	388,532	57.9%	522,692	34.5%	571,020	9.2%	653,063	14.4%	671,740	2.9%	617,624	-8.1%	646,764	4.7%	16.6%	15.15%	676,725	4.6%	663,679	-1.9%	663,679	0.0%
Total Licenses & Permits	**2,080,351**	**2,151,694**	**3.4%**	**2,622,783**	**21.9%**	**3,076,017**	**17.3%**	**3,979,971**	**29.4%**	**3,708,732**	**-6.8%**	**3,629,016**	**-2.1%**	**3,234,372**	**-10.9%**	**3,292,507**	**1.8%**			**3,033,226**	**-7.9%**	**3,414,429**	**12.6%**	**3,160,429**	**-7.4%**
Intergovernmental:																									
Liquor Excise Tax	152,523	161,005	5.6%	163,941	1.8%	176,638	7.7%	187,396	6.1%	196,184	4.7%	215,056	9.6%	230,506	7.2%	236,565	2.6%	5.7%	5.64%	246,000	4.0%	247,108	0.5%	249,000	0.8%
Liquor Control Board Profits	244,595	250,291	2.3%	288,065	15.1%	330,745	14.8%	324,842	-1.8%	296,804	-8.6%	345,310	16.3%	323,675	-6.3%	333,110	2.9%	4.4%	3.94%	413,200	24.0%	364,210	-11.9%	367,000	0.8%
Streamlined Sales Tax Mitigation	0	0	n/a	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	74,548	n/a	217,697	192.0%	32.0%	n/a	119,969	-44.9%	119,000	-0.8%	118,000	-0.8%
Other State Shared Rev/Entitlements[4]	264,827	270,520	2.1%	50,722	-81.3%	48,965	-3.5%	49,983	2.1%	50,734	1.5%	76,155	50.1%	80,876	6.2%	81,804	1.1%	-2.7%	-13.66%	76,630	-6.3%	84,677	10.5%	85,220	0.6%
Fire District #41[5]	2,496,779	2,332,746	-6.6%	2,371,840	1.7%	2,577,639	8.7%	3,038,576	17.9%	3,069,978	1.0%	3,184,310	3.7%	3,439,879	8.0%	3,904,235	13.5%	6.0%	5.75%	3,639,979	-6.8%	3,684,071	1.2%	3,600,000	-2.3%
EMS	204,612	636,920	211.3%	444,996	-30.1%	454,874	2.2%	475,422	4.5%	495,286	4.2%	512,252	3.4%	793,023	54.8%	838,397	5.7%	32.0%	19.28%	866,231	3.3%	838,197	-3.2%	838,197	0.0%
Grants & Other Intergovernmental	421,058	559,093	32.8%	524,542	-6.2%	494,402	-5.7%	662,954	34.1%	778,779	17.5%	777,797	-0.1%	810,848	4.2%	1,094,231	34.9%	13.9%	12.68%	747,953	-31.6%	228,540	-69.4%	178,540	-21.9%
Total Intergovernmental	**3,784,394**	**4,210,575**	**11.3%**	**3,844,106**	**-8.7%**	**4,083,263**	**6.2%**	**4,739,173**	**16.1%**	**4,887,765**	**3.1%**	**5,110,880**	**4.6%**	**5,753,355**	**12.6%**	**6,706,039**	**16.6%**			**6,109,962**	**-8.9%**	**5,565,803**	**-8.9%**	**5,435,957**	**-2.3%**
Charges for Services:																									
Internal Charges	2,464,118	2,591,028	5.2%	3,085,851	19.1%	2,915,046	-5.5%	3,067,564	5.2%	3,291,789	7.3%	3,377,529	2.6%	3,536,860	4.7%	4,764,301	34.7%	9.2%	8.59%	5,164,850	8.4%	5,158,457	-0.1%	5,260,226	2.0%
Engineering Services	352,511	301,188	-14.6%	243,172	-19.3%	423,275	74.1%	530,000	25.2%	625,331	18.0%	631,926	1.1%	515,972	-18.3%	375,245	-27.3%	4.9%	0.78%	220,000	-41.4%	223,000	1.4%	223,000	0.0%
Plan Check Fees	720,876	580,906	-19.4%	894,124	53.9%	1,018,269	13.9%	1,044,711	2.6%	933,987	-10.6%	1,004,419	7.5%	883,729	-12.0%	392,094	-55.6%	-2.5%	-7.33%	589,714	50.4%	650,000	10.2%	510,000	-21.5%
Other Development Fees	393,712	410,685	4.3%	852,557	107.6%	737,469	-13.5%	935,452	26.8%	921,820	-1.5%	858,233	-6.9%	438,350	-48.9%	327,772	-25.2%	5.3%	-2.27%	352,405	7.5%	336,100	-4.6%	336,700	0.2%
Recreation[6]	676,387	736,854	8.9%	843,363	14.5%	860,149	2.0%	931,112	8.3%	915,384	-1.7%	944,636	3.2%	989,820	4.8%	1,131,016	14.3%	6.8%	6.64%	1,106,812	-2.1%	1,105,450	-0.1%	1,105,450	0.0%
Other Charges for Services	297,456	383,729	29.0%	498,274	29.9%	611,104	22.6%	642,034	5.1%	687,970	7.2%	904,453	31.5%	690,567	-23.6%	908,653	31.6%	16.6%	14.98%	894,027	-1.6%	864,985	-3.2%	862,035	-0.3%
Total Charges for Services	**4,905,060**	**5,004,390**	**2.0%**	**6,417,341**	**28.2%**	**6,565,312**	**2.3%**	**7,150,873**	**8.9%**	**7,376,281**	**3.2%**	**7,721,196**	**4.7%**	**7,055,298**	**-8.6%**	**7,899,081**	**12.0%**			**8,327,808**	**5.4%**	**8,337,992**	**0.1%**	**8,297,411**	**-0.5%**
Fines & Forfeits	1,151,897	1,313,691	14.0%	1,173,958	-10.6%	1,233,761	5.1%	1,117,030	-9.5%	1,133,701	1.5%	1,360,604	20.0%	1,414,371	4.0%	1,504,982	6.4%	3.9%	3.4%	1,631,442	8.4%	1,623,500	-0.5%	1,621,500	-0.1%
Miscellaneous	777,701	389,776	-49.9%	268,253	-31.2%	261,402	-2.6%	540,864	106.9%	891,509	64.8%	592,496	-33.5%	569,680	-3.9%	714,167	25.4%	9.5%	-1.1%	116,783	-83.6%	370,307	217.1%	371,436	0.3%
Subtotal Revenues	**37,899,061**	**37,664,711**	**-0.6%**	**41,986,246**	**11.5%**	**43,645,729**	**4.0%**	**48,204,549**	**10.4%**	**53,016,349**	**10.0%**	**55,204,681**	**4.1%**	**54,551,374**	**-1.2%**	**55,523,714**	**1.8%**			**55,307,799**	**-0.4%**	**55,772,057**	**0.8%**	**56,196,700**	**0.8%**

Pro forma Notes:

[1] Cable tax was received in the Facilities Fund until 2009; actuals from prior year included in utility tax revenue. 2003 percentage increase is normalized to exclude increase in utility tax on cable from 5 to 6%.

[2] Percentage change calculations in bold italics have been adjusted to normalize for public utility tax rate increases as follows:
2003 increase from 5 to 6%, representing a 20% change in the rate, except for surface water.
2006 increase from 6 to 7.5%, representing a 25% change in the rate
2009 increase from 7.5% to 10.5%, representing a 40% change in the rate (except for surface water, which remains at 7.5%).

[3] Admissions tax was received in the Facilities Fund until 2009; actuals from prior year included in other taxes revenue

[4] State share motor vehicle excise tax ended in 1999; Local Government Assistance ended in 2002

[5] Fire district contract revenue will be lost in 2012, but will be backfilled with annexation revenue

[6] Recreation revenue received in the Recreation Fund and GF 1999-2008; all in Rec Rev 2009-10; all actuals included in recreation revenue for other years

CITY OF KIRKLAND
123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189 (425) 587-3249

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
MEMORANDUM

To: Kurt Triplett, City Manager

From: Angela Ruggeri, AICP, Senior Planner
Eric Shields, AICP, Director
Paul Stewart, AICP, Deputy Director

Date: September 13, 2010

Subject: Parkplace Comprehensive Plan and Zoning Code Amendments (File No. ZON07-00016)

RECOMMENDATION

Approve the enclosed two ordinances which are described below:

First Ordinance: This ordinance expresses the City's continued approval of Comprehensive Plan and Zoning amendments adopted by ordinances 4170 and 4171 in December of 2008. These ordinances were remanded to the City by the Central Puget Sound Growth Management Hearings Board for the purpose of correcting the Final Environmental Impact Statement which the Board determined did not include reasonable alternatives to the Touchstone proposal, including offsite alternatives. The City completed a Supplemental EIS to address these concerns in August 2010.

Following is a summary of the two ordinances adopted in 2008:

Ordinance #4170 (see Attachment 1)
The Comprehensive Plan amendments to the Downtown Plan include the following key revisions:

- East Core Frame Land Use District: Addition of retail as a significant part of any Parkplace mixed-use development and clarification of where and when residential uses are allowed.
- Urban Design: reference to a new design review document titled "Master Plan and Design Guidelines for Parkplace", and emphasis on public views near I 405 rather than at 6th Street and Central Way.
- Height and Design District 5: Divides the district into Design District 5 (properties in the southern portion) and Design District 5A (the Parkplace site). Policies for Design District 5 stay largely the same with minor text edits and clarifications. Design District 5A policies establish:
    - Height range of 3-8 stories with maximum heights allowed as a tradeoff for public open space and creation of a retail destination.
    - Emphasis on vehicular and pedestrian circulation, landscaping, and open space.

- Special attention to building design and size at downtown gateway, along Central Way, and adjoining Peter Kirk Park.
- Sustainability measures including green building, transportation demand management measures, and low impact development techniques.

- Various other minor text edits and corrections to the Downtown Plan.
- Updates to two Transportation Element Charts relating to State Routes (T-6 and T-7).

Ordinance #4171 (see Attachment 2)

The amendments to the Zoning Map and Kirkland Zoning Code include the following key revisions:

- Creation of a new CBD 5A zone covering the Parkplace center site with regulations that establish the following:

  - The primary allowed use is mixed-use development with office, retail, and restaurant uses. The square footage of retail and restaurant uses must be equal to or exceed at least 25% of the office square footage.
  - Development must be pursuant to the Master Plan and Design Guidelines.
  - Maximum heights are established in four height sub-districts: the center/southeast portion of the zone allowing 115' buildings with a maximum of 8 stories, the Central Way frontage portion allowing 100' buildings with a maximum of 7 stories along Central Way, the Peter Kirk Park frontage portion allowing 60' buildings with a maximum of 4 stories, and a transitional area between the Park portion and the center portion allowing 100' buildings with a maximum of 7 stories.
  - The minimum setbacks are 55' from Peter Kirk Park, 20' from properties to the south and east, and 0' from Central Way and 6th Street.
  - Big box retail (over 70,000 square feet) and drive through uses are prohibited.
  - Rooftop appurtenances are allowed to exceed height limits by 16' with a maximum 25% coverage of rooftops.
  - Parking for mixed-use development using a shared parking method is allowed. Parking reductions through parking management and a transportation management program may be considered.

- Amendments to Chapter 142 (Design Review) to incorporate the Master Plan and Design Guidelines under design review authority.

Second Ordinance: This ordinance adopts amendments to the Introduction, Land Use, Transportation and Capital Facilities Elements of the Comprehensive Plan in response to the Growth Management Hearings Board direction to incorporate a multi-year financing plan in the Comprehensive Plan.

These amendments include:

- General wording changes to the text of the Transportation and Capital Facilities elements of the Comprehensive Plan.

- Amendments to Table CF-8 of the Capital Facilities element showing 6-year funding and projects. The portion of the table showing funded projects adds the Totem Lake and Parkplace projects in the appropriate years.
- Creation of a new table in the Capital Facilities element (Table CF-8A) showing a financing plan for an additional 6 years of projects, creating a 12 year list.
- Amendments to the Transportation element of the Comprehensive Plan including an update of Table T-5 and Figure T-6 to include the Parkplace and Totem Lake projects.
- Minor amendments to the Comprehensive Plan Introduction and Land Use element. The amendments are to Tables I-7 and LU-4 in the Plan, specifically the "Available Capacity" column since the approved proposals added growth capacity. The figures in Tables I-7 and LU-4 have been revised to be in conformance with each other and to correct slight discrepancies in how the "Available Capacity" column was handled.

BACKGROUND DISCUSSION

These amendments were provided to the City Council for review at a study session on September 1, 2010 when the Planning Commission's recommendation was transmitted by Jay Arnold, Vice Chair of the Commission. Planning Commissioners, Andy Held and Mike Miller were also present at the study session to answer Council questions. Additional information on the Planning Commission recommendation to City Council is included as Attachment 3.

The Planning Commission held a public hearing on the proposed amendments on June 24, 2010 and developed its recommendation to the City Council at the August 26 Planning Commission meeting. A record of all Planning Commission minutes and audio recordings for these meetings and their additional study sessions relating to the Parkplace project is available on line at the following link: http://www.ci.kirkland.wa.us/depart/Planning/Planning_Commission.htm

Public comment on the project has been forwarded to the City Council as it is received. Paper copies of correspondence are also available in the Council Study and in the official City file.

Attachments
1. Ordinance #4170
2. Ordinance #4171
3. Planning Commission Recommendation memo

cc: ZON07-00016
Planning Commission
A-P Hurd, Touchstone, 2025 First Avenue, Suite 1212, Seattle, WA 98121

ORDINANCE NO. 4170

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, TO IMPLEMENT CHANGES TO THE DOWNTOWN PLAN SECTION OF THE MOSS BAY NEIGHBORHOOD PLAN AND THE TRANSPORTATION ELEMENT, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO ZON07-00016.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated November 20, 2008, and bearing Kirkland Department of Planning and Community Development File No. ZON07-00016; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held public hearings on April, 24, 2008, June 12, 2008, and October 23, 2008 on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a Planned Action Environmental Impact Statement. The draft of which was issued on April 4, 2008, and the final of which was issued on October 16, 2008 by the responsible official pursuant to WAC 197-11-400 through 197-11 560; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission; and

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

Section 1. Comprehensive Plan Text, Tables, and Graphics amended: The following specific portions of the text of the Comprehensive Plan, Ordinance 3481 as amended, be and they hereby are amended to read as follows:

A. Section IX. Transportation Element:
Amendments to Table T-6: State Routes as set forth in **Exhibit A** attached to this ordinance and incorporated by reference.

B. Section IX. Transportation Element:
Amendments to Table T-7: Signalized State Route Intersections as set forth in **Exhibit B** attached to this ordinance and incorporated by reference.

C. Section XV.D. Moss Bay Neighborhood:

Amendments to 3. Downtown Plan as set forth in **Exhibit C** attached to this ordinance and incorporated by reference.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 3. This ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

Section 4. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this 16th day of December, 2008.

SIGNED IN AUTHENTICATION THEREOF this 16th day of December, 2008.

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

Table T-6 State Routes

State Route		PM Peak Hour Two-Way Traffic Volumes					WSDOT RCA-LOS		
I-405									
		Roadway Capacity 2005/2022	Existing 2006 PM Peak Hour	Forecasted 2022 Traffic Volumes	Existing AADT	2022 AADT	Adopted LOS Standard	Existing 2005 V/C LOS	Future 2022 V/C LOS
From	To								
NE 39th St.	NE 70th St.	15,000/19,000	14260	19423	199870	271635	10	13	14
NE 70th St.	NE 85th St.	15,000/19,000	13550	18975	189680	265366	10	13	14
NE 85th St.	NE 116th St.	15,000/19,000	13820	18944	192660	264940	10	13	14
NE 116th St.	NE 124th St.	15,000/19,000	10136	15705	141749	219641	10	9	12
NE 124th St.	NE 132nd St.	15,000/19,000	8550	12218	119579	170865	10	8	9
SR 908 (NE 85th St.)									
SB 405 Ramp	NB 405 Ramp	4,172	3926	4596	-	-	E-Mitigated	0.94	1.10
NB 405 Ramp	120th Ave NE	4,172	3660	4764	-	-	E-Mitigated	0.88	1.14
120th Ave NE	122nd Ave NE	4,000	3186	4081	-	-	E-Mitigated	0.80	1.02
122nd Ave NE	124th Ave NE	4,000	3379	3904	-	-	E-Mitigated	0.84	0.98
124th Ave NE	126th Ave NE	4,000	3241	3728	-	-	E-Mitigated	0.81	0.93
126th Ave NE	128th Ave NE	4,000	3285	4275	-	-	E-Mitigated	0.82	1.07
128th Ave NE	132nd Ave NE	4,000	2558	3624	-	-	E-Mitigated	0.64	0.91

Table T-7 Signalized State Route Intersections

Signalized State Route Intersections	PM Peak Hour Traffic Volumes		PM Peak Hour LOS			
	Existing 2007	Future 2022	Existing 2007	Future 2022	Corresponding Letter Grade LOS for 2022	Planned Improvement Projects
I-405						
116th Ave NE/NB Ramp	2,295	3,017	0.92	1.35	F	None
NE 72nd Pl/SB Ramp	2,195	2,880	0.89	1.22	F	HOV queue bypass
NE 116th St/NB Ramp	2,914	3,471	0.78	0.90	E	None
NE 124th St/NB Ramp	3,711	4,552	0.52	0.60	B	HOV queue bypass
NE 124th St/SB Ramp	4,396	4,878	0.68	0.74	C	HOV queue bypass
Totem Lake Blvd/120th Ave NE	3,294	3,181	0.80	0.89	D	None
SR 908						
NE 85th St/114th Ave NE	4,071	6,090	0.97	1.16	F	Signal interconnect, add SB left-turn lane
NE 85th St/ 120th Ave NE	4,004	5,245	0.83	1.04	F	Signal interconnect, add NB left-turn lane
NE 85th St/122nd Ave NE	3,490	4,159	0.78	0.90	E	Signal interconnect
NE 85th St/124th Ave NE	4,550	5,176	0.88	1.01	F	Signal interconnect, add EB left-turn lane
NE 85th St/ 132nd Ave NE	3,472	4,996	0.81	1.13	F	Signal interconnect, add NB left-turn lane, SB right-turn lane, WB right-turn lane, add WB and EB through lanes

The following text is excerpted from the Downtown Plan section of the Moss Bay Neighborhood Plan to indicate revisions related to the Parkplace PAR within the context of the Plan. Edited paragraphs are indicated in shaded text. Graphics showing modifications to neighborhood maps are included as at the end of this document.

A. VISION STATEMENT

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown's physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirklanders by Downtown's historic role as the cultural and civic heart of the community.

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.

B. LAND USE

A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.

The Downtown area is appropriate for a wide variety of permitted uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurant and offices only) and lessens the opportunities and reasons for Kirklanders to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core. In implementing this land use concept as a part of Downtown's vision, care must be taken to respect and enhance the existing features, patterns, and opportunities discussed in the following plan sections on urban design, public facilities, and circulation.

Land use districts in the Downtown area are identified in Figure C-3.

Figure C3 identifies five land use districts within the Downtown area. The districts are structured according to natural constraints such as topographical change, the appropriateness of pedestrian and/or automobile-oriented uses within the district, and linkages with nearby residential neighborhoods and other commercial activity centers.

CORE AREA

Pedestrian activity in the core area is to be enhanced.

The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. Appropriate uses include retail, restaurant, office, residential, cultural, and recreational.

Restaurants, delicatessens, and specialty retail shops, including fine apparel, gift shops, art galleries, import shops, and the like constitute the use mix and image contemplated in the Vision for Downtown. These uses provide visual interest and stimulate foot traffic and thereby provide opportunities for leisure time strolling along Downtown walkways for Kirklanders and visitors alike.

Drive-through facilities and ground-floor offices are prohibited.

The desired pedestrian character and vitality of the core area requires the relatively intensive use of land and continuous compact retail frontage. Therefore, automobile drive-through facilities should be prohibited. Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambiance and economic success of the core area.

The attractiveness of the core area for pedestrian activity should be maintained and enhanced. Public and private efforts toward beautification of the area should be promoted. Mitigation measures should be undertaken where land uses may threaten the quality of the pedestrian environment. For example, in areas where take-out eating facilities are permitted, a litter surcharge on business licenses should be considered as a means to pay for additional trash receptacles or cleaning crews.

The creation and enhancement of public open spaces is discussed.

Public open spaces are an important component of the pedestrian environment. They provide focal points for outdoor activity, provide refuge from automobiles, and stimulate foot traffic which in turn helps the retail trade. The establishment and use of public spaces should be promoted. Surface parking lots should be eliminated in favor of structured parking. In the interim, their role as one form of open area in the Downtown should be improved with landscaped buffers adjacent to rights-of-way and between properties. Landscaping should also be installed where rear sides of buildings and service areas are exposed to pedestrians.

A high-priority policy objective should be for developers to include only enough parking stalls in their projects within the core area to meet the immediate need and to locate the majority of their parking in the core frame. This approach would reserve the majority of core land area for pedestrian movement and uses and yet recognize that the adjacent core frame is within a very short walk.

The City should generally avoid vacating alleys and streets in the core area. The existing network of street and alleys provides a fine-grained texture to the blocks which allows service access and pedestrian shortcuts. The small blocks also preclude consolidation of properties which might allow larger developments with less pedestrian scale. Vacations may be considered when they will not result in increased building mass and there is a substantial public benefit. Examples of public benefit might include superior pedestrian or vehicular linkages, or superior public open space.

NORTHWEST CORE FRAME

Office and office/multifamily mixed-use projects are appropriate in the Northwest Core Frame.

The Northwest Core Frame includes the area south of City Hall and north of the core area. This area should develop with office, or office/multifamily mixed-use projects, whose occupants will help to support the commercial establishments contained in the core. Retail and restaurant uses are desirable provided that they have primary access from Central Way.

This area presents an excellent opportunity for the development of perimeter parking for the core area and is so shown in the Downtown Master Plan (Figure C4). Developers should be encouraged to include surplus public parking in their projects, or to incorporate private parking "transferred" from projects in the core or funded by the fee-in-lieu or other municipal source. While pedestrian pathways are not as critical in this area as they are in the core, drive-through facilities should nevertheless be encouraged to locate elsewhere, to the east of 3rd Street.

Northeast Core Frame

A broad range of commercial uses should be encouraged in the Northeast Core Frame.

The Northeast Core Frame currently contains the bulk of the Downtown area's automobile-oriented uses. Redevelopment or new development in this area should be encouraged to represent a broader range of commercial uses.

Future development should set the bulk of structures back from the street while providing low, one-story retail shops at the edge of the sidewalk. Development should also underground utilities, and incorporate parking lot landscaping and a reduction in lot coverage in site design. This will present an open, green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east.

EAST CORE FRAME

Development in the East Core Frame should be in large, intensively developed mixed-use projects.

The East Core Frame is located east of Peter Kirk Park, extending from Kirkland Way northerly to 7th Avenue. The area includes the area where the Kirkland Parkplace shopping center as well as several large office buildings and large residential complexes. South of Central way, the area is largely commercial and provides significant opportunities for redevelopment.is located, and extends northerly to 7th Avenue. Developments in this area should continue to represent a wide range of uses, in several large, mixed-use projects. However, bBecause theis area between Central Way and Kirkland Way provides the best opportunities in the Downtown for creating a strong vital employment base, redevelopment for this area should continue to emphasize office use should be emphasized redevelopment over residential. Within the Parkplace center site, however, retail uses should be a significant component of a mixed use complex.

Limited residential use should be allowed as a complementary use.adjoining the eastern edge of Peter Kirk Park as a complementary use. These residential uses should be designed to accommodate the active nature of the park (e.g., noise, lighting, etc.) to avoid potential conflicts between future residents and park uses.

The north side of Central Way, within the East Core Frame, has been redeveloped to nearly its full potential with high density residential uses.

SOUTH CORE FRAME

Retail, office, and office/multifamily mixed-use projects are suitable for the South Core Frame.

The South Core Frame immediately abuts the southern boundary of the core area. This area is suitable for retail, office, and office/multifamily mixed-use projects.

Public parking may be provided in the South Core Frame.

The South Core Frame, like the Northwest Core Frame, presents an excellent opportunity for the development of close-in public parking. Developers should be allowed to include surplus public parking in their projects in this area or to accommodate private parking "transferred" from the core or funded by "fee-in-lieu" or other municipal source.

The western half of the South Core Frame should develop more intensively than the eastern half of this area, due to its proximity to the Downtown core. The vacation of 1st Avenue South, west of 2nd Street South, and 1st Street South should be considered as a means of concentrating more intensive development to the west.

Mitigation measures to reduce impacts on single-family residences may be required.

As this area lies just north of an established single-family neighborhood, mitigation measures may be required to minimize the impacts of any new nonresidential development on these single-family homes. These measures may include the restriction of vehicle access to projects within the South Core Frame to nonresidential streets. Public improvements, such as physical barriers to restrict traffic flow in these areas, may be considered. The architectural massing of projects in this area should be modulated both horizontally and vertically to reduce their visual bulk and to reflect the topography which presently exists.

C. URBAN DESIGN

The urban design of Downtown Kirkland consists of many disparate elements which, together, define its identity and "sense of place." This document provides policy guidelines for the design of private development and a master plan for the development of the public framework of streets, pedestrian pathways, public facilities, parks, public buildings, and other public improvements (see Figure C4).

The following discussion is organized into three sections:

A. Downtown Design Guidelines and Design Review;

B. Building Height and Design Districts; and

C. The Image of the City: Urban Design Assets.

DOWNTOWN DESIGN GUIDELINES AND DESIGN REVIEW

Mechanics of Design Review are described.

The booklet entitled "Design Guidelines for Pedestrian-Oriented Business Districts," which is adopted in Chapter 3.30 of the Kirkland Municipal Code, contains policy guidelines and concepts for private development in Downtown Kirkland. The booklet includes an explanation of the mechanics of the Design Review process to be used for all new development and major renovations in the Downtown area. The booklet entitled "Master Plan and Design Guidelines for Kirkland Parkplace" contains guidelines for the master planned development of the Kirkland Parkplace site (Design District 5A). Discretion to deny or condition a design proposal is based on specific Design Guidelines or a master plan adopted by the City Council and administered by the Design Review Board and Planning Department. Design Review enables the City to apply the Guidelines in a consistent, predictable, and effective manner.

The Guidelines are intended to balance the desired diversity of project architecture with the equally desired overall coherence of the Downtown's visual and historic character. This is to be achieved by injecting into each project's creative design process a recognition and respect of design principles and methods which incorporate new development into Downtown's overall pattern. The Guidelines would be applied to any specific site in conjunction with the policy guidance provided by the Downtown Master Plan and the following text regarding Design Districts.

The Design Review Process enables the City to require new development to implement the policy guidance contained in the Guidelines, the Master Plan for Downtown, and to protect and enhance the area's urban design assets. A more complete description of how Design Review should operate is found in the Zoning Code.

BUILDING HEIGHT AND DESIGN DISTRICTS

Figure C5 identifies eight height and design districts within Downtown Kirkland. The boundaries of these districts are determined primarily by the topographical characteristics of the land and the area's proximity to other noncommercial uses.

Design District 1

Maximum building height in Design District 1 is between two and five stories, depending on location and use.

This district is bordered by Lake Street, Central Way, 3rd Street, and generally 1st Avenue South. When combined with District 2, this area corresponds to the core area as shown in Figure C3.

The maximum building height in this area should be between two and five stories with no minimum setback from property lines. Stories above the second story should be set back from the street. To preserve the existing human scale of this area, development over two stories requires review and approval by the Design Review Board based on the priorities set forth in this plan.

Buildings should be limited to two stories along all of Lake Street South to reflect the scale of development in Design District 2. Along Park Lane west of Main Street, Third Street, and along Kirkland Avenue, a maximum height of two stories along street frontages will protect the existing human scale and pedestrian orientation. Buildings up to three stories in height may be appropriate along Central Way to reflect the scale of development in Design District 8 and as an intermediate height where adequately set back from the street. A continuous three-story street wall should be avoided by incorporating vertical and horizontal modulations into the design of buildings.

The portions of Design District 1 designated as 1A in Figure C-5 should be limited to a maximum height of three stories. As an incentive to encourage residential use of upper floors and to strengthen the retail fabric of the Core Area, a fourth story of height may be allowed. This additional story may be considered by the Design Review Board for projects where at least two of the upper stories are residential, the total height is not more than four feet taller than the height that would result from an office project with two stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third and fourth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

The portions of Design District 1 designated as 1B in Figure C-5 provide the best opportunities for new development that could contribute to the pedestrian fabric of the Downtown. Much of the existing development in these areas consists of older auto-oriented uses defined by surface parking lots and poor

pedestrian orientation. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of two to four stories in height is appropriate. East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings. South of Kirkland Avenue, building forms should step up from the north and west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff. Buildings over two stories in height should generally reduce the building mass above the second story.

As with Design District 1A, an additional story of height may be appropriate in 1B to encourage residential use of the upper floors and to strengthen the retail fabric in the Core Area. This additional story may be considered by the Design Review Board for projects where at least three of the upper stories are residential, the total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the at the third, fourth, and fifth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

Design considerations of particular importance in this area are those related to pedestrian scale and orientation. Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape. This should be achieved by the judicious placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities. Service areas, surface parking, and blank facades should be located away from the street frontage.

Design District 2

One to three stories in building height above Central Way or Lake Street are appropriate in Design District 2, depending on location.

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. This area serves as the link between Downtown and the Lake and helps define the traditional pedestrian-oriented retail environment. In addition, the existing low development allows public views of the Lake from many vantages around the Downtown and allows evening sun into the Downtown core. To emphasize this link and the traditional role, building heights in this area should remain low. Two stories above the street are appropriate along Central Way and south of Kirkland Avenue. Along Lake Street South between Kirkland Avenue and Central Way, buildings should be limited to one story above the street. Two stories in height may be allowed in this area where the impacts of the additional height are offset by substantial public benefits, such as through-block public pedestrian access or view corridors. Buildings over one story in this area should be reviewed by the Design Review Board for both design and public benefit considerations. These benefits could also be provided with the development of the Lakeshore Plaza project identified in the Downtown Master Plan (see Figure C-4). Building occurring in conjunction with that project or thereafter should be reviewed in relation to the new context to determine whether two stories are appropriate. South of Second Avenue South, buildings up to three stories above Lake Street South are appropriate. Buildings over two stories should be reviewed by the Design Review Board to ensure an effective transition along the street and properties to the south.

As in District 1, pedestrian orientation is an equally important design consideration in District 2. In addition, improvements related to the visual or physical linkage between building in this area and the lake to the west should be incorporated in building design.

The public parking lot located near Marina Park at the base of Market Street is well suited for a parking structure of several levels, due to its topography. Incentives should be developed to encourage the use of this site for additional public parking.

Design Districts 3 and 7

Maximum building height is three stories in Design Districts 3 and 7.

These districts are east of 3rd Street, north of Central Way, and south of Peter Kirk Park. Maximum building height should be three stories, with a minimum front yard setback of 20 feet and maximum lot coverage of 80 percent. Lower portions of projects with a pedestrian orientation should be allowed to encroach into the setbacks to stimulate pedestrian activity and links to eastern portions of the Downtown. Street trees and ground cover are appropriate along Kirkland Avenue and Central Way. By keeping structures in this area relatively low-rise and set back from the street, views from upland residences can be preserved and the openness around Peter Kirk Park enhanced.

In Design District 3, the restriction of access points to nonresidential streets may be necessary in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south.

Design District 4

Maximum building height to be four stories.

This district is located south of 1st Avenue South, east of 1st Street South. Land in this area is appropriate for developments of four stories in height.

The method for calculating building height should be modified for this area as described in the discussion of height calculation for structures in District 8. The opportunity to take advantage of substantial grade changes with terraced building forms also exists in the western half of District 4.

Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south may be necessary.

Design District 5

Building heights of two to five stories are appropriate in Design District 5.

This district lies at the east side of Downtown between ~~Central Way~~Design District 5A and Kirkland Way. Maximum building height should be between three and five stories. The existing mix of building heights and

arrangement of structures within the district preserves a sense of openness within the district and around the perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. Buildings over two stories in height should be reviewed by the Design Review Board for consistency with applicable policies and criteria. Within the district, massing should generally be lower toward the perimeter and step up toward the center. ~~Facades~~ Portions of buildings facing ~~Central Way,~~ Kirkland Way, and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back significantly. Buildings over three stories in height should generally reduce building mass above the third story.

Buildings fronting Peter Kirk Park and the Performance Center should be well modulated, both vertically and horizontally, to ease the transition to this important public space. Buildings should not turn their backs onto the park with service access or~~,~~ blank walls~~, etc~~. Landscaping and pedestrian linkages should be used to create an effective transition. ~~Residential development should be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park. Residential development should also be limited to those portions of the property fronting on park green space, rather than those portions fronting the Teen Center and Performance Center.~~

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. ~~The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. New development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.~~ Within the district, a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Design Districts 5A

Building heights of 3 to 8 stories are appropriate in Design District 5A.

This district lies at the east side of Downtown between Central Way and Design District 5 and is commonly known as Parkplace. This property is distinguished from the remainder of Design District 5 by the following factors: it is a large parcel under common ownership; it is topographically distinct based on previous excavation to a level that is generally lower than Central Way and abutting properties to the south and east; it has frontage on Central Way; and it contains a mix of uses not found on other office or residential only properties in District 5. Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Redevelopment of this area should be governed by the Kirkland Parkplace Master Plan and Design Guidelines as set forth in the Kirkland Municipal Code. Heights of up to eight stories are appropriate as an incentive to create a network of public open spaces around which is organized a dynamic retail destination. Development under the Master Plan and Design Guidelines should guide the transformation of this district from an auto-oriented center surrounded by surface parking into a pedestrian-oriented center integrated into the community by placing parking underground; activating the streets with retail uses; and creating generous pedestrian paths, public spaces and gathering places. Pedestrian connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood. Residential development could be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park. Special attention to building design, size, and location should be provided at three key locations: at the intersection of Central Way and Sixth Street to define and enhance this

important downtown gateway; along Central Way to respond to the context along the north side of street; and facing Peter Kirk Park to provide a transition in scale to downtown's central greenspace.

Because of the intensity of land use in 5A, the design of the buildings and site should incorporate aggressive sustainability measures, including low impact development measures, deconstruction, green buildings, and transportation demand management.

Design District 6

Maximum building heights of two to four stories are appropriate for Design District 6.

This large block of land located between 5th Street and 6th Street, north of Central Way, and south of 7th Avenue, is identified as a major opportunity site for redevelopment elsewhere in this document. Figure C6 contains a schematic diagram of design and circulation considerations that should be incorporated in the redevelopment of this district. Development of this district should be relatively intensive and should be physically integrated through pedestrian access routes, design considerations, and intensive landscaping.

Safe, convenient, and attractive pedestrian connections across the district should be provided. This path should be designed under a covered enclosure or arcade along the storefronts in this area. Visual interest and pedestrian scale of these storefronts will contribute to the appeal of this walkway to the pedestrian. A connection of this pathway to Central Way should be made, with a continuation of the overhead enclosure to unify this pedestrian route.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. New development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.

A substantial building setback or mitigating design such as the site configuration on the south side of Central Way is necessary in order to preserve openness at this important gateway site. The northeast and southeast corners of this block should be set aside and landscaped to provide public open spaces or miniparks at these gateways. Side-yard setbacks, however, should be minimal to reduce the appearance of a building surrounded by a parking area.

The northern portion of this district should be developed in uses that are residential both in function and scale. Access to this portion of the site may be either from 7th Avenue or from one of the adjacent side streets. Some of the significant trees along 7th Avenue should be incorporated into the site design as a means of softening the apparent mass of any new structures and to provide additional elements of continuity facing the single-family residences along 7th Avenue. In addition, building mass should step down toward 7th Avenue and design consideration should be given to the massing and form of single-family homes to the north.

Design District 8

Building heights of two to four stories are appropriate, depending on location.

This district is located north of Central Way and south of 4th Avenue, between Market Street and 3rd Street. Maximum building height should be three stories abutting Central Way and two stories at 3rd and 4th Avenues. Structures which do not abut either of these streets should be allowed to rise up to four stories.

Building height calculation should require terracing of building forms on sloped sites.

Where dramatic elevation changes exist in this district, an innovative method of calculating height is appropriate. In order to encourage the terracing of building forms on the hillside, building height should be calculated relative to the ground elevation above which the individual planes of the structure lie. Additional bulk controls should apply to restrict the height within 100 feet of noncommercial neighborhoods to the same height allowed in the adjacent zone. Heights on the north side should step down to ease the transition to the core area and moderate the mass on top of the hillside.

Vehicular circulation to nonresidential portions of projects within this area should not occur on primarily residential streets. In addition, design elements should be incorporated into developments in this area which provide a transition to the residential area to the north.

THE IMAGE OF THE CITY: URBAN DESIGN ASSETS

Many of Downtown's urban design assets are mapped on the Master Plan (Figure C4) or are discussed explicitly in the text of the Height and Design Districts or the Downtown Design Guidelines. The following text should read as an explanation and amplification of references made in those two parts of the Downtown Plan.

Visual Landmarks

Lake Washington is a major landmark in Downtown Kirkland.

The most vivid landmark in Downtown Kirkland is Lake Washington. The lake provides a sense of openness and orientation and is a prominent feature from two of the three main approaches to the Downtown. Many residents and visitors to Kirkland form their impressions of the community from these important vantage points. The preservation and enhancement of views from the eastern (NE 85th Street~~Central Way~~) and northern (Market Street) approaches~~gateways~~ is a high-priority policy objective.

Despite the prominence from these vantage points, the core area is not well oriented to capitalize on its waterfront setting. The existing activity centers of the retail core and the lake are separated by large surface parking lots. The City and property owners around Marina Park should aggressively pursue opportunities to correct this deficiency by structuring the existing surface parking below a public plaza. This open space amenity could redefine the Downtown and become the focal point of the community.

Other outstanding visual landmarks include the large green expanse of Peter Kirk Park, which provides an open space relief to the densely developed Downtown core to the west. The Peter Kirk Park civic and cultural facilities (Library, Municipal Garage, Peter Kirk Pool, Kirkland Performance Center, Peter Kirk Community Center, Teen Union Building)~~library and Senior Center building~~ located at the south~~east~~ edge of Peter Kirk

Park, as well as the METRO transit center at the western boundary of the park, are also well-known local landmarks.

The City Hall facility provides an important visual and civic landmark on the northern slope above the Downtown. Marina Park and the pavilion structure situated there are also symbolic reference points of community, recreational, and cultural activities.

There are a number of features in and nearby the Downtown area with historic significance which add to its visual character and historic flavor. These landmarks include the historic buildings on Market Street and the old ferry clock on Lake Street at Kirkland Avenue. These structures should be recognized for their community and historic value, and their preservation and enhancement should have a high priority. In contrast to the bland architecture of many of the buildings in the Downtown constructed since the 1940's, some of the older structures help define the character of the Downtown. The City will consider preserving this character through a process of inventorying these structures and adopting historic protection regulations. New regulations could range from protecting the character of designated historic buildings to protecting the actual structure. Some form of preservation would provide continuity between the Downtown vision and its unique past.

Public Views

Important Downtown views are from the northern, southern, and eastern gateways.

A number of dramatic views exist in the Downtown and its immediate vicinity due to the hills, the valley, and the sloping land areas which form the bowl-like topography ~~which~~ characterizing~~es~~ the City's center. One of the views most often associated with Downtown Kirkland is from NE 85th Street just west of Interstate 405~~the eastern gateway, where Central Way meets 6th Street~~. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

Another striking view, identified in Figure C4, is from the Market Street entry into Downtown. This approach is met with a view of the lake, Marina Park and its pavilion, and the City's shoreline. This view could be enhanced with redevelopment of the GTE site, where the existing massive building substantially diminishes this broad territorial view.

Where the Kirkland Avenue and 2nd Avenue South rights-of-way cross Lake Street and continue to Lake Washington, an unobstructed view of open water is visible to pedestrians and people traveling in vehicles. These views are very valuable in maintaining the visual connection and perception of public accessibility to the lake. These views should be kept free of obstruction.

Gateways

Topographic changes define gateways into the Downtown area.

The gateways into Downtown Kirkland are very clear and convey a distinct sense of entry. Two of the Downtown's three major gateways make use of a change in topography to provide a visual entry into the area.

At the eastern boundary of the Downtown area, Central Way drops toward the lake, and the core area comes clearly into view. This gateway could be enhanced by an entry sign, similar to one located farther up the hill to the east, or some other distinctive structure or landscaping feature.

A second major gateway is the Downtown's northern entrance where Market Street slopes gradually down toward Marina Park. The historic buildings at 7th Avenue begin to form the visual impression of Downtown's character and identity, and the landscaped median adds to the boulevard feeling of this entryway. Some type of sign or other feature could be incorporated into the improvements to the Waverly site.

At the Downtown's southern border, the curve of Lake Street at about 3rd Avenue South provides a very clear gateway into the commercial core. It is at this point that the transition from residential to retail uses is distinctly felt. Here, also, is an opportunity to enhance this sense of entry by creation of literal gateposts, signs, or landscape materials.

Pathways

An extensive network of pedestrian pathways covers the Downtown area.

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The core of the shopping district, with its compact land uses, is particularly conducive to pedestrian traffic. Both sides of Lake Street, Park Lane, and Kirkland Avenue are major pedestrian routes. Many residents and visitors also traverse the land west of Lake Street to view and participate in water-oriented activities available there.

The Downtown area's major east/west pedestrian route links the lake with Peter Kirk Park, the Kirkland Parkplace shopping center, and areas to the east. For the most part, this route is a visually clear pathway, with diversity and nearby destinations contributing to its appeal to the pedestrian. Enhancement and improved definition of this important east-west pedestrian corridor would help link Parkplace ~~Place~~ with the rest of the shopping district.

Minor pedestrian routes link the residential areas north of Central Way and south of Kirkland Avenue. These linkages need to be strengthened in order to accommodate the residential and office populations walking from the Norkirk Neighborhood and core frames, respectively. Additional improvements, such as brick paver crosswalks, pedestrian safety islands, and signalization, are methods to strengthen these north-south linkages.

Enhancement of Downtown pedestrian routes should be a high-priority objective.

Enhancement of the Downtown area's pedestrian routes should be a high-priority policy and design objective. For example, minor architectural features and attractive and informative signs should be used to identify public pathways. Public and private efforts to make pedestrian walkways more interesting, functional, convenient,

and safe, should be strongly supported. Figure C4 highlights a number of projects proposed for this purpose. These projects are discussed in detail elsewhere in this text.

D. PUBLIC FACILITIES

OPEN SPACE/PARKS

Four major park sites are critical to the Downtown's feeling of openness and greenery. These parks weave a noncommercial leisure-time thread into the fabric of the area and provide a valuable amenity, enhancing Downtown's appeal as a destination. Each of the major approaches to the Downtown is met with a park, with the Waverly site and Marina Park enhancing the northern entry, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for residents, such as the installation of permanent street furniture and play equipment for children at Marina Park.

Pedestrian improvements should be made to improve connections between parks and nearby facilities.

Downtown projects which are not directly related to the parks should continue to locate adjacent to the parks, and in some cases, should share access or parking. Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities, will help to reduce the appearance of a separation of uses at these locations.

The boat launch ramp which exists at Marina Park is an important amenity in the community. It should be retained until another more suitable location is found.

OTHER PUBLIC FACILITIES

City Hall and the Peter Kirk Park civic and cultural center ~~Library/Senior Center facility~~ add to the community atmosphere and civic presence in the Downtown area. The plan for Downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site overlooking the Downtown from the northern slope. In its new location, City Hall is close enough to Downtown to contribute workers to the retail and restaurant trade, as well as to provide a visually prominent and symbolic landmark when viewed from the Downtown.

Public efforts to assist the Downtown business district should be continued.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for private projects such as the Lakeshore Plaza Boardwalk, which would help to implement public policy goals.

E. CIRCULATION

PEDESTRIAN

Pedestrian routes should have equal priority to vehicular routes in Downtown circulation.

Pedestrian amenities and routes should continue to be improved, and should be given equal priority with that of vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for the pedestrian. Pedestrian safety would be increased greatly by reducing opportunities for conflicts with cars. The reprogramming of crosswalk signals to favor the pedestrian would discourage jaywalking and allow sufficient time for slower walkers to cross the street.

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. "Shortcuts" between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

A system of overhead coverings should be considered to improve the quality of pedestrian walkways year-round.

The pleasures of walking in the Downtown area would be enhanced by the installation of minor public improvements, such as street furniture (benches, planters, fountains, sculptures, special paving treatments), flower baskets, and coordinated banners and public art. The creation of a system of overhead coverings such as awnings, arcades, and marquees would provide protection to the pedestrian during inclement weather, allowing for pedestrian activity year-round. All of these features would add visual interest and vitality to the pedestrian environment.

Brick crosswalks have been installed at 3rd Street and Park Lane in conjunction with the METRO transit center facility. The expansion of the use of brick for crosswalks throughout the Downtown should be considered. In any case, additional restriping of crosswalks in the Downtown area should be actively pursued.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure C4. Major pathways include the extensive east-west "spine" or "Park Walk Promenade," which links the lake with points east of 6th Street and the shoreline public access trail.

The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way. Elevated crosswalks should be considered among the alternatives reviewed for pedestrian access across Central Way. Disadvantages to elevated crosswalks which should be considered are potential view blockage and the loss of on-street pedestrian traffic.

The portion of the Park Walk Promenade spanning Peter Kirk Park was installed by the City during renovation of the park facilities. The walk serves the ~~Senior Center~~Peter Kirk Park civic and cultural center ~~and library~~, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops.

Figure C4 illustrates pedestrian system improvements for the two major routes which are intended to serve several purposes. These projects would improve the safety, convenience, and attractiveness of foot traffic in the Downtown, provide shelter from the weather, and create a unifying element highlighting the presence of a pedestrian linkage.

A large public plaza should be constructed west of buildings on Lake Street to enhance the Downtown's lake front setting (See Figure C-4).

The Lakeshore Plaza shown on the Downtown Master Plan envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The plexiglas and metal "space frames" used at Mercer Island's Luther Burbank Park and at the Seattle Center are possible design options for protective structures. The concrete and metal gateway feature where Parkplace abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.

VEHICULAR

Automobiles and public transit are the modes of transportation which move people in and out of the Downtown, and often between the core area and the frame. Within the Downtown, pedestrian circulation should be given equal priority with vehicular circulation. A primary circulation goal should be to emphasize pedestrian circulation within the Downtown, while facilitating vehicle access into and out of the Downtown.

Alternate traffic routes should be considered.

Lake Street should be designated to function as a major pedestrian pathway. The objectives for land use and pedestrian circulation should be seriously considered during any plans for traffic and roadway improvements on Lake Washington Boulevard. The goal to discourage commuter traffic on the boulevard should not be viewed independently from the need to retain vehicle access for tourists, shoppers, and employees to the Downtown.

State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the Downtown area. Sixth Street should be developed to accommodate additional vehicles. Future plans for Lake Street and Lake Washington Boulevard may include the diversion of cars from the Downtown area, and 6th Street would provide the most appropriate north/south alternative route. The existence of commercial development on this street renders it more appropriate than State Street to handle substantial commuter traffic.

The use of public transportation to the Downtown should be encouraged.

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

PARKING

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. Four public parking lots exist in the Downtown area: at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street. These lots are shown on the Downtown Master Plan (Figure C4).

Public parking to be a permitted use on private properties north and south of the core area.

Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure C4. Public parking in these areas would help to serve core-area businesses, while not detracting from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as the Market Street-End lot and the Peter Kirk lot would adapt well to structured parking due to the topography in the immediate vicinity of these lots. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should be expanded to include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

Another option for off-site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

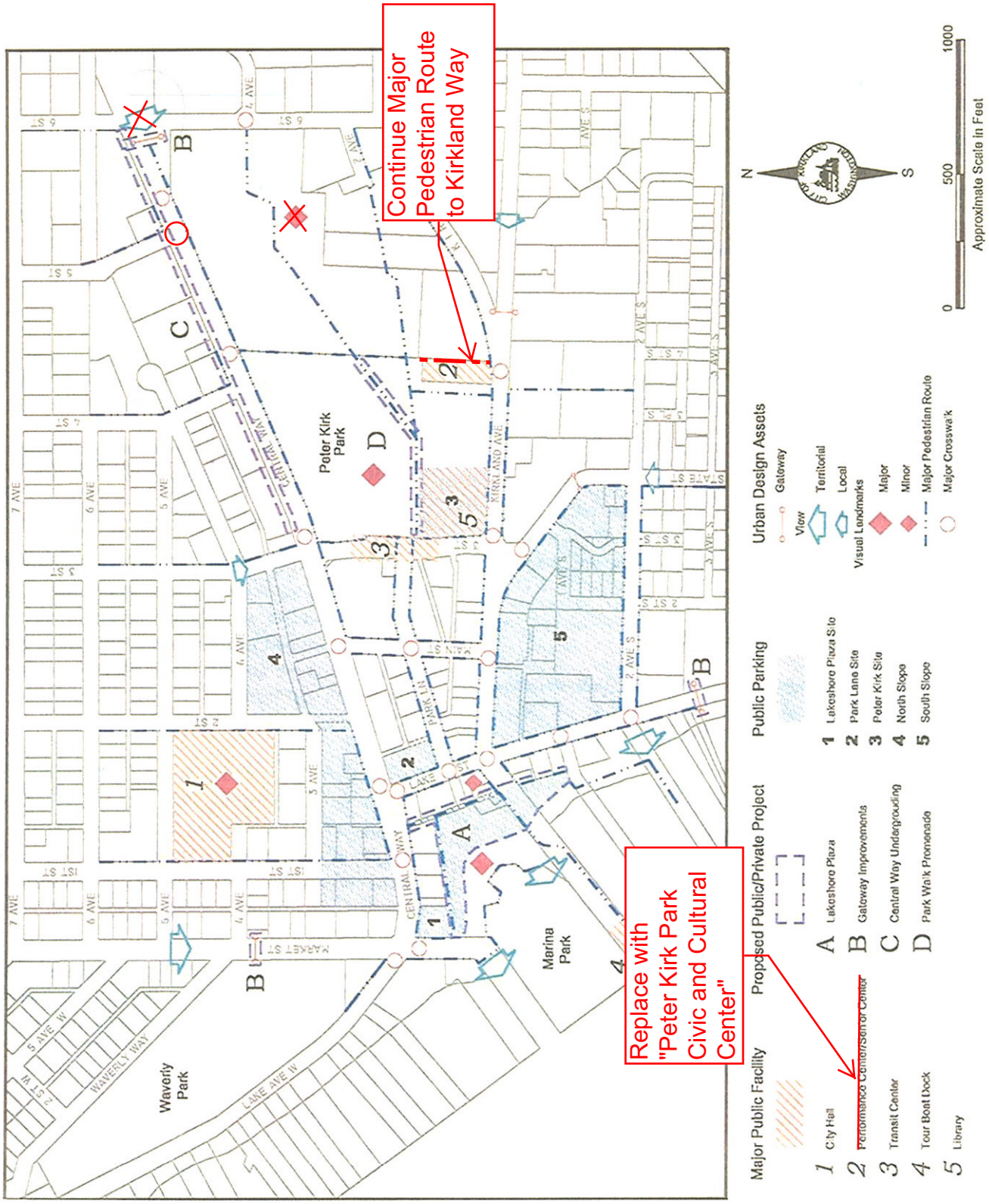


Figure C-4: Downtown Master Plan

ATTACHMENT 1

EXHIBIT C

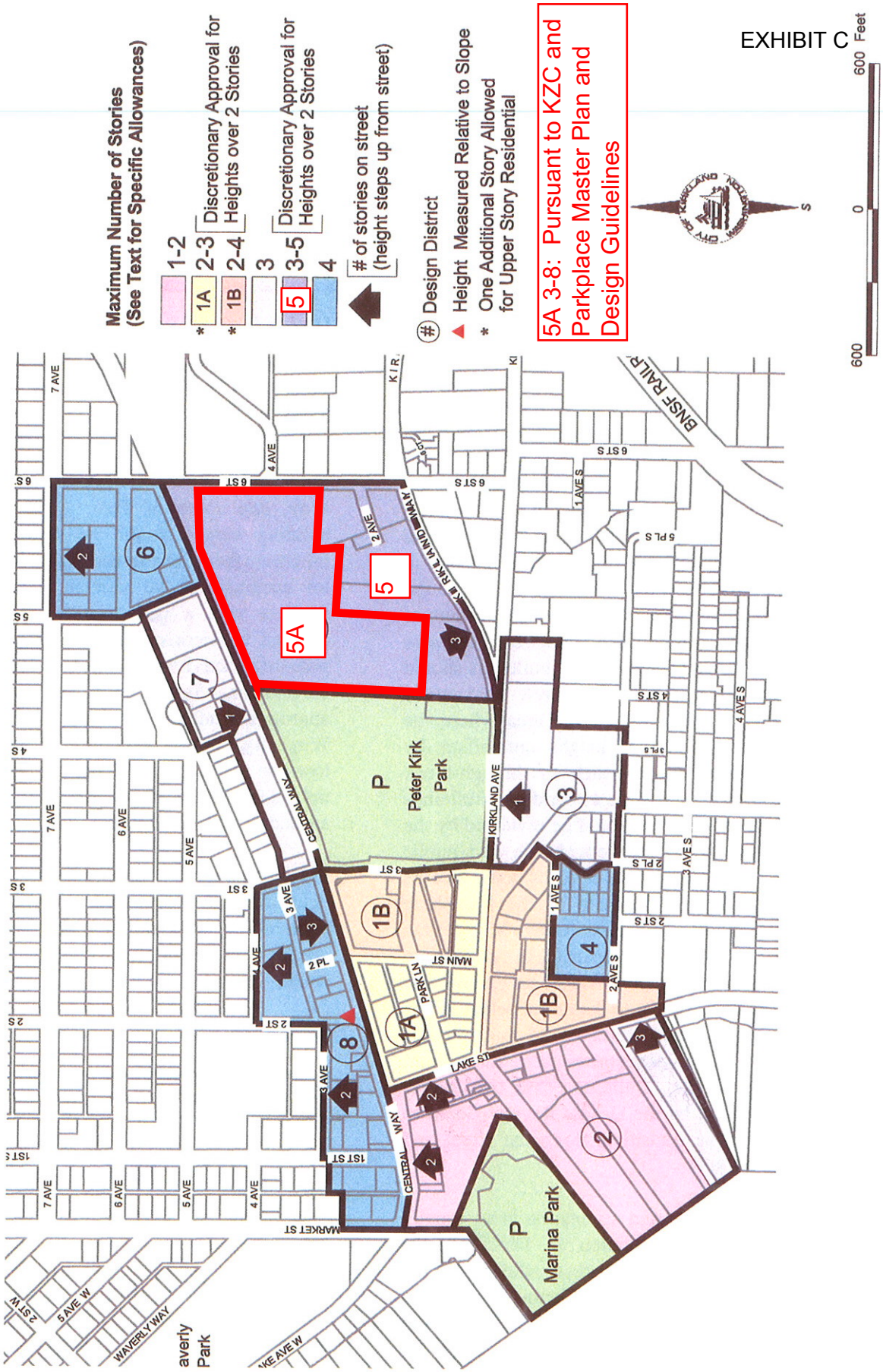


Figure C-5: Downtown Height and Design Districts

EXHIBIT C

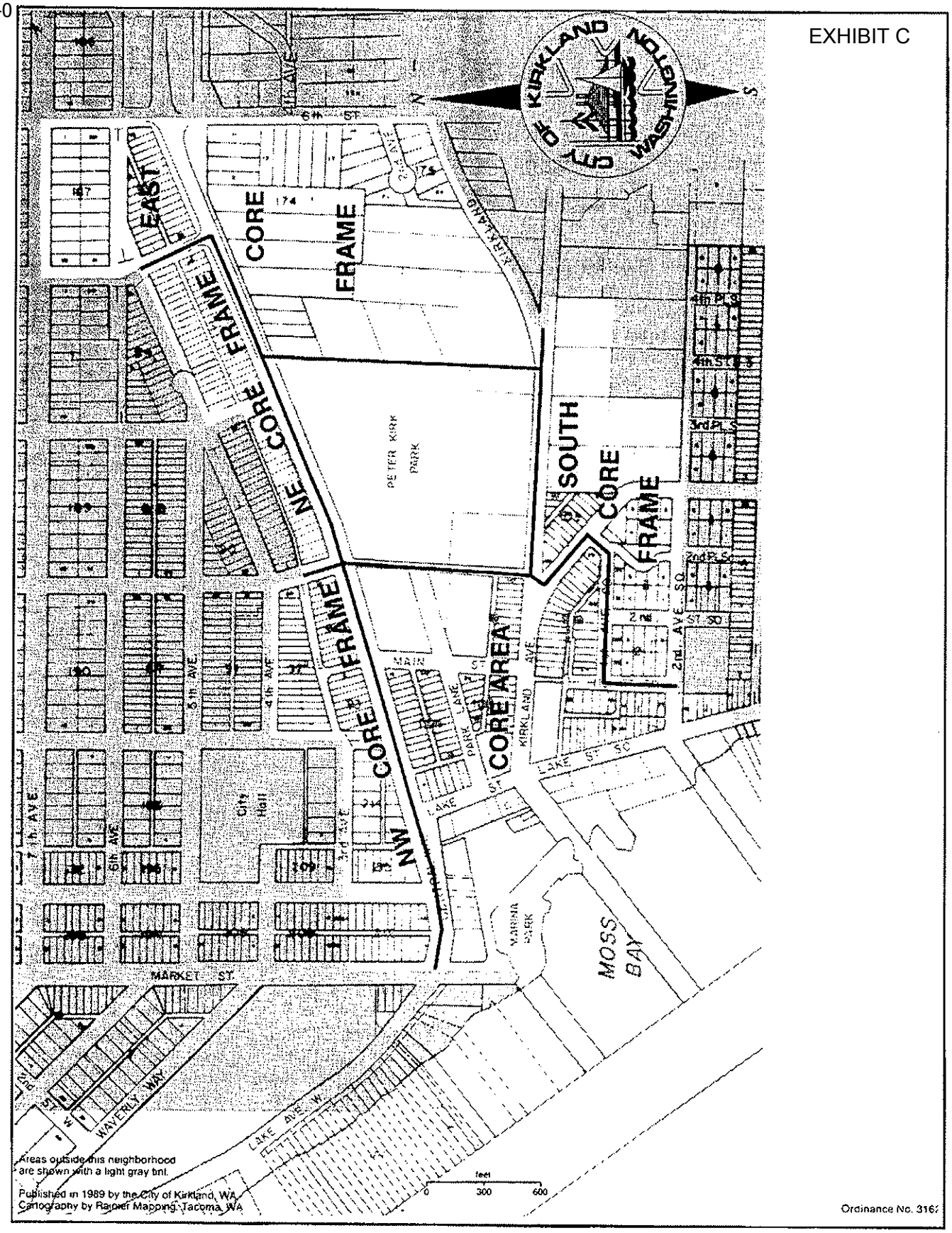


Figure C-3: Downtown Land Use Districts

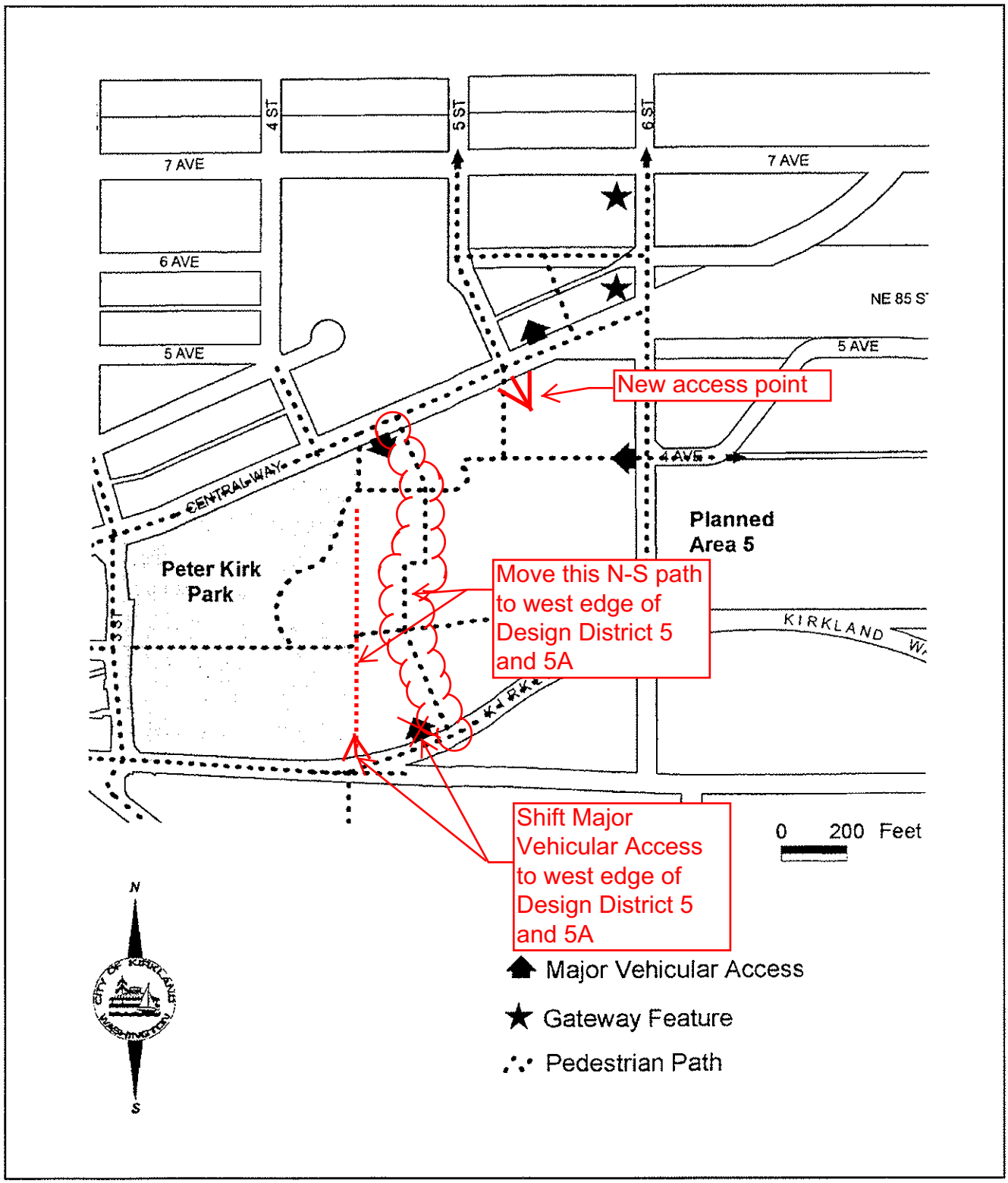


Figure C-6: Design Districts 5 and 6 - Circulation and Gateways

PUBLICATION SUMMARY
OF ORDINANCE NO. 4170

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, TO IMPLEMENT CHANGES TO THE DOWNTOWN PLAN SECTION OF THE MOSS BAY NEIGHBORHOOD PLAN AND THE TRANSPORTATION ELEMENT, AND APPROVING THIS SUMMARY FOR PUBLICATION, FILE NO ZON07-00016

SECTION 1. Amends the following specific portions of the Kirkland Comprehensive Plan:

A. Amends Table T-6: State Routes in the Transportation Element,

B. Amends Table T-7: Signalized State Route Intersections in the Transportation Element'

C. Amendments Downtown Plan (3) in the Moss Bay Neighborhood Plan section.

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017 and establishes the effective date as five days after publication of summary.

SECTION 4. Establishes certification by City Clerk and notification of King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the 16th day of December, 2008.

I certify that the foregoing is a summary of Ordinance 4170 approved by the Kirkland City Council for summary publication.

Kathy Anderson

City Clerk

ORDINANCE NO. 4171

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE KIRKLAND ZONING CODE (TITLE 23 OF THE KIRKLAND MUNICIPAL CODE), AND THE KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED, TO IMPLEMENT THE NEW CBD5A ZONE, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO ZON07-00016.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Kirkland Zoning Code (Title 23 of the Kirkland Municipal Code), all as set forth in that certain report and recommendation of the Planning Commission dated November 20, 2008, and bearing Kirkland Department of Planning and Community Development File No. ZON07-00016; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held public hearings on April 24, 2008, June 12, 2008, and October 23, 2008 on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a Planned Action Environmental Impact Statement. The draft of which was issued on April 4, 2008 and the final of which was issued on October 16, 2008 by the responsible official pursuant to WAC 197-11-400 through 197-11 560; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission; and

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

Section 1. Zoning Text amended: The following specified sections of the text of the Kirkland Zoning Code (Title 23 of the Kirkland Municipal Code) are amended as follows:

A. Table of Contents:
Add CBD5A to Chapter 50: Central Business District (CBD) Zones as set forth in **Exhibit A** attached to this ordinance and incorporated by reference.

B. Chapter 1. User Guide:
Add CBD5A to Section 1.05: How To Use This Code as set forth in **Exhibit B** attached to this ordinance and incorporated by reference.

C. Chapter 5. Definitions:
Add CBD5A to Section 5.960: Use Zone as set forth in **Exhibit C** attached to this ordinance and incorporated by reference.

D. Chapter 50. Central Business District (CBD) Zones:
Add new use zone chart CBD5A as set forth in **Exhibit D** attached to this ordinance and incorporated by reference.

E. Chapter 142. Design Review:
Text amendments to Sections 142.35 as set forth in **Exhibit E** attached to this ordinance and incorporated by reference.

Section 2. Zoning Map amended: The following specified zones of Ordinance 3710 as amended, the Kirkland Zoning Map, are amended as follows:

As set forth in **Exhibit F**, which by this reference is incorporated herein.

Section 3. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4. This ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

Section 5. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this 16th day of December, 2008.

SIGNED IN AUTHENTICATION THEREOF this 16th day of December, 2008.

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

TABLE OF CONTENTS

Click here to view adopted ordinances that have not yet been inserted into the Zoning Code as well as pending regulations under consideration.

Zoning Code Interpretations

Chapter 1 – User Guide

Chapter 5 – Definitions
Chapter 10 – Legal Effect/Applicability
Chapter 15 – Single-Family Residential (RS) Zones
Chapter 17 – Single-Family Residential Annexation (RSX) Zones
Chapter 20 – Multifamily Residential (RM) Zones
Chapter 25 – Professional Office Residential (PR) Zones
Chapter 27 – Professional Office (PO) Zones
Chapter 30 – Waterfront District (WD) Zones
- WDI Zone
- WDII Zone
- WDIII Zone

Chapter 35 – Freeway Commercial (FC) Zones
- FCIII Zone

Chapter 40 – Neighborhood Business (BN) Zones
Chapter 45 – Community Business (BC) Zones
Chapter 47 – Community Business Annexation (BCX) Zones
Chapter 48 – Light Industrial Technology (LIT) Zones
Chapter 49 – Park/Public Use (P) Zones
Chapter 50 – Central Business District (CBD) Zones
- CBD-1
- CBD-2
- CBD-3
- CBD-4
- CBD-5
- **CBD-5A**
- CBD-6
- CBD-7
- CBD-8
- 50.60 Special Parking Provisions in the CBD 1, 2, and 8 Zones
- 50.62 Building Height Provisions in the CBD

Chapter 51 – Market Street Corridor (MSC) Zones
- MSC 1, 4
- MSC 2
- MSC 3

Chapter 52 – Juanita Business District (JBD) Zones
- JBD-1
- JBD-2
- JBD-3
- JBD-4
- JBD-5
- JBD-6

Chapter 53 – Rose Hill Business District (RHBD) Zones

1.05 How To Use This Code

This code has been designed and drafted to make it as easy as possible for the user to determine all land use regulations that apply to a particular piece of property and to uses, structures, and activities on that piece of property. Follow the step-by-step procedure laid out below to find applicable regulations.

1. Find the subject property on the Zoning Map. The subject property will be within one of the following use zones sequentially listed:

Add CBD 5A to following chart.

RS	CBD 3	RH 2C	TL 1B	TL 10C
RSX	CBD 4	RH 3	TL 2	TL 10D
RM	CBD 5	RH 4	TL 3A	TL 10E
PR	CBD 6	RH 5A	TL 3B	TL 11
PO	CBD 7	RH 5B	TL 3C	PLA 1
WD I	CBD 8	RH 5C	TL 3D	PLA 2
WD II	JBD 1	RH 7	TL 4A	PLA 3
WD III	JBD 2	RH 8	TL 4B	PLA 5
FC III	JBD 3	NRH1A	TL 4C	PLA 6
BN	JBD 4	NRH1B	TL 5	PLA 7
BC	JBD 5	NRH2	TL 6A	PLA 9
BCX	JBD 6	NRH3	TL 6B	PLA 14
LIT	RH 1A	NRH4	TL 7	PLA 15
P	RH 1B	NRH5	TL 8	PLA 16
CBD 1	RH 2A	NRH6	TL 10A	PLA 17
CBD 2	RH 2B	TL 1A	TL 10B	PLA 17A

2. Refer to the text of this code and find the chapter that corresponds to the use zone in which the subject property is located.

3. Each of these use zone chapters contains a series of charts. Read down the first vertical column of each chart to find the use in which you are interested. In some zones, certain uses are listed specifically (e.g., “Retail variety or department store” in Neighborhood Business Zones). In other zones, uses are listed generally (e.g., “Any retail establishment ... selling goods or providing services...” in Community Business Zones). In many cases, the general listing encompasses what could otherwise be numerous separate uses.

   Uses and activities that fall under the definition of “adult entertainment use or activity” are not permitted except as allowed in Chapter 72 KZC.

Chapter 5 – DEFINITIONS

Sections:
5.05 User Guide
5.10 Definitions

5.05 User Guide

The definitions in this chapter apply for this code.

5.10 Definitions

The following definitions apply throughout this code unless, from the context, another meaning is clearly intended:

*****Definitions numbered .005 through .945.5 will not change and so are not shown.***

.955 Use – The nature of the activities taking place on private property or within structures thereon. Each separate listing under the "Use" column in the Chapters 15 through 60 KZC is a separate use.

.960 Use Zone – The zoning designations on the Zoning Map as follows:

Add CBD-5A to the chart below.

RS 35	LIT	RH 5B	TL 10E
RSX 35		RH 5C	TL 11
RS 12.5	P	RH 7	
RSX 12.5		RH 8	PLA 1
RS 8.5	CBD 1		PLA 2
RSX 8.5	CBD 2	NRH 1A	PLA 3A
RS 7.2	CBD 3	NRH 1B	PLA 3B
RS 6.3	CBD 4	NRH 2	PLA 5A
RS 5.0	CBD 5	NRH 3	PLA 5B
RSX 5.0	CBD 6	NRH 4	PLA 5C
	CBD 7	NRH 5	PLA 5D
RM 5.0	CBD 8	NRH 6	PLA 5E
RM 3.6			PLA 6A
RM 2.4	MSC 1	TL 1A	PLA 6B
RM 1.8	MSC 2	TL 1B	PLA 6C
	MSC 3	TL 2	PLA 6D
WD I	MSC 4		PLA 6E
WD II		TL 3A	PLA 6F
WD III	JBD 1	TL 3B	PLA 6G
	JBD 2	TL 3C	PLA 6H
PR 8.5	JBD 3	TL 3D	PLA 6I

PR 5.0	JBD 4	TL 4A	PLA 6J
PR 3.6	JBD 5	TL 4B	PLA 6K
PR 2.4	JBD 6	TL 4C	PLA 7A
PR 1.8		TL 5	PLA 7B
	RH 1A	TL 6A	PLA 7C
PO	RH 1B	TL 6B	PLA 9
	RH 2A	TL 7	PLA 15A
FC III	RH 2B	TL 8	PLA 15B
	RH 2C	TL 10A	PLA 16
BN	RH 3	TL 10B	PLA 17
BC	RH 4	TL 10C	PLA 17A
BCX	RH 5A	TL 10D	

.965 Vehicle Service Station – A commercial use supplying petroleum products that are for immediate use in a vehicle.

.970 Vehicle Storage Area – An outside area which is used for the storage of operational vehicles.

.973 Vehicular Access Easement or Tract – A privately owned right-of-way, but not including a driveway easement.

.974 View Corridor – An open area that provides an unobstructed view across the subject property to and beyond Lake Washington from the adjacent right-of-way.

.975 Wall Sign – A sign attached to and extending not more than 18 inches from the facade or face of a building with the exposed face of the sign parallel to the facade or face of the building.

.980 Waterward – Toward the body of water.

.985 Wetland – As defined in Chapter 90 KZC.

.990 Wholesale Trade – A commercial establishment which sells to retail establishments.

.995 Zones – Use zones.

.1000 Zoning Map – The map designated as such and adopted by the City showing the geographical location of use zones within the municipal boundaries.

CBD 5A USE ZONE CHART

KZC 50.38.A User Guide. The charts in KZC 50.38.C contain the basic zoning regulations that apply in the CBD 5A zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 50.38.B - GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.

USE ZONE CHART

Section 50.38.C

Use: Mixed Use Development containing office, retail and restaurant uses. See Special Regulations 1, 2, 3 and 4.

Required Review Process: DR, Chapter 142 KZC. See Special Regulation 1

Minimums:

Lot Size: None
Required Yards: see Plate X-1.

Maximums:

Lot Coverage: 100%.
Height of Structures: See Special Regulation 5 and Plate X-2A and X2-B.

Landscape Category: None

Sign Category: E. See Special Regulation 6.

Required Parking: See Special Regulation 7.

Special Regulations:

1. Development under this Use shall be pursuant to the Parkplace Master Plan and Design Guidelines contained in Kirkland Municipal Code 3.30. Compliance with the Master Plan and Design Guidelines shall be determined through DR, Chapter 142.
2. The gross floor area of retail and restaurant uses in this zone shall be equal to or greater than 25% of the gross floor area of office uses in this zone. Retail uses may include accessory short term drop-off children's play facilities.
3. The following additional uses are allowed subject to restrictions listed:
   a. Hotel; or Athletic Club. Accessory retail or restaurant uses shall be included as retail uses under Special Regulation 2 provided they are open to the public.
   b. Movie theater. This use may be included as a retail use under Special Regulation 2 provided that the gross floor area of this use shall not count toward more than 10% of the required minimum gross floor area of retail and restaurant uses.
   c. Private Lodge or Club; Church; School, Day-care Center, or Mini-School or Day-care Center; Public Utility, Government Facility, or Community Facility; Public Park.
   d. Assisted Living Facility (including a nursing home if part of the facility); Stacked or Attached Dwelling Units; provided that the gross floor area of these uses does not exceed 10% of the total gross floor area for the Master Plan.
4. The following uses are prohibited:
   a. Any retail establishment exceeding 70,000 square feet.
   b. At grade drive-through facilities.
   c. The outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers.
5. Rooftop appurtenances may exceed the applicable height limitation by a maximum of 16 feet if the area of all appurtenances and screening does not exceed 25 percent of the total area of the building rooftop. All other regulations for rooftop appurtenances in Chapter 115 shall apply.
6. Prior to installation of permanent signs, the development must submit and receive approval of a Master Sign Plan pursuant to Chapter 100.
7. The following establishes the number of parking spaces required:
   a. Residential uses must provide 1.7 parking spaces for each dwelling unit and one parking space for each assisted living unit.
   b. Restaurants and taverns must provide one parking space for each 125 square feet of gross floor area
   c. All other uses must provide one parking space for each 350 square feet of gross floor area.

   A mix of uses with different peak parking times makes a project eligible for applying a shared parking methodology to parking calculations. Further parking reductions may be appropriate through a transportation management plan (TMP) and parking management measures. The development may propose and the Planning Official may permit a reduction in the required number of parking spaced based on a demand and utilization study prepared by a licensed transportation engineer. The study shall include an analysis of shared parking demonstrating that the proposed parking supply is adequate to meet the peak parking demand of all uses operating at the same time. A TMP and parking management measures shall be incorporated into the analysis. An analysis of the effectiveness of the TMP and parking management measures shall be provided for City review. The City's transportation engineer shall approve the scope and methodology of the study as well as the effectiveness of the TMP and parking management measures.

Plate X-1

CBD 5A Required Yards

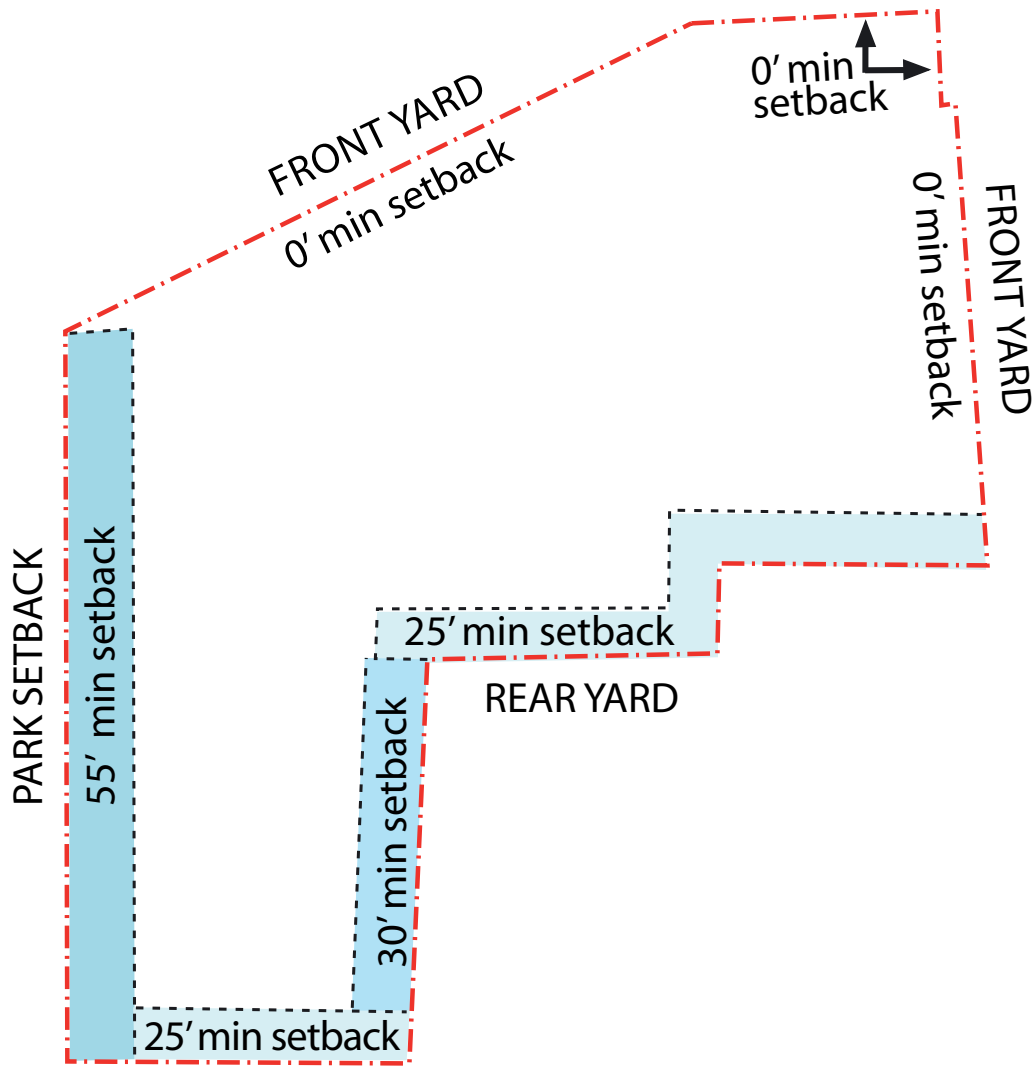
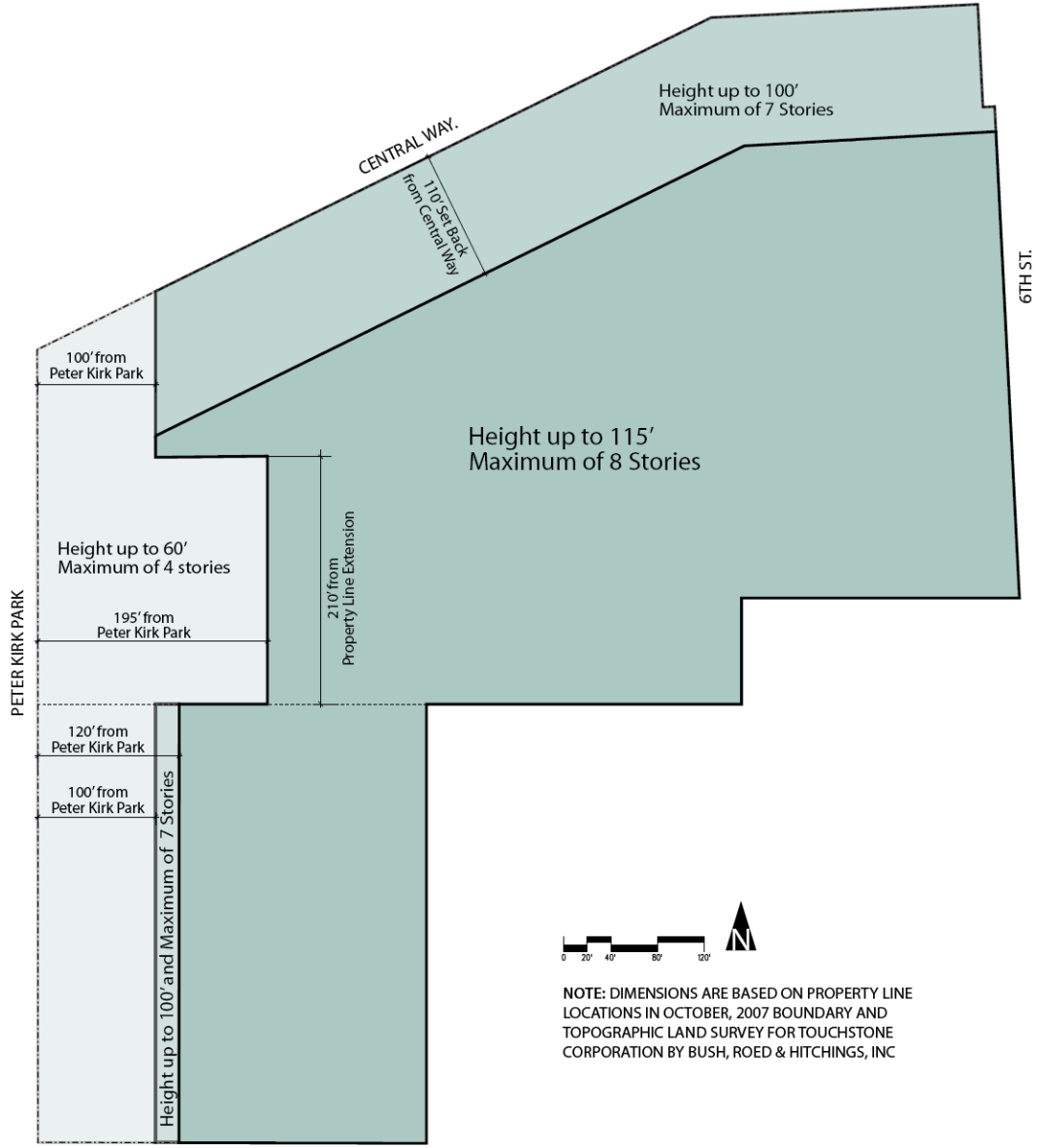


Plate X-2A

CBD 5A Maximum Building Heights

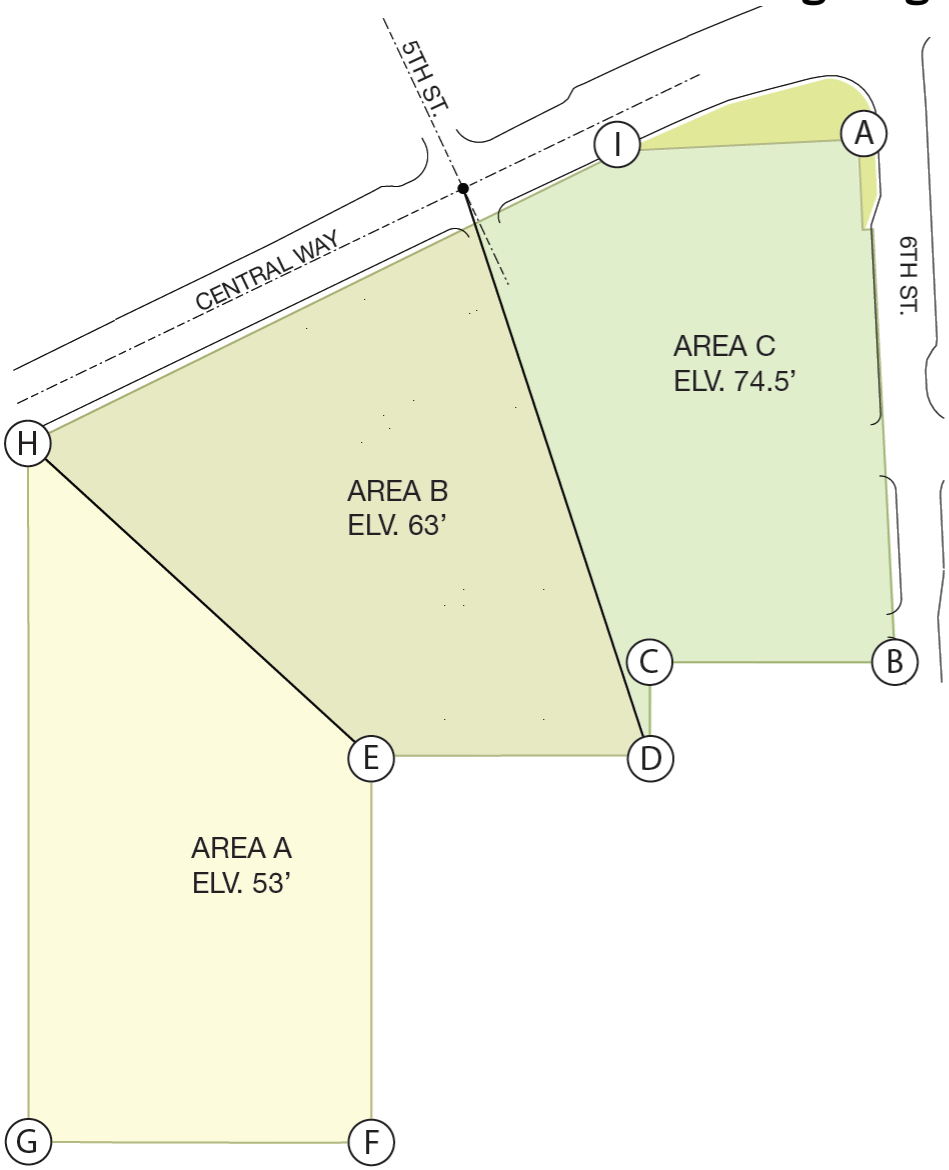
Building height and story maximums shall be measured from elevations points established by Plate X-2B



O-4171

Plate X-2B

CBD 5A Maximum Building Height and Stories Measurement Points



Building Height & Number of Stories: Measurement Points

GENERAL NOTES:

1. Where a minimum of of 75% of the Gross Floor Area of a building is located in area "A", the Building Measuring Point will be elevation 53.0 feet above sea level

2. Where a minimum of of 75% of the Gross Floor Area of a building is located in area "B", the Building Measuring Point will be elevation 63.0 feet above sea level

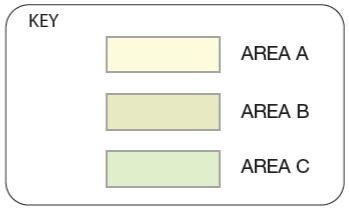
3. Where a minimum of of 75% of the Gross Floor Area of a building is located in area "C", the Building Measuring Point will be elevation 74.5 feet above sea level

Area A: That portion of property area that lies west and south of a line between Property Corner H and Property Corner E.

Area B: That portion of property area that lies east of a line between Property Corner H and Property Corner E and west of a line from the centerline of the intersection of 5th Street and Central Way and property corner D.

Area C: That portion of property area that lies east of a line from the centerline of the intersection of 5th Street and Central Way and property corner D and west of 6th Street

note: Based on the Boundary and Topographic Survey for Park Place Center by Bush, Roed & Hitchings, INC., dated October 2007



KZC 142.35 Design Board Review (D.B.R.) Process

1. Timing of D.B.R. – For any development activity that requires D.B.R. approval, the applicant must comply with the provisions of this chapter before a building permit can be approved; provided, that an applicant may submit a building permit application at any time during the design review process. An applicant may request early design review, but such review shall not be considered a development permit or to in any way authorize a use or development activity. An application for D.R. approval may be considered withdrawn for all purposes if the applicant has not submitted information requested by the City within 60 calendar days after the request and the applicant does not demonstrate reasonable progress toward submitting the requested information.

2. Public Meetings – All meetings of the Design Review Board shall be public meetings and open to the public.

3. Authority – The Design Review Board shall review projects for consistency with the following:

   a. Design guidelines for pedestrian-oriented business districts, as adopted in Chapter 3.30 KMC.

   b. Design Guidelines for the Rose Hill Business District (RHBD) and the Totem Lake Neighborhood (TLN) as adopted in Chapter 3.30 KMC.

   c. The applicable neighborhood plans contained in the Comprehensive Plan for areas where Design Review is required.

   d. The Design Principles for Residential Development contained in Appendix C of the Comprehensive Plan for review of attached and stacked dwelling units located within the NE 85th Street Subarea and the Market Street Corridor.

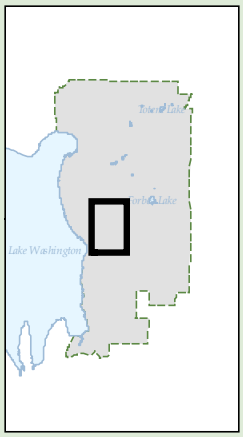
   e. The Parkplace Master Plan and Design Guidelines for CBD 5A as adopted in Chapter 3.30 KMC.

4. The Design Review Board is authorized to approve minor variations in development standards within certain Design Districts described in KZC 142.25(6)(a) provided the variation complies with the criteria of KZC 142.25(6)(b).

AREA A BELOW WILL BE REZONED FROM CBD 5 TO CBD 5A.

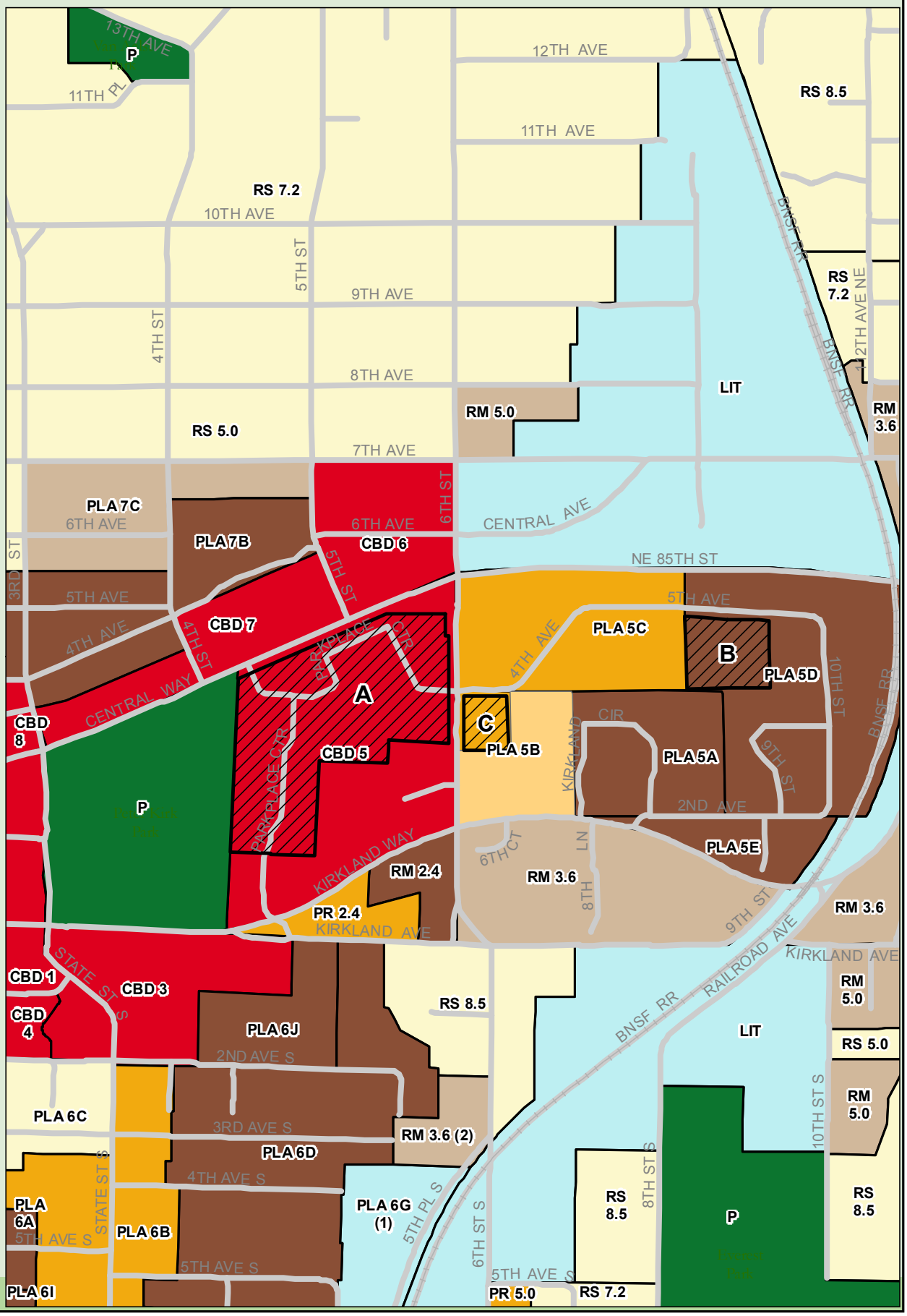
Current Zoning

O-4171



Vicinity Map

0 6,000 12,000 18,000 Feet



Map Legend

- Planned Action Areas
- Railroad Centerline
- Commercial
- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space

0 160 320 480 Feet

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PUBLICATION SUMMARY
OF ORDINANCE NO. 4171

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE KIRKLAND ZONING CODE (TITLE 23 OF THE KIRKLAND MUNICIPAL CODE), AND THE KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED, TO IMPLEMENT THE NEW CBD5A ZONE, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO ZON07-00016.

SECTION 1. Amends the following specific portions of the Kirkland Zoning Code:

A. Amends Table of Contents, Central Business District CBD Zones;
B. Amends Chapter 1. User Guide Section 1.05;
C. Amends Chapter 5. Definitions Section 5.960;
D. Adds new zone to Chapter 50. Central Business District (CBD) Zones;
E. Amends Chapter 142. Design Review Section 142.35

SECTION 2. Amends the Kirkland Zoning Map as set forth in Exhibit F.

SECTION 3. Provides a severability clause for the ordinance.

SECTION 4. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017 and establishes the effective date as five days after publication of summary.

SECTION 5. Establishes certification by City Clerk and notification of King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the 16th day of December, 2008.

I certify that the foregoing is a summary of Ordinance 4171 approved by the Kirkland City Council for summary publication.

Kathi Anderson
City Clerk

CITY OF KIRKLAND
123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189 (425) 587-3249

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
MEMORANDUM

To: Kurt Triplett, City Manager

From: Angela Ruggeri, AICP, Senior Planner
Eric Shields, AICP, Director
Paul Stewart, AICP, Deputy Director

Date: August 27, 2010

Subject: Parkplace Comprehensive Plan and Zoning Amendments
File Number ZON07-00016

UPDATE ON PLANNING COMMISSION RECOMMENDATION

The Planning Commission completed its deliberations and recommendation to the City Council at its August 26 meeting. The Commission members present unanimously recommended that the Council:

1. Re-adopt Ordinances 4170 and 4171, which originally adopted changes to the Comprehensive Plan and Zoning for the Parkplace property; and
2. Adopt the proposed amendments to the Introduction, Land Use, Transportation and Capital Facilities Elements of the Comprehensive Plan to comply with the order of the Central Puget Sound Growth Management Hearings Board.

In their deliberations, Commissioners made the following observations:

- The SEIS was well done and did a good job of discussing the impacts of alternative locations for growth in the downtown;
- The SEIS demonstrated that the original decision made in 2008 was a good one. Commissioners involved with the 2008 review indicated that the SEIS reinforced their previous decision. New Commissioners stated that they had a better appreciation for the issues discussed in 2008 and that they agreed with the previous decision;
- The Parkplace site is clearly the best location in the downtown to accommodate additional growth;
- The downtown will benefit from the proposed redevelopment of Parkplace.

Representatives of the Planning Commission will be in attendance at the City Council's study session on September 1 to provide additional information and answer any questions that the Council may have.

cc: ZON07-00016
Planning Commission
A-P Hurd, 2025 First Avenue, Suite 1212, Seattle, WA 98121

ORDINANCE NO. 4257

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO LAND USE AND PLANNING; AND REAFFIRMING THE CITY'S ADOPTION OF THE COMPREHENSIVE PLAN AND ZONING CODE AMENDMENTS MADE IN ORDINANCES 4170 AND 4171 AFTER CONSIDERATION OF THE PLANNED ACTION SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT ISSUED ON AUGUST 16, 2010 IN CONNECTION WITH CITY FILE NO. ZON07-00016.

WHEREAS, the City Council received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481, as amended, and to amend certain portions of the Kirkland Zoning Code (Title 23 of the Kirkland Municipal Code), all as set forth in that certain report and recommendation of the Planning Commission dated November 20, 2008, and bearing Kirkland Department of Planning and Community Development File No. ZON07-00016; and

WHEREAS, prior to making said recommendation, the Planning Commission, following notice thereof as required by RCW 35A.63.070, held public hearings on April 24, 2008, June 12, 2008 and October 23, 2008 on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, pursuant to the State Environmental Policy Act ("SEPA"), the legislative proposals and recommendations were, through the entire consideration process, accompanied by a Planned Action Environmental Impact Statement, the draft of which was issued on April 4, 2008 and the final of which was issued on October 16, 2008 by the responsible official pursuant to WAC 197-11-400 through 197-11-560; and

WHEREAS, on December 16, 2008, the City Council, after consideration of the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission, adopted Ordinance No. 4170 (An Ordinance of the City of Kirkland Relating to Comprehensive Planning and Land Use and Amending the Comprehensive Plan, Ordinance 3481 as Amended, to Implement Changes to the Downtown Plan Section of the Moss Bay Neighborhood Plan and the Transportation Element, and Approving a Summary for Publication, File No. ZON07-00016) and Ordinance No. 4171 (An Ordinance of the City of Kirkland Relating to Comprehensive Planning and Land Use and Amending the Kirkland Zoning Code (Title 23 of the Kirkland Municipal Code) and the Kirkland Zoning Map, Ordinance 3710 as Amended, to Implement the New CBD5A Zone, and Approving a Summary for Publication, File No. ZON07-00016; and

WHEREAS, on October 5, 2009, the Central Puget Sound Growth Management Hearings Board (CPSGMHB), in the case of Davidson Serles, et al. v. City of Kirkland, et al. (Case No. 09-3-0007c) found that the City's Final Environmental Impact Statement ("FEIS") issued on October 16, 2008 was insufficient for failure to assess reasonable alternatives to the proposal, including offsite alternatives to the nonproject action and that Ordinances 4170 and 4171 failed to meet the consistency requirement of RCW

36.70A.070 (preamble), .070(3)(b, c) and .070(6)(a)(iv) because of the failure to amend the capital facilities plan to include all necessary capital improvements and because of the lack of a multi-year financing plan based on the ten-year transportation needs identified in the Comprehensive Plan; and

WHEREAS, the CPSGMHB did not invalidate Ordinance Nos. 4170 and 4171 but instead remanded the case to the City for additional environmental review under SEPA and; and

WHEREAS, on May 27, 2010, the City issued a Draft Planned Action Supplemental Environmental Impact Statement ("DSEIS") for its Downtown Planned Action Ordinance and related Comprehensive Plan and Zoning Code and Map amendments, which, among other things, addresses the SEPA insufficiencies identified by the CPSGMHB; and

WHEREAS, on June 24, 2010, the Kirkland Planning Commission conducted a public hearing to receive comments on the amendments to the Capital Facilities and Transportation Elements of the Comprehensive Plan and to receive comments on the DSEIS (written comments were also accepted throughout the 30 day comment period); and

WHEREAS, on August 16, 2010 the responsible official issued the final Planned Action Supplemental Environmental Impact Statement; and

WHEREAS, on August 16, 2010, a Notice of Adoption of Existing Environmental Documents was issued for amendments to the City's Capital Facilities and Transportation Elements of the Comprehensive Plan to include necessary capital improvements and a multi-year financing plan based on the ten-year transportation needs identified in the Comprehensive Plan for Totem Center growth; and

WHEREAS, on August 27, 2010, the Kirkland Planning Commission issued a report recommending that the City Council reaffirm its adoption of Ordinance No. 4170 and Ordinance No. 4171; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission.

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Ordinances 4170 and 4171 Reaffirmed. The City Council hereby reaffirms its adoption of Ordinance No. 4170 and Ordinance No. 4171.

Section 2. Severability. Should any section, subsection, paragraph, sentence, clause or phrase of this Ordinance or its application be declared unconstitutional or invalid or unconstitutional for any reason, such decision shall not affect the validity of the remaining portions of this Ordinance or its application to any other person or situation.

Section 3. This Ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this Ordinance and by this reference approved by the City Council.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2010.

Signed in authentication thereof this _____ day of _____, 2010.

_____
MAYOR

Attest:

_____
City Clerk

PUBLICATION SUMMARY
OF ORDINANCE NO. 4257

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO LAND USE AND PLANNING; AND REAFFIRMING THE CITY'S ADOPTION OF THE COMPREHENSIVE PLAN AND ZONING CODE AMENDMENTS MADE IN ORDINANCES 4170 AND 4171 AFTER CONSIDERATION OF THE PLANNED ACTION SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT ISSUED ON AUGUST 16, 2010 IN CONNECTION WITH CITY FILE NO. ZON07-00016

Section 1. Reaffirms City Council adoption of Ordinance No. 4170 and Ordinance No. 4171.

Section 2. Provides severability clause for the ordinance.

Section 3. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017, and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2010.

I certify that the foregoing is a summary of Ordinance _____approved by the Kirkland City Council for summary publication

_____
City Clerk

ORDINANCE NO. 4258

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, TO IMPLEMENT CHANGES TO THE INTRODUCTION, LAND USE, CAPITAL FACILITIES AND TRANSPORTATION ELEMENTS, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO ZON07-00016.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated August 27, 2010, and bearing Kirkland Department of Planning and Community Development File No. ZON07-00016; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held public hearing on June 24, 2010 on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a Planned Action Supplemental Environmental Impact Statement, the Draft of which was issued on May 27, 2010 and the Final of which was issued on August 16, 2010 by the responsible official pursuant to WAC 197-11-400 through 197-11 640; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), a Notice of Adoption of Existing Environmental Documents was issued on August 16, 2010 for amendments to the City's Capital Facilities and Transportation Elements of the Comprehensive Plan to include necessary capital improvements and a multi-year financing plan based on the 10-year transportation needs identified in the comprehensive Plan for Totem Center growth; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission.

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

Section 1. Comprehensive Plan Text, Tables, and Graphics amended: The following specific portions of the text of

the Comprehensive Plan, Ordinance 3481 as amended, be and they hereby are amended to read as follows:

A. Section I. Introduction:
Amendments to Figure I-7: Comparison of Growth Targets and Available Capacity as shown on Exhibit A attached to this ordinance and incorporated by reference.

B. Section VI. Land Use:
Amendments to Table LU-4: Comparison of Growth Targets and Available Capacity as shown on Exhibit B attached to this ordinance and incorporated by reference.

C. Section IX. Transportation Element:
Amendments to Pages IX-20 and IX-22 as shown on Exhibit C attached to this ordinance and incorporated by reference.

D. Section IX. Transportation Element:
Amendments to Table T-5: Project Descriptions for the 2022 Transportation Project List (Funded-Unfunded) as shown on Exhibit D attached to this ordinance and incorporated by reference.

E. Section IX. Transportation Element:
Replacement of Map: Figure T-6: 2009 Transportation Project List is withdrawn and replaced by a new map as shown on Exhibit E attached to this ordinance and incorporated by reference.

F. Section XIII. Capital Facilities Element:
Amendments to Pages XIII-1, XIII-3, XIII-9 and XIII-15 as shown on Exhibit F attached to this ordinance and incorporated by reference.

G. Section XIII. Capital Facilities Element:
Replacement of Chart: Table CF-8: Capital Facilities Plan: Transportation Projects is withdrawn and replaced by a new chart as shown on Exhibit G attached to this ordinance and incorporated by reference.

H. Section XIII. Capital Facilities Element:
Addition of Table CF-8A: Capital Facilities Plan: Transportation Projects (Multi-year Financing Plan) as shown on Exhibit H attached to this ordinance and incorporated by reference.

I. Appendix A: Level of Service Methodology:
Amendment to Page A-1: Titled "The Growth Management Act" as shown on Exhibit I attached to this ordinance and incorporated by reference.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts

adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 3. This ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

Section 4. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2010.

SIGNED IN AUTHENTICATION THEREOF this _____ day of _____, 2010.

_____
Mayor

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

I. Introduction

Table I-7 below shows the 2000 existing household units and jobs, the total number of household units and jobs by 2022 based on the assigned growth targets and the 2000 available capacity for household units and jobs. Based on certain assumptions for the 2000 available capacity, Kirkland will be able to accommodate its assigned 2022 growth targets.

Table I-7: Comparison of Growth Targets and Available Capacity

	2000 Existing[1]	2022 Growth Targets[2]	Available Capacity[3]
Housing Units	21,831	27,311 (at 5,480 new households)	~~28,751~~ 28,800
Employment	32,384	41,184 (at 8,800 new jobs)	58,400 ~~54,565~~

Sources:
1. 2000 housing units: Office of Financial Management (OFM). "Households" are occupied units, whereas "housing units" include households (occupied) and vacant units.
   2000 employment: City estimate based on existing nonresidential floor area and information about the typical number of employees/ amount of floor area for different types of nonresidential uses. By comparison, the PSRC estimated 2000 employment was 38,828. Examination of PSRC records found errors suggesting this was a significant overestimate.
2. Targets for household and employment growth between 2000 and 2022 were assigned by the King Countywide Planning Policies. Targeted growth was added to the 2000 totals to establish the 2022 totals.
3. City estimates ~~as of June 2004~~.

B. About the Comprehensive Plan

Why are we planning?

In 1977, Kirkland adopted a new Comprehensive Plan establishing broad goals and policies for community growth and very specific plans for each neighborhood in the City. That plan, originally called the Land Use Policy Plan, has served Kirkland well. Since its adoption, the plan has been actively used and updated to reflect changing circumstances. The previous Comprehensive Plan has contributed to a pattern and character of development that makes Kirkland a very desirable place to work, live, and play.

Kirkland and the Puget Sound region, however, have changed significantly since 1977. Since the original plan was adopted, the City has not had the opportunity to reexamine the entire plan in a thorough, systematic manner. Passage of the 1990/1991 Growth Management Act (GMA) provided such an opportunity. The GMA requires jurisdictions, including Kirkland, to adopt plans that provide for growth and development in a manner that is internally and regionally consistent, achievable, and affordable. The 1995 and 2004 updates of the Comprehensive Plan and annual amendments reflect Kirkland's intention to both meet the requirements of GMA as well as create a plan that reflects our best understanding of the many issues and opportunities currently facing the City.

What is a Comprehensive Plan?

The Comprehensive Plan establishes a vision, goals and policies, and implementation strategies for managing growth within the City's Planning Area over the next 20 years (see Figure I-2). The Vision Statement in the plan is a reflection of the values of the community – how Kirkland should evolve with changing times. The goals identify more specifically the end result Kirkland is aiming for; policies address how to get there. All regulations pertaining to development (such as the Zoning Code, Subdivision Ordinance, and Shoreline Master Program) must be consistent with the Comprehensive Plan. The end result will be a community that has grown along the lines anticipated by the Comprehensive Plan.

VI. Land Use

Table LU-4

Comparison of Growth Targets and Available Capacity

	2000 Existing[1]	2022 Growth Targets[2]	Available Capacity[3]
Housing Units	21,831	27,311 (at 5,480 new households)	~~28,900~~ 28,800
Employment	32,384	41,184 (at 8,800 new jobs)	~~54,600~~ 58,400

Sources:

1. 2000 housing units: Office of Financial Management (OFM)

   2000 employment: City estimate based on existing nonresidential floor area and information about the typical number of employees/ amount of floor area for different types of nonresidential uses. By comparison, the PSRC estimated 2000 employment was 38,828. Examination of PSRC records found errors suggesting this was a significant overestimate.
2. Targets for household and employment growth between 2000 and 2022 were assigned by the King County Countywide Planning Policies. Targeted growth was added to the 2000 totals to establish the 2022 totals.
3. City estimates.

Land Use/Transportation Linkages

Land use/transportation linkage policies address the relationship between the land use pattern and a multimodal transportation system. Separation of jobs and housing means longer commute trips – generally accommodated on the City's roadways either by private automobile or transit. When shops and services are long distances from residential areas, this also translates into additional vehicle or transit trips. Allowing residential and nonresidential uses to locate in closer proximity provide transportation options making walking or bicycling more feasible.

Site design standards also impact the ability of drivers, transit riders, pedestrians, and bicyclists to get around. Policies in this section discuss the importance of considering connections and alternative transportation modes when planning new development. The special needs of industrial development are also addressed.

Goal LU-3: Provide a land use pattern that promotes mobility and access to goods and services.

Policy LU-3.1: Provide employment opportunities and shops and services within walking or bicycling distance of home.

Kirkland presently has a fairly complete network of commercial and employment centers, and many of the City's residential neighborhoods can easily access a shopping area. This policy attempts to further strengthen the relationship between urban neighborhoods and commercial development areas.

Juanita Village as a mixed-use center

IX. Transportation

Policy T-6.5: Minimize change to topography to the extent feasible when building new rights-of-way.

The provision of streets requires large public expenditures for construction and maintenance, as well as other nonmonetary costs to the living environment. This policy is intended to minimize these costs by preserving land and the natural landscape to the maximum extent possible.

Policy T-6.6: Identify, evaluate, and minimize or mitigate the negative environmental impacts of transportation facilities and services whenever feasible.

When plann ies, both public and private, ts of the facility need to be ev and appropriate mitigation in mpacts of transportation fac include wetland and stream on removal, air quality deterioration, noise pollution, and landform changes.

The Capital Facilities Element also includes a list of projects over a 12 year period in time.

Finance

The Comprehensive Plan's funding strategy gives high priority to maintenance of the existing circulation system in a safe and serviceable condition. The strategy for the remaining transportation resources largely devotes them to creating a better balance among travel modes. These new systems include pedestrian, bicycle, transit, and ridesharing facilities and services. This support of new systems results in a funding trade-off, financing the creation of a new, more balanced, circulation environment that gets more use by pedestrians and transit users, instead of financing road improvements that could potentially make it easier to travel by single-occupant vehicle.

Through mitigation some of the forecasted congestion could be reduced (though not eliminated) by substantially increasing the amount of transportation funding and using the revenues to increase system capacity (particularly road capacity). However, it has been assumed in the Comprehensive Plan that available financial resources will continue to be substantially limited. In addition, the region's jurisdictions have already reached a consensus not to base their transportation future (nor funding for it) on a vastly expanded road system or the dispersed patterns of development that these systems support. This consensus is supported by State and federal policies and funding guidelines. Kirkland's plan and funding strategy are consistent with these larger systems and financial commitments.

The Growth Management Act requires local jurisdictions, including Kirkland, to identify and fund transportation improvements that are sufficient to sustain the level of service standard that has been selected and approved by that jurisdiction. The program of improvements must be funded by revenues that Kirkland agrees to commit toward their construction over the next six-year period. Revenues may include sources such as transportation mitigation fees, State and federal grants, and others.

Section D of this chapter contains a list and map of transportation projects that have been identified for the 20-year planning period. The Capital Facilities Element includes the six-year program of improvements with identified funding sources. Each year the six-year program will be reassessed with regard to funding commitments, project feasibility, and relationship to the implementation of the Comprehensive Plan.

In addition to local projects managed and financed primarily by Kirkland, a number of regional projects are expected to be implemented during the planning period. These projects include improvements to I-405 and its interchanges as well as a regional high-capacity transit system. For this Comprehensive Plan, the high-capacity transit system is assumed to be funded and constructed within the planning period consistent with transportation plans for the adjoining cities of Bellevue and Redmond. The Kirkland Comprehensive Plan can be amended to reflect any future changes in the regional system.

IX. Transportation

traffic which may impact intersections or streets in adjoining cities. Interlocal agreements are legally binding documents spelling out how two adjoining cities will handle mitigation of impacts in these cases.

Policy T-8.5: Cooperate with adjacent jurisdictions to develop a regional network of facilities for nonmotorized transportation.

Bicyclists and pedestrians, like vehicular traffic, have needs which cross City boundaries. The best regional nonmotorized system is one which is carefully coordinated to provide the most convenient and safe routes to major destinations.

Policy T-8.6: Strive to meet federal and State air quality standards.

Kirkland is part of the central Puget Sound region which is a federally designated non-attainment area. In order to comply with the Washington State Clean Air Conformity Act, the federal Clean Air Act, and to be consistent with the Growth Management Act and Metropolitan Transportation Plan, the City must commit to strategies to reduce pollutants. As described previously in this Element, the City is committed to creating a balanced multimodal transportation system. The emphasis on increasing travel options and reducing single-occupant vehicle use is the City's primary strategy for complying with air quality legislation. The City will also coordinate with the Puget Sound Air Pollution Control Agency as needed to address air quality issues.

D. Transportation Facility Plan

Tables CF-8 and CF-9, located in the Capital Facilities Plan, and Table T-5 and Figures T-2, T-3, T-6 and T-7 in this Element are interrelated. Together they comprise the overall transportation system and network for the City. Table CF-8 is a list of funded six-year transportation projects along with a financing plan and Table CF-9 is a list of all 2022 transportation projects. Table CF-9 is divided into three sections: (1) Nonmotorized; (2) Street Improvements; and (3) Traffic Improvements (which includes transit projects). Projects are grouped under these broad categories for ease of reference.

Table CF-9 provides the following information for each transportation project listed:

- Cost;
- CIP project number (if funded in CIP);
- Source; and
- Supporting goal.

Table T-5 contains a narrative description and more information about each project. Figure T-6 is a map of the projects.

Figures T-2 and T-3 are the Potential Pedestrian System and Potential Bicycle System, respectively. The potential projects shown on these maps are also shown in Figure T-6 and listed in Table CF-9, located in the Capital Facilities Element. Figures T-2 and T-3 show both the existing and proposed system and, therefore, display the total potential nonmotorized transportation system.

Figure T-7 is a map of the existing signalized intersections. Proposed signals and signal improvements are mapped in Figure T-6 and listed in Table CF-9, located in the Capital Facilities Element.

, CF-8A

; Table CF-8A is a multi-year financing plan for transportation projects through 2020;

IX. TRANSPORTATION

Table T-5
Project Descriptions for the 2022 Transportation Project List (Funded – Unfunded)

Non-motorized Improvements

NM20-1 Sidewalk

Location: NE 100th Street from 116th Avenue NE to approximately 114th Avenue NE

Description: Installation of curb, gutter, sidewalk and storm drainage along the north side. Partially funded CIP project NM 0034; schedule for completion is dependent on grant funding.

NM20-2 Non-motorized Facilities

Location: 116th Avenue NE (south section) (NE 60th Street to south City limits)

Description: Widen road to provide a paved five-foot bicycle lane north and southbound. Install pedestrian/equestrian trail along the east side of road. This trail will be separated from the roadway where possible. Partially funded CIP project NM 0001; schedule completion is dependent on grant funding.

NM20-3 Sidewalk

Location: 13th Avenue, Van Aalst Park to 3rd Street

Description: Install sidewalk and planter strip along the south side of 13th Avenue. Funded CIP project NM 0054, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-4 Pedestrian/Bicycle Facility

Location: 18th Avenue at Crestwoods Park/NE 100th Street, from 6th Street to 111th Avenue NE across BNR right-of-way

Description: Installation of paved path and overpass along the described corridor. Unfunded CIP project NM 0031.

NM20-5 Sidewalk

Location: 93rd Avenue NE from Juanita Drive to NE 124th Street

Description: Installation of curb, gutter, sidewalk and planter strip along the east side. Unfunded CIP project NM 0032, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-6 Sidewalk

Location: NE 52nd Street between approximately Lake Washington Boulevard and 108th Avenue NE

Description: Install curb, gutter and sidewalk along the north side of the street. Improve storm drainage along project alignment. Unfunded CIP project NM 0007.

IX. TRANSPORTATION

NM20-7 Non-motorized Facilities

Location: Burlington Northern Santa Fe Railroad right-of-way, between south and north City limits (AKA "Cross Kirkland Trail")

Description: 10- to 12-foot-wide two-way bike/pedestrian multi-purpose asphalt trail. Unfunded CIP project NM 0024.

NM20-8 Sidewalk

Location: 122nd Avenue NE, between NE 70th Street and NE 80th Street

Description: Install curb, gutter and sidewalk along the east side between NE 70th Street and NE 75th Street, and along the west side between NE 75th Street and NE 80th Street. Funded CIP project NM 0055; included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-9 Sidewalk

Location: 116th Avenue NE from NE 94th Street to NE 100th Street

Description: Install curb, gutter, sidewalk and storm drain along east side. Funded CIP project NM 0044, scheduled for completion in 2010.

NM20-10 Bike Lane

Location: NE 100th Street, Slater Avenue NE to 132nd Avenue NE

Description: Provide markings, minor widening and other improvements to create a bicycle connection from the 100th Street overpass to 132nd Avenue NE. Funded CIP project NM 0036, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-11 Sidewalk

Location: NE 95th Street from 112th Avenue NE to 116th Avenue NE

Description: Install curb, gutter, sidewalk and storm drain along north side. Unfunded CIP project NM 0045.

NM20-12 Sidewalk

Location: 18th Avenue West from Market Street to Rose Point Lane

Description: Install curb, gutter, sidewalk and storm drain along roadway. Funded CIP project NM 0046, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-13 Sidewalk

Location: 116th Avenue NE from NE 70th Street to NE 75th Street

Description: Installation of curb, gutter, sidewalk and storm drainage along east side of roadway. Unfunded CIP project NM 0047.

IX. TRANSPORTATION

NM20-14 Sidewalk

Location: 130th Avenue NE, NE 95th Street to NE 100th Street

Description: Installation of curb, gutter, sidewalk and storm drainage along west side of roadway. Unfunded CIP project NM 0037.

NM20-15 Pedestrian/Bicycle Bridge

Location: NE 90th Street, 116th Avenue NE to Slater Avenue; across I-405

Description: Pedestrian/bicycle bridge approximately 10 feet wide, with approaches on each end. Unfunded CIP project NM 0030.

NM20-16A Sidewalk

Location: NE 90th Street, 124th Avenue NE to 128th Avenue NE (Phase I)

Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0056.

NM20-16B Sidewalk

Location: NE 90th Street, 120th Avenue NE to 124th Avenue NE, and 128th Avenue NE to 132nd Avenue NE (Phase II)

Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0026.

NM20-17 Pathway/Sidewalk

Location: NE 60th Street from 116th Avenue NE to 132nd Avenue NE

Description: Half-street improvements along the north side to include pathway/sidewalk, curb and gutter (where appropriate), storm drainage/conveyance (natural and/or piped) and minor widening; accommodations for equestrians will be reviewed during the design. Unfunded CIP project NM 0048.

NM20-18 Pedestrian Facility

Location: Forbes Creek Drive from Crestwoods Park to Juanita Bay Park

Description: Installation of curb, gutter and sidewalk along the north side of Forbes Creek Drive from approximately 108th Avenue NE to approximately Market Street. Unfunded CIP project NM 0041.

NM20-19 Pedestrian/Bicycle Facility

Location: NE 126th Street/Totem Lake Way from 120th Avenue NE to 132nd Place NE

Description: Installation of paved multi-purpose path and storm drainage along corridor. Funded CIP project NM 0043, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

IX. TRANSPORTATION

NM20-20 Crosswalk Upgrades

Location: Various locations throughout City

Description: Pedestrian crossing improvements. Projects are combined and funded every two years under CIP project NM 0012.

NM20-21 Annual Pedestrian Improvements

Location: Various locations throughout City

Description: Continue to prioritize and install pedestrian improvements to meet the adopted level of service.

NM20-22 Annual Bicycle Improvements

Location: Various locations throughout the City

Description: Continue to prioritize and install bicycle improvements to meet the adopted level of service.

NM20-23 Sidewalk

Location: 112th Avenue NE from NE 87th Street to NE 90th Street

Description: Installation of curb, gutter, sidewalk and storm drain along west side of roadway. Funded CIP project NM 0049, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-24 Sidewalk

Location: NE 80th Street from 126th Avenue NE to 130th Avenue NE

Description: Installation of curb, gutter, sidewalk and storm drain along south side of roadway. Funded CIP project NM 0050, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-25 Sidewalk

Location: NE 85th Street from I-405 to 132nd Avenue NE and along 124th Avenue NE from NE 80th Street to NE 90th Street (AKA Rose Hill Business District Sidewalks)

Description: Install sidewalk, planter strip, storm drainage and other improvements to enhance Sound Transit bus route 540 ridership. Funded CIP project NM 0051, scheduled for completion in 2011.

NM20-26 Sidewalk

Location: Kirkland Way from 8th Street to Ohde Avenue

Description: Installation of curb, gutter, sidewalk and storm drain along the roadway. Unfunded CIP project NM 0063.

IX. TRANSPORTATION

NM20-27 Sidewalk

Location: NE 112th Street from 117th Place NE to the Burlington Northern Santa Fe Railroad crossing

Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Funded CIP project NM 0053, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-28 Annual Sidewalk Maintenance Program

Location: Citywide

Description: Repair and replacement of existing sidewalks to provide safe pedestrian travel ways and to maintain the value of the sidewalk infrastructure. Funded CIP project NM 0057.

NM20-29 Nonmotorized/Emergency Access Connection

Location: 111th Avenue from Burlington Northern Santa Fe Railroad north to Forbes Creek Drive

Description: Install paved nonmotorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic. Identified in the Highlands Neighborhood Plan; unfunded CIP project NM 0058.

NM20-30 Sidewalk

Location: 6th Street from 1st Avenue South to Kirkland Way

Description: Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0059, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-31 Sidewalk

Location: 100th Avenue NE/99th Place NE from NE 112th Street to NE 116th Street

Description: Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0060; scheduled for completion in 2009.

NM20-32 Pedestrian Enhancements

Location: Park Lane from Lake Street to Peter Kirk Park

Description: Repair and replacement of aged and broken sidewalks, curb, gutter and storm drain along this heavily used downtown pedestrian corridor. Existing trees will be reviewed with the objective of improving the overall tree canopy; low impact development standards will be incorporated into the project. Unfunded CIP project NM 0064.

NM20-33 Pedestrian Enhancements

Location: Central Way at Lake Street, Main Street, and 4th Street

Description: Based on the results of the ongoing Central Way pilot program that is monitoring the overall

IX. TRANSPORTATION

traffic impact of temporary parking along the south curb lane of Central Way, this project will formalize crossings with such treatments as "bulb-outs," storm drainage, lighting and permanent parking configurations. Unfunded CIP project NM 0065.

NM 20-34 Sidewalk

Location: 12th Avenue from 6th Street to the BNSF Railroad adjacent to the east entrance to Peter Kirk Elementary School

Description: Install curb, gutter, sidewalk and storm drainage along north side of roadway. Partial funding by TIB Safe School Walking grant. Funded CIP project NM 0066.

NM 20-35 Annual Sidewalk and/or Bike Lanes

Location: City wide

Description: Install up to various funding levels in 2012, 2013, 2014 any number of funded or unfunded CIP projects based on the active transportation plan criteria. Funded CIP project NM 8888.

NM 20-36 Sidewalk

Location: NE 104th Street between 126th Avenue NE and 132nd Avenue NE

Description: Install curb, gutter, sidewalk and storm drainage along roadway to improve existing Mark Twain Elementary School walk route. Unfunded CIP project NM 0061.

NM 20-37 Sidewalk

Location: 19th Avenue from Market Street to 4th Street

Description: Install curb, gutter, sidewalk and storm drainage along south side of road to improve existing walk route to Kirkland Jr. High School. Unfunded CIP project NM 0062.

<u>Street Improvements</u>

ST20-1 New Street

Location: 118th Avenue NE, NE 116th Street to NE 118th Street

Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0060.

ST20-2 New Street

Location: 119th Avenue NE, NE 128th Street to NE 130th Street

Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0061.

IX. TRANSPORTATION

ST20-3 Street Widening

Location: 120th Avenue NE, NE 128th Street to NE 132nd Street

Description: Reconstruct from the existing three-lane section to five lanes with sidewalks. Funded CIP project ST 0063, included as a part of the annual concurrency street improvements ST 8888 scheduled for completion by 2014.

ST20-4 Street Widening

Location: 124th Avenue NE, NE 116th Street to NE 124th Street

Description: Widen to five lanes, from existing three lanes with sidewalks. Partially funded CIP project ST 0059; design began in 2007 however completion is dependent upon grant funding.

ST20-5 Street Widening

Location: 124th Avenue NE, NE 85th Street to NE 116th Street

Description: Widen to three lanes, construct bicycle lanes, curb and gutter, sidewalk, storm drainage and landscaping. Unfunded CIP project ST 0064.

ST20-6 Street Widening

Location: 132nd Avenue NE, NE 85th Street to NE 120th Street

Description: Widen to three lanes with bike lanes, sidewalks, curb and gutter, landscaping and storm drainage improvements. Unfunded CIP project ST 0056.

ST20-7 Bridge Replacement

Location: 98th Avenue NE at Forbes Creek

Description: Reconstruct bridge across Forbes Creek from Market Street into Juanita area in order to meet current seismic requirements. Unfunded CIP project ST 0055.

ST20-8 New Street

Location: 120th Avenue NE from NE 116th Street to Burlington Northern Santa Fe Railroad crossing

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0073.

ST20-9 New Street

Location: NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Funded CIP project ST 0057, design began in 2006 and completion is dependent upon grant funding.

IX. TRANSPORTATION

ST20-10 Street Improvements

Location: 120th Avenue NE, from Totem Lake Boulevard to NE 128th Street and Totem Lake Plaza

Description: Install various traffic calming measures, on-street parking, pedestrian and landscape improvements. Unfunded CIP ST 0070.

ST20-11 New Street

Location: NE 130th Street, Totem Lake Boulevard to 120th Avenue NE

Description: Extend two-lane roadway including nonmotorized facilities, storm drainage and landscaping. Unfunded CIP project ST 0062.

ST20-12 New Street

Location: NE 120th Street (west section) from 124th Avenue NE to Burlington Northern Santa Fe Railroad crossing

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0072.

ST20-13 Annual Street Preservation Program

Location: Various sites throughout the City based on Pavement Management Program

Description: Patch and overlay existing streets to provide safe travel ways and maintain the value of the street infrastructure. Funded CIP project ST 0006.

ST20-14 Street Widening

Location: NE 132nd Street from 100th Avenue NE to the WSDOT interchange

Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ST 0077.

ST20-15 Street Widening

Location: NE 132nd Street from WSDOT Interchange to 124th Avenue NE

Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ST 0078.

ST20-16 Street Widening

Location: NE 132nd Street from 124th Avenue NE to 132nd Avenue NE

Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ST0079.

IX. TRANSPORTATION

Intersection Improvements

TR20-1 Traffic Signal

Location: 100th Avenue NE/NE 124th Street

Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Unfunded CIP project TR 0084.

TR20-2 Intersection Improvements

Location: Kirkland Way Underpass at Burlington Northern Santa Fe Railroad crossing

Description: New railroad undercrossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. Unfunded CIP project TR 0067.

TR20-3 Traffic Signal

Location: 6th Street/Kirkland Way

Description: Construct a new signal at this intersection. The project will include controlled pedestrian crosswalks. Unfunded CIP project TR 0065.

TR20-4 Intersection Improvements

Location: NE 68th Street/108th Avenue NE

Description: Install westbound to northbound right-turn lane and other improvements identified as a part of Sound Transit's Route 540 improvements. Funded CIP project TR 0085, design began in 2009 and anticipate completion in 2010.

TR20-5 HOV Queue Bypass

Location: NE 124th Street and I-405, east to southbound

Description: Construct an additional lane and signal improvements to allow connection from NE 124th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0057.

TR20-6 Intersection Improvements

Location: NE 85th Street/120th Avenue NE

Description: Project will add one northbound right-turn lane and one new westbound and one new eastbound travel lane on NE 85th Street. Funded CIP project TR 0088, included as a part of the annual concurrency traffic improvements TR 8888 scheduled for completion by 2014.

TR20-7 Intersection Improvements

Location: NE 85th Street/132nd Avenue NE

IX. TRANSPORTATION

Description: Project will add one new westbound and one new eastbound travel lane on NE 85th Street. Unfunded CIP project TR 0089.

TR20-8 HOV Queue Bypass

Location: NE 85th Street and I-405, east to southbound

Description: Construct an additional lane and signal improvements to allow connection from NE 85th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0056.

TR20-9 HOV Queue Bypass

Location: Lake Washington Boulevard at Northup Way

Description: Add southbound Lake Washington Boulevard queue bypass lane from Cochran Springs to westbound SR 520. Unfunded CIP project TR 0068.

TR20-10 Queue Bypass and HOV Facilities

Location: Various as identified

Description: Intersection improvements or HOV lanes that are not included in other projects as follows:

1. NE 116th Street/I-405 queue bypass eastbound to southbound (unfunded CIP project TR 0072)
2. NE 85th Street/I-405 queue bypass westbound to northbound (unfunded CIP project TR 0074)
3. NE 70th Street/I-405 queue bypass eastbound to southbound (unfunded CIP project TR 0073)
4. NE 124th Street/I-405 westbound to northbound (unfunded CIP project TR 0075)

TR20-11 Intersection Improvements

Location: Various as identified

Description: New signals or signal improvements that are not included in other projects are as follows:

1. Kirkland Avenue/Lake Street South
2. Lake Street South/2nd Avenue South
3. Market Street/Central Way
4. Market Street/7th Avenue NE
5. Market Street/15th Avenue NE
6. NE 53rd Street/108th Avenue NE
7. NE 60th Street/116th Avenue NE
8. NE 60th Street/132nd Avenue NE
9. NE 64th Street/Lake Washington Boulevard
10. NE 70th Street/120th Avenue NE or 122nd Avenue NE

IX. TRANSPORTATION

11. NE 80th Street/132nd Avenue NE
12. NE 112th Street/124th Avenue NE
13. NE 116th Street/118th Avenue NE
14. NE 116th Street/124th Avenue NE (northbound dual left turn)
15. NE 126th Street/132nd Place NE
16. NE 128th Street/Totem Lake Boulevard
17. NE 100th Street/132nd Avenue NE
18. NE 132nd Street/Totem Lake Blvd
19. Market Street/Forbes Creek Drive
20. NE 112th Street/120th Avenue NE
21. Totem Lake Boulevard/120th Avenue NE

TR20-12 Intersection Improvements

Location: NE 70th Street/132nd Avenue NE

Description: Install westbound and northbound right-turn lanes. Funded CIP project TR 0086, included as a part of the annual concurrency traffic improvements TR 8888 scheduled for completion by 2014.

TR20-13 Intersection Improvements

Location: Lake Washington Boulevard at NE 38th Place

Description: Add one northbound travel lane on Lake Washington Boulevard through this intersection. Unfunded CIP project TR 0090.

TR20-14 Traffic Signal

Location: 124th Avenue NE at NE 124th Street

Description: Install traffic signal improvements and new railroad crossing on the north leg of this intersection. Funded CIP project TR 0091; project is anticipated to start in 2012.

TR20-15 Intersection Improvements

Location: 100th Avenue NE/NE 132nd Street

Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left-turn lane. Funded CIP project TR 0083, included as a part of the annual concurrency traffic improvements TR 8888 scheduled for completion by 2014.

IX. TRANSPORTATION

TR20-16 Traffic Signal

Location: Central Way & Park Place entrance (between 4th St and 5th St)

Description: Install traffic signal to minimize traffic conflict, improve safety and traffic operation; in addition to these vehicular improvements, existing un-signaled crosswalks at 5th St and 4th St will be eliminated. It is anticipated that the design and construction timing is concurrent with the development of Park Place which will be required to install the traffic signal as part of SEPA mitigation. Unfunded CIP project TR 0082.

TR20-17 Intersection Improvements

Location: 132nd Street/124th Avenue NE

Description: Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg to match west leg, widen and restripe north leg for 1,000 feet to provide 2 northbound through lanes with 1 southbound left turn lane and 1 southbound through/right turn lane. Restripe south leg to match north leg; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0096.

TR20-18 Intersection Improvements

Location: NE 132nd Street at 116th Way NE to Totem Lake Blvd / I-405

Description: Coordination of City ROW and intersection improvements in association with the WSDOT's Half-Diamond Interchange at NE 132nd Street and I-405 as recommended in the NE 132nd Street Master Plan. Unfunded CIP project TR 0098.

TR20-19 Intersection Improvements

Location: 6th Street/Central Way

Description: The installation of multiple upgrades to the existing signalized intersection. The intersection improvements will result in a new signature "Gateway" to the Central Downtown area of Kirkland with associated necessary upgrades to surface water elements and a sensitive area (stream). The project will result in the construction of a significant retaining wall structure and the acquisition of new right-of-way, in addition to general signal, pedestrian and ITS improvements. Funded CIP project TR 0100.

TR20-20 Not used

TR20-21 Intersection Improvements

Location: 6th Street S/4th Avenue

Description: Dual eastbound left turn, with widening on 6th Street. Funded CIP project TR 0104.

TR20-22 Intersection Improvements

IX. TRANSPORTATION

Location: Central Way/5th Street

Description: Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0105.

TR20-23 Intersection Improvements

Location: 6th Street / 7th Avenue

Description: Add left turn lanes on northbound and southbound approaches. Unfunded CIP project TR 0106.

TR20-24 Intersection Improvements

Location: Central Way/4th Street

Description: Extend two-way-left turn by moving crosswalk to Parkplace Signal. Funded CIP project TR 0103.

TR20-25 Intersection Improvements

Location: NE 85th Street / 124th Avenue NE

Description: Add northbound right-turn-only pocket. Funded CIP project TR 0108.

TR20-26 Not used

TR20-27 Intersection Improvements

Location: Totem Lake Plaza/120th Ave NE Intersection Improvements

Description: Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the traffic signal as part of SEPA mitigation. Unfunded CIP project TR 0110.

TR20-28 Intersection Improvements

Location: Totem Lake Plaza/Totem Lake Blvd

Description: Install traffic signal and associated roadway improvements between Totem Lake Boulevard and NE 120th Avenue NE to minimize traffic conflict, improve safety and traffic operations through the Totem Lake Mall. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the improvements as part of SEPA mitigation. Unfunded CIP project TR 0109.

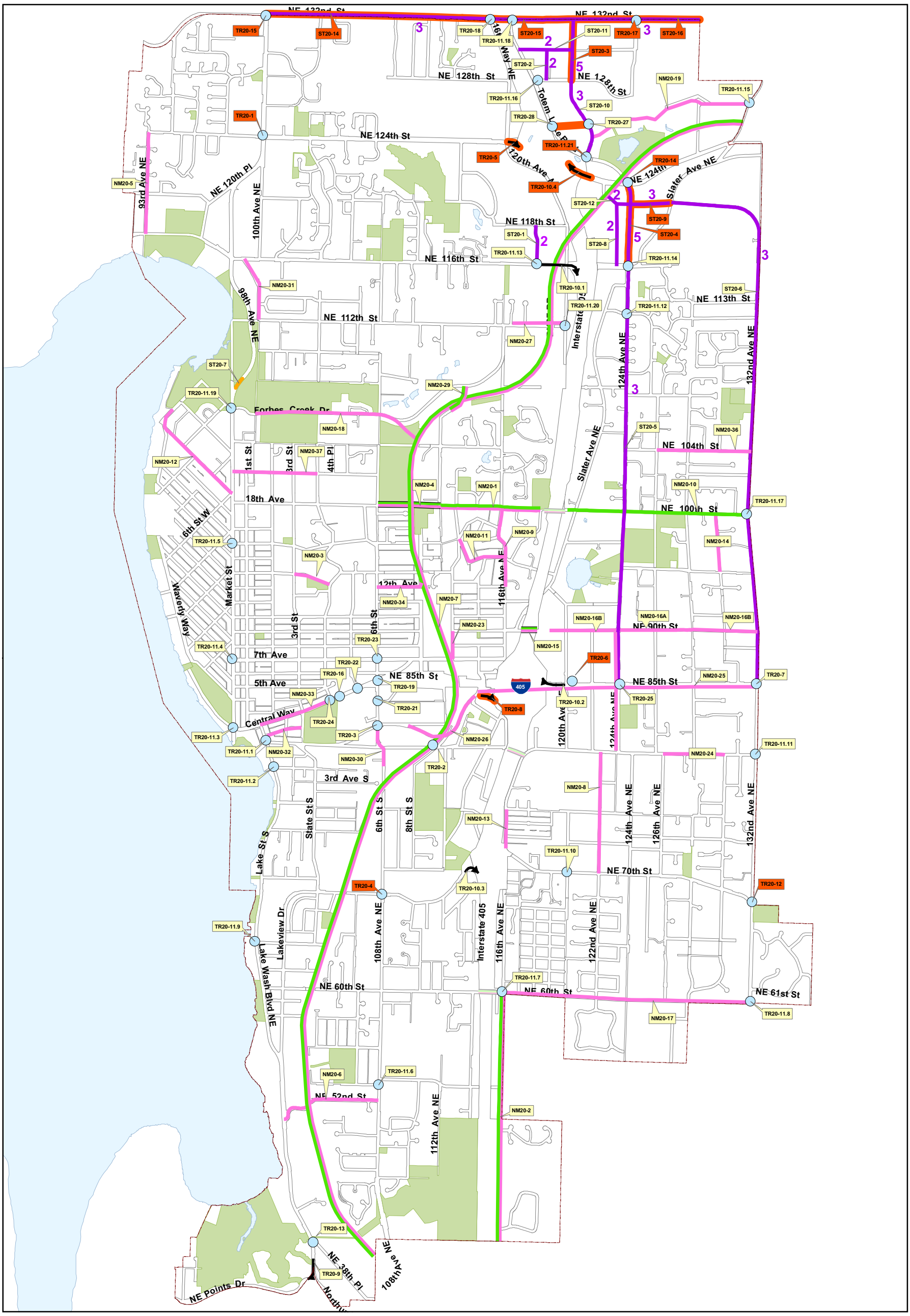


Figure T-6: 2009 Transportation Project List

XIII. Capital Facilities

A. Introduction

Purpose of the Capital Facilities Element

The Capital Facilities Element is a six-year plan for fully funded capital improvements that supports the City's current and future population and economy. The principal criteria for identifying needed capital improvements are level of service standards (LOS). The Capital Facilities Element contains level of service standards for each public facility, and requires that new development be served by adequate facilities. The element also contains broad goals and specific policies that guide implementation of adequate public facilities.

It also includes a list of transportation projects over a 12 year period in time.

The purpose of the Capital Facilities Element is threefold:

(1) To establish sound fiscal policies to guide Kirkland in planning for public facilities;

(2) Identify facilities needed to support growth and development consistent with the policies of the Comprehensive Plan; and

(3) Establish adopted standards for levels of service.

What is a capital facility or capital improvement project?

Capital improvements include: the construction of new facilities; the expansion, large-scale renovation, or replacement of existing facilities; and the acquisition of land or the purchase of major pieces of equipment, including major replacements funded by the equipment rental fund or those that are associated with newly acquired facilities.

A capital improvement must meet all of the following criteria:

- It is an expenditure that can be classified as a fixed asset.
- It has an estimated cost of $50,000 or more (with the exception of land).
- It has a useful life of 10 years or more (with the exception of certain equipment which may have a short life span).

Why plan for capital facilities?

NAGEMENT

required in the Comprehensive Plan in order to:

- Provide capital facilities for land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan.
- Maintain the quality of life for the community by establishing and maintaining level of service standards for capital facilities.
- Coordinate and provide consistency among the many plans for capital improvements, including:
  - Other elements of the Comprehensive Plan;
  - Master plans and other studies of the local government;
  - The plans for capital facilities of State and/or regional significance;
  - The plans of other adjacent local governments; and
  - The plans of special districts.
- Ensure the timely provision of adequate facilities as required in the GMA.
- Document all capital projects and their financing.

The Capital Facilities Element is the element that guides the City in the construction of its physical improvements. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the Element determines the quality of improvements in the community. The requirement to

might be five acres per 1,000 population, but the current level of service may be 2.58 acres per 1,000, which is less than the desired standard.

Setting the Standards for Levels of Service

The GMA requires the Capital Facilities Plan to be based on standards for service levels that are measurable and financially feasible ~~for the six fiscal years following adoption of the Plan~~.

Because the need for capital facilities is largely determined by the levels of service that are adopted, the key to influencing the Capital Facilities Element is to influence the selection of the level of service standards. Level of service standards are measures of the quality of life of the community. The standards should be based on the community's vision of its future and its values.

The needs for capital facilities are determined by comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard. More details can be found in Appendix A, Level of Service Methodology.

Community values and desires change and evolve and funding levels fluctuate; therefore, adjustments to level of service standards will be required over time. Level of service standards may be modified depending on changing priorities. The challenge is to balance the need for reliability (i.e., development should be able to count on the timely provision of improvements) with being responsive to changing conditions.

While level of service standards are measurements of the performance of facilities, other goals and policies as well as the Vision Statement should also be considered when making decisions on capital improvement projects and facilities.

What is concurrency?

The concurrency requirement in the Growth Management Act mandates that capital facilities be coordinated with new development or redevelopment. Kirkland's concurrency ordinance fulfills this requirement. The City has determined that roads, water and sewer facilities must be available concurrent with new development or redevelopment. This means that adequate capital facilities have to be finished and in place before, at the time, or within a reasonable time period (depending on the type of capital facility needed) following the impacts of development.

Adequate capital facilities are those facilities which have the capacity to serve the development without decreasing the adopted levels of service for the community below accepted standards.

Concurrency is determined by comparing the available capacity of road, water and sewer facilities to the capacity to be used by new development. Capacity is determined by the City's adopted LOS standards. If the available capacity is equal to or greater than the capacity to be used by new development, then concurrency is met. If the available capacity is less than the capacity to be used by new development, then concurrency is not met. Policies CF-4.3 and CF-5.2 below address what options are available to the developer and/or by the City if concurrency is not met.

Meeting concurrency requires a balancing of public and private expenditures. Private costs are generally limited to the services directly related to a particular development. The City is responsible for maintaining adequate system capacity that will meet adopted LOS standards.

Relationship to Other Elements

The Capital Facilities Plan ensures that the public facilities needed to support many of the goals and policies in the other elements are programmed for construction. Level of service standards for capital facilities are derived from the growth projections contained within the Land Use Element. The Land Use Element also calls for phasing increases in residential and commercial densities to correspond with the availability of public facilities necessary to support new growth. The Capital Facilities Element also en-

special districts. The City should coordinate the provision of these facilities in order to ensure that the levels of service identified in the plan can be achieved.

CONCURRENCY

Goal CF-4: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate concurrent with new development, based on the City's adopted level of service standards.

Policy CF-4.1:

Monitor the levels of service for water, sewer and transportation facilities and ensure that new development does not cause levels of service to decline below the adopted standards.

The City should evaluate the capacity needs of new development against existing or planned capacity to ensure that the adopted levels of service are maintained for water, sewer, and transportation.

Policy CF-4.2:

Ensure levels of service for water and sewer are adequate no later than occupancy and use of new development.

Water and sewer facilities are essential to public health, therefore they must be available and adequate upon first use of development.

Policy CF-4.3:

Ensure levels of service for road facilities are met no later than six years after occupancy and use of new development.

The Growth Management Act allows up to six years to achieve standards for transportation facilities because they do not threaten public health, and because they are very expensive, and are built in large "increments" (i.e., a section of road serves many users).

Concurrency is a benchmark for determining the extent to which new development must address the impacts that it creates on selected facilities: water, sewer and roads. If concurrency is not met, several options (or a combination thereof) are available to meet concurrency:

(a) Improve the public facilities to maintain the levels of service; or

(b) Revise the proposed development to reduce impacts to maintain satisfactory levels of service; or

(c) Phase the development to coincide with the availability of increased water, sewer, and transportation facilities.

FUNDING AND FINANCIAL FEASIBILITY

Financial feasibility is required for capital improvements by the Growth Management Act. Estimates for funding should be conservative and realistic based on the City's historical track record. Financial commitments should be bankable or bondable. Voter-approved revenue, such as bonds, may be used, but adjustments must be made if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

In addition, facilities should not be built if the provider cannot afford to operate and maintain them or to arrange for another entity to operate and maintain the facilities.

Goal CF-5: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.

Policy CF-5.1:

Base the ~~six-year~~ Capital Facilities Plan on conservative estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

, Table CF8A is a multi-year financing plan for transportation projects through 2020,

C. Capital Facilities Plan

Introduction

The following Tables CF-8 through CF-12 list the capital improvement projects for the six-year planning period for ~~transportation,~~ utilities, parks, and fire. In each table, the projects are grouped into one or more of the three categories:

and a multi year period for transportation projects through 2020.

- Funded projects;
- Utility funded projects;
- Bond projects.

The cost of each capital improvement project ~~over the next six fiscal years~~ is ~~shown. All costs are~~ shown in current dollars – no inflation factor has been applied. Costs will be revised as part of the review and update of the Comprehensive Plan together with the Capital Improvement Program.

Most of the funded projects for transportation and utilities are needed to meet the adopted six-year LOS standards for concurrency. In addition, many of the capital improvement projects listed will meet the adopted LOS standards, eliminate existing deficiencies, make available adequate facilities for future growth, and repair or replace obsolete or worn out facilities.

Projects

Funded Projects – Transportation, Utilities, Stormwater, Parks, and Fire and Emergency Services

Tables CF-8 through CF-12 contain a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

The revenue forecasts and needed capital projects are based on the Capital Improvement Program. When the Capital Improvement Program (CIP) is updated, the projects within the Capital Facilities Plan should be changed to match the CIP doc, CF-8A

Transportation projects are found in Tables CF-8 and CF-9. They include nonmotorized, street and traffic intersection improvements. Transportation grants require matching City funds so the City should provide the funds from the funding sources found in Policy CF-5.3.

Table CF-8 contains the six-year project list and Table CF-9 contains the 20-year project list through 2022. As priorities change and/or projects on ~~the six-year list~~ are completed, projects from the 20-year list will be moved to ~~the six-year list~~. A descriptive list of the 20-year transportation projects is found in Table T-5 and a map showing the location of the projects is found in Figure T-6 contained in the Transportation Element.

these tables

Tables CF-8 and CF-8A

Water, sewer and surface water utility projects are found in Table CF-10.

Park projects are found in Table CF-11. Several of the park projects are funded with voter-approved bonds.

Fire protection and emergency services projects are found in Table CF-12.

Table CF - 8*
Capital Facilities Plan: Transportation Projects (6 - year Capital Improvement Plan plus Project Specific Improvements)

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2009*	*2010*	*2011*	*2012*	*2013*	*2014*	*Six-Year Total*
Local	Surface Water Fees	963,600	149,850	455,830	1,486,950	1,055,700	1,129,600	5,241,530
Local	Real Estate Excise Tax	1,907,500	2,382,000	2,226,000	2,366,000	2,583,800	2,733,100	14,198,400
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000
Local	Gas Tax	534,000	545,000	549,000	554,000	558,000	561,000	3,301,000
Local	Impact Fees (excluding Park Place & Totem Lake Mall)	1,234,000	1,223,000	961,040	3,613,950	3,544,000	3,933,800	14,509,790
Local	Reserves	631,100	72,150		722,400			1,425,650
External	Sound Transit	60,000						60,000
External	Grants	710,000		616,030	1,914,300	1,669,800	1,853,500	6,763,630
External	Developer funded -- Park Place (including Impact Fees)	-	500,000	1,500,000	1,244,000	1,331,200	1,663,000	6,238,200
External	Developer funded -- Totem Lake (including Impact Fees)	-	1,500,000	1,500,000	-	-	-	3,000,000
Total Sources		*6,310,200*	*6,642,000*	*8,077,900*	*12,171,600*	*11,012,500*	*12,144,000*	*56,358,200*

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2009*	*2010*	*2011*	*2012*	*2013*	*2014*	*Six-Year Total*
ST 0006	Annual Street Preservation Program	2,000,000	2,000,000	2,500,000	2,000,000	2,000,000	2,000,000	12,500,000
ST 0057 (1)	NE 120th Street Roadway Extension (east section)	1,232,000		1,232,100	2,530,100			4,994,200
ST 0059 (1)	124th Ave NE Roadway Improvements (north section)	224,000						224,000
ST 0080	Annual Striping Program	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
ST 8888	Annual Concurrency Street Improvements				2,272,000	2,522,000	2,799,400	7,593,400
ST 9999	Regional Inter-Agency Coordination	25,000	25,000	25,000	25,000	25,000	25,000	150,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		70,000		210,000
NM 0034	NE 100th St at Spinney Homestead Park Sidewalk	56,000						56,000
NM 0044	116th Avenue NE Sidewalk (Highlands)	568,000	333,000					901,000
NM 0051	Rose Hill Business District Sidewalks	310,000	500,000					810,000
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
NM 0060	100th Ave NE/99 th Place NE Sidewalk	494,000						494,000
NM 0065	Central Way Ped Enhancements (Phase II-southside)					151,800	374,100	525,900
NM 0066	12th Avenue Sidewalk		111,000	308,000	205,100			624,100
NM 8888	Annual Non-Motorized Program				1,100,000	1,100,000	1,100,000	3,300,000
TR 0078 (1)	NE 85th St/132nd Ave NE Intersection Improv. (Phase I)	22,500	475,000					497,500
TR 0079 (1)	NE 85th Street/114th Avenue NE Intersection Improv.	28,700	604,000					632,700
TR 0080 (1)	NE 85th Street/124th Avenue NE Intersection Improv.	158,000	144,000					302,000
TR 0085 (1)	NE 68th St/108th Ave NE Intersection Improvements	672,000						672,000
TR 0091 (1)	NE 124th St/124th Ave NE Intersection (Phase III)			492,800	547,000	1,366,200	1,516,600	3,922,600
TR 8888 (1)	Annual Concurrency Traffic Improvements				1,798,400	1,996,300	2,215,900	6,010,600
	Subtotal Adopted 2009-2014 CIP Projects	*6,310,200*	*4,642,000*	*5,077,900*	*10,927,600*	*9,681,300*	*10,481,000*	*47,120,000*
TR 0065 (2)	Kirkland Way/6th Street Intersection Improvements					200,000	364,000	564,000
TR 0082 (2)	Central Way/Park Place entrance Intersection Improvements					200,000	366,000	566,000
TR 0090 (2)	Lk Wa Blvd/NE 38th Place Intersection Improvements							-
TR 0096 (2)	NE 132nd St/124th Ave NE Intersection Improvements							-
TR 0098 (2)	NE 132nd Street/116th Way NE - Totem Lake Blvd Int Imps							-
TR 0100 (2)	Central Way/6th Street Intersection Improvements		500,000	1,500,000	1,044,000			3,044,000
TR 0103 (2)	Central Way/4th Street Intersection Improvements					31,200		31,200
TR 0104 (2)	6th Street/4th Ave Intersection Improvements					200,000	380,000	580,000
TR 0105 (2)	Central Way/5th Street Intersection Improvements					200,000	364,000	564,000
TR 0106 (2)	6th Street/7th Ave Intersection Improvements							-
TR 0107 (2)	Market Street/15th Ave Intersection Improvements							-
TR 0108 (2)	NE 85th St/124th Ave NE Intersection Improvements				200,000	500,000	189,000	889,000
	Subtotal Park Place Redevelopment-Related Projects	*-*	*500,000*	*1,500,000*	*1,244,000*	*1,331,200*	*1,663,000*	*6,238,200*
TR 0109 (3)	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements			1,500,000				1,500,000
TR 0110 (3)	Totem Lake Plaza/120th Ave NE Intersection Improvements		1,500,000					1,500,000
	Subtotal Totem Lake Mall Redevelopment-Related Projects	*-*	*1,500,000*	*1,500,000*	*-*	*-*	*-*	*3,000,000*
Total Funded Transportation Projects		*6,310,200*	*6,642,000*	*8,077,900*	*12,171,600*	*11,012,500*	*12,144,000*	*56,358,200*

SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-

* The transportation capital projects totalling $47,120,000 for the six-year period 2009-14 were adopted by the Council as part of the City's six-year capital improvement plan (CIP). Other projects in this table include capital improvements that will be undertaken only if the proposed redevelopments (Park Place and/or Totem Lake) are completed. Project costs and associated funding beyond 2014 are estimates and do not reflect the City's adopted CIP.

(1) These projects provide new capacity towards concurrency.

(2) These projects are associated with Park Place redevelopment and are not part of the City's adopted 2009-2014 CIP.

(3) These projects are associated with Totem Lake redevelopment and are not part of the City's adopted 2009-2014 CIP.

Table CF - 8A*
Capital Facilities Plan: Transportation Projects (Multi-year Financing Plan)

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Six-Year Total*	*Multi-year Total*
Local	Surface Water Fees	950,000	950,000	950,000	950,000	950,000	950,000	5,700,000	10,941,530
Local	Real Estate Excise Tax	2,814,200	2,954,900	3,102,700	3,257,800	3,420,700	3,561,500	19,111,800	33,310,200
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	3,240,000
Local	Gas Tax	565,000	569,000	572,000	576,000	579,000	583,000	3,444,000	6,745,000
Local	Impact Fees (excluding Park Place & Totem Lake Mall)	4,137,500	4,137,500	4,137,500	4,137,500	4,137,500	4,137,500	24,825,000	39,334,790
Local	Reserves	480,000	480,000	480,000	480,000	480,000	480,000	2,880,000	4,305,650
External	Sound Transit							-	60,000
External	Grants	793,000	793,000	793,000	793,000	793,000	793,000	4,758,000	11,521,630
External	Developer funded -- Park Place (including Impact Fees)	1,589,400	2,017,000	1,438,000	2,000,000	-	-	7,044,400	13,282,600
External	Developer funded -- Totem Lake (including Impact Fees)	-	-	-	-	-	-	-	3,000,000
Total Sources		*11,599,100*	*12,171,400*	*11,743,200*	*12,464,300*	*10,630,200*	*10,775,000*	*69,383,200*	125,741,400

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Six-Year Total*	*Multi-year Total*
ST 0006	Annual Street Preservation Program	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	12,000,000	24,500,000
ST 0080	Annual Striping Program	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	3,000,000
ST 8888	Annual Concurrency Street Improvements	3,096,000	3,096,000	3,096,000	3,096,000	3,096,000	3,096,000	18,576,000	26,169,400
ST 9999	Regional Inter-Agency Coordination	25,000	25,000	25,000	25,000	25,000	25,000	150,000	300,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		70,000		210,000	420,000
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	2,400,000
NM 8888	Annual Non-Motorized Program	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	6,600,000	9,900,000
TR 8888 (1)	Annual Concurrency Traffic Improvements	3,268,700	3,483,400	3,564,200	3,793,300	3,889,200	4,104,000	22,102,800	28,113,400
	Subtotal Future Year Costs of Adopted 2009-2014 CIP Projects	*10,009,700*	*10,154,400*	*10,305,200*	*10,464,300*	*10,630,200*	*10,775,000*	*62,338,800*	*94,802,800*
TR 0065 (2)	Kirkland Way/6th Street Intersection Improvements							-	564,000
TR 0082 (2)	Central Way/Park Place entrance Intersection Improvements							-	566,000
TR 0090 (2)	Lk Wa Blvd/NE 38th Place Intersection Improvements	1,300,000	653,000					1,953,000	1,953,000
TR 0096 (2)	NE 132nd St/124th Ave NE Intersection Improvements		1,000,000	1,438,000	2,000,000			4,438,000	4,438,000
TR 0098 (2)	NE 132nd Street/116th Way NE - Totem Lake Blvd Int Imps							-	-
TR 0100 (2)	Central Way/6th Street Intersection Improvements							-	3,044,000
TR 0103 (2)	Central Way/4th Street Intersection Improvements							-	31,200
TR 0104 (2)	6th Street/4th Ave Intersection Improvements							-	580,000
TR 0105 (2)	Central Way/5th Street Intersection Improvements							-	564,000
TR 0106 (2)	6th Street/7th Ave Intersection Improvements	89,400						89,400	89,400
TR 0107 (2)	Market Street/15th Ave Intersection Improvements	200,000	364,000					564,000	564,000
TR 0108 (2)	NE 85th St/124th Ave NE Intersection Improvements							-	889,000
	Subtotal Park Place Redevelopment-Related Projects	*1,589,400*	*2,017,000*	*1,438,000*	*2,000,000*	*-*	*-*	*7,044,400*	*13,282,600*
TR 0109 (3)	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements							-	1,500,000
TR 0110 (3)	Totem Lake Plaza/120th Ave NE Intersection Improvements							-	1,500,000
	Subtotal Totem Lake Mall Redevelopment-Related Projects	*-*	*-*	*-*	*-*	*-*	*-*	*-*	*3,000,000*
	NE 132nd Street/116th Way NE - Totem Lake Blvd Int Imps								
Total Funded Transportation Projects		*11,599,100*	*12,171,400*	*11,743,200*	*12,464,300*	*10,630,200*	*10,775,000*	*69,383,200*	125,741,400
SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-	-

* The transportation capital projects, related costs, and potential funding sources shown in Table CF-8A have not been adopted by the City Council as part of a 6-year CIP.

(1) These projects provide new capacity towards concurrency.

(2) These projects are associated with Park Place redevelopment and are not part of the City's adopted 2009-2014 CIP.

(3) These projects are associated with Totem Lake redevelopment and are not part of the City's adopted 2009-2014 CIP.

Appendix A – Level of Service Methodology

The Growth Management Act

The Growth Management Act (GMA) requires the Capital Facilities Element (CFE) to identify public facilities that will be needed during the six years following adoption of the Comprehensive Plan. As required by GMA, the Capital Facilities Element must include the following:

- An inventory of existing capital facilities owned by public entities, showing the location and capacities of the capital facilities.
- A forecast of future needs for such capital facilities.
- The proposed locations and capacities of expanded or new capital facilities.
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
- A requirement to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities Plan Element, and financing plan within the Capital Facilities Plan Element are coordinated and consistent.

One of the goals of the GMA is to have capital facilities in place concurrent with development. This concept is known as **concurrency** (also called "adequate public facilities"). In Kirkland, concurrency requires:

(1) Facilities to serve the development to be in place at the time of development (or for some types of facilities, that a financial commitment is made to provide the facilities within a specified period of time); and

(2) Such facilities have sufficient capacity to serve development without decreasing levels of service below minimum standards adopted in the CFE.

The GMA requires concurrency for transportation facilities. GMA also requires all other public facilities to be "adequate" (see RCW 19.27.097, 36.70A.020, 36.70A.030, and 58.17.110). This is noted in Goal 12 which states:

> *Public facilities and services. Ensure that those public facilities and services necessary to support development are available for occupancy and use without decreasing current service levels below locally established minimum standards.*

The City has an adopted CFE and development regulations to implement the plan. The development regulations provide detailed rules and procedures for implementing the requirements of the plan, including concurrency management procedures that ensure sufficient public facility capacity is available for each proposed development.

The Capital Facilities Element of the Comprehensive Plan must be updated on a regular basis. The update should occur in conjunction with review of the City's six-year Capital Improvement Program and budget. The update should be completed before the City's budget is adopted in order to incorporate the capital improvements from the updated CFE in the City's annual budget.

The level of service standards adopted in this element were based on an extensive inventory of capital facilities and the forecasted need based on growth. A six-year plan is included which identifies the projects as well as the costs and funding sources. Policies within the plan ensure that there are several options to choose from if the probable funding falls short of meeting the needs.

There is also a list of transportation projects over a 12 year period in time.

PUBLICATION SUMMARY
OF ORDINANCE NO. 4258

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, TO IMPLEMENT CHANGES TO THE INTRODUCTION, LAND USE, CAPITAL FACILITIES AND TRANSPORTATION ELEMENTS, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO ZON07-00016.

Section 1. Amends the following specific portions of the Comprehensive Plan:

A. Section I. Introduction:
Amendments to Figure I-7: Comparison of Growth Targets and Available Capacity,

B. Section VI. Land Use:
Amendments to Table LU-4: Comparison of Growth Targets and Available Capacity.

C. Section IX. Transportation Element:
Amendments to Pages IX-20 and IX-22.

D. Section IX. Transportation Element:
Amendments to Table T-5: Project Descriptions for the 2022 Transportation Project List (Funded-Unfunded).

E. Section IX. Transportation Element:
Replacement of Map: Figure T-6: 2009 Transportation Project List.

F. Section XIII. Capital Facilities Element:
Amendments to Pages XIII-1, XIII-3, XIII-9 and XIII-15.

G. Section XIII. Capital Facilities Element:
Replacement of Chart: Table CF-8: Capital Facilities Plan: Transportation Projects is withdrawn and replaced by a new chart.

H. Section XIII. Capital Facilities Element:
Addition of Table CF-8A: Capital Facilities Plan: Transportation Projects (Multi-year Financing Plan).

I. Appendix A: Level of Service Methodology:
Amendment to Page A-1: Titled "The Growth Management Act.

Section 2. Provides severability clause for the ordinance.

Section 3. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017, and establishes the effective date as five days after publication of summary.

Section 4. Establishes certification by City Clerk and notification of King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2010.

I certify that the foregoing is a summary of Ordinance _____approved by the Kirkland City Council for summary publication

_____
City Clerk

CITY OF KIRKLAND
Public Works Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3833
www.ci.kirkland.wa.us

MEMORANDUM

To: Kurt Triplett, City Manager

From: Ray Steiger, P.E., Interim Public Works Director

Date: September 10, 2010

Subject: 2011/2012 Utility Rate Adoption

RECOMMENDATION:

City Council adopt the 2011-2012 utility rates for water, water utility tax, wastewater, surface water, and solid waste.

BACKGROUND DISCUSSION:

On July 20, August 3, and September 1, 2010 Council discussed the proposed 2011/2012 utility rates for water, wastewater, surface water and solid waste. A number of issues were identified and policies reviewed during those meetings. This memo includes a number of individual ordinances that reflect the City Council's direction as a result of the discussions; direction that has been given includes the following:

- the rates must reflect Cascade Water Association, and King County Water Treatment Division pass-through charges;
- fire suppression costs have been removed from the water rates and will be paid by the General Fund by revenues from a corresponding water utility tax increase from 10.5% to 13.38%;
- water/wastewater depreciation targets will be per the previous long term rate study (1.25/1.65 respectively), with water reaching the target by 2012 and wastewater maintaining the current funding level of 1.0 times depreciation, given the size of the pass through increase;
- progress towards a full depreciation target (1.0) for surface water will be included;
- no rate stabilization fund will be established for the solid waste fund.

Rates for water, wastewater, and surface water, and the water utility tax increase have thus been determined and seven ordinances with this memo reflect those rates. The final rates for solid waste remain to be determined by City Council. At the conclusion of their September 1 meeting, the following typical single family rates were approved:

Water Rate	**2010 (existing)**	**2011 (proposed)**	**2012 (proposed)**
Increase		2.70% [(1)]	2.20% [(1)]
Monthly Rate	$35.61	$36.05	$36.86
Wastewater Rate			
Increase		8.50%	5.50%
Monthly Rate	$54.10	$58.70	$61.90
Surface Water Rate			
Increase		5.00%	5.00%
Monthly Rate	$14.15	$14.86	$15.60

[(1)] On 9/10/10 Kirkland was provided with the final CWA rate increase; these pass through rates increased the overall water rate from 2.1% for each year 2011/2012 to 2.7% and 2.2% respectively.

Kirkland staff was notified by CWA on September 10th that the CWA June, 2010 projections for member water rates had been underestimated. For the 2011/2012 biennium, Kirkland's overall costs to CWA will increase approximately $480,000 over those experienced in 2010 (Attachment 1). This pass through amount, consistent with Council's direction to include pass through rate increases, will increase the annual water rate by 2.7% for 2011 and 2.2% for 2012, a slight increase from the 2.1% for both years that was discussed up through the September 1 presentation; this difference is reflected in the current rate proposal and in the water rate ordinances.

What remained at the conclusion of the September 1 meeting was a decision of whether or not to implement a street preservation component in the solid waste rate. The street preservation fee (SPF) would address the impact of heavy garbage trucks on City roads; the SPF would provide $300,000 annually and be directed into the annual street preservation program as one component of the City's overall street preservation strategy.

Concerns were raised regarding a fee just for waste hauler impacts to the street system while other similar vehicles: moving vans, busses, haulers, and others who also impact the streets are not being charged the fee. One consideration is that the waste haulers will use each street in Kirkland at least 50 times in a given year – other individual vehicles are not as consistent with their use. Concerns have also been raised about the limited amount of funding raised by the fee knowing that the existing needs are far greater than the $300,000.

Staff has considered another possible option to address the needs of the street system with this funding based on Council comments at the September 1st Council meeting. In the event the fee was to be adopted, a second option would be to utilize the fee as debt service for a bond of some significance. The Council could direct that this fee be utilized to retire debt on bond of perhaps $3-5 million, which, if applied to the street preservation program, would have dramatic effects on the overall road condition at a time when construction costs are at historical lows. The pavement management system modeling used by staff concludes that a significant investment within the next 2-3 years will significantly alter the long term effect of degradation.

This option for the fee does not address the concerns of the fee being charged only to the solid waste customers and not others utilizing services of heavy trucks, however it will provide a significant step towards a larger investment that is required in the street system. The following rate would be as a result of the adoption of the SPF.

Solid Waste Rate	2010 (existing)	2011 (proposed)	2012 (proposed)
Increase for SPF		3.03%	-----
Monthly Rate (64 gal)	$31.92	$32.89	$32.89

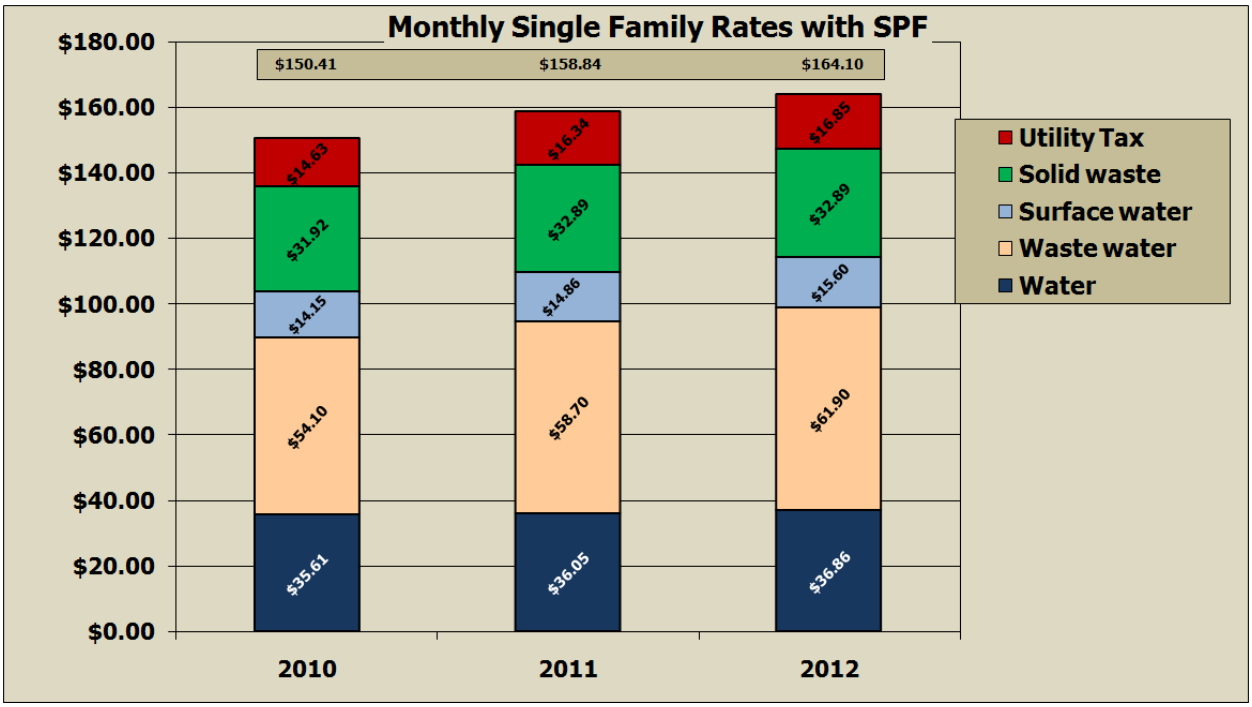
In the event no rate increase is adopted for solid waste, the existing 2010 rates will continue until such time as they are changed; no ordinance is needed to continue the existing rate (Attachment 2). However, if the solid waste rate is increased as a result of the current recommendation and information contained herein, an ordinance has been included for that. As requested at their last meeting, individual rate ordinances have been prepared for Council to consider.

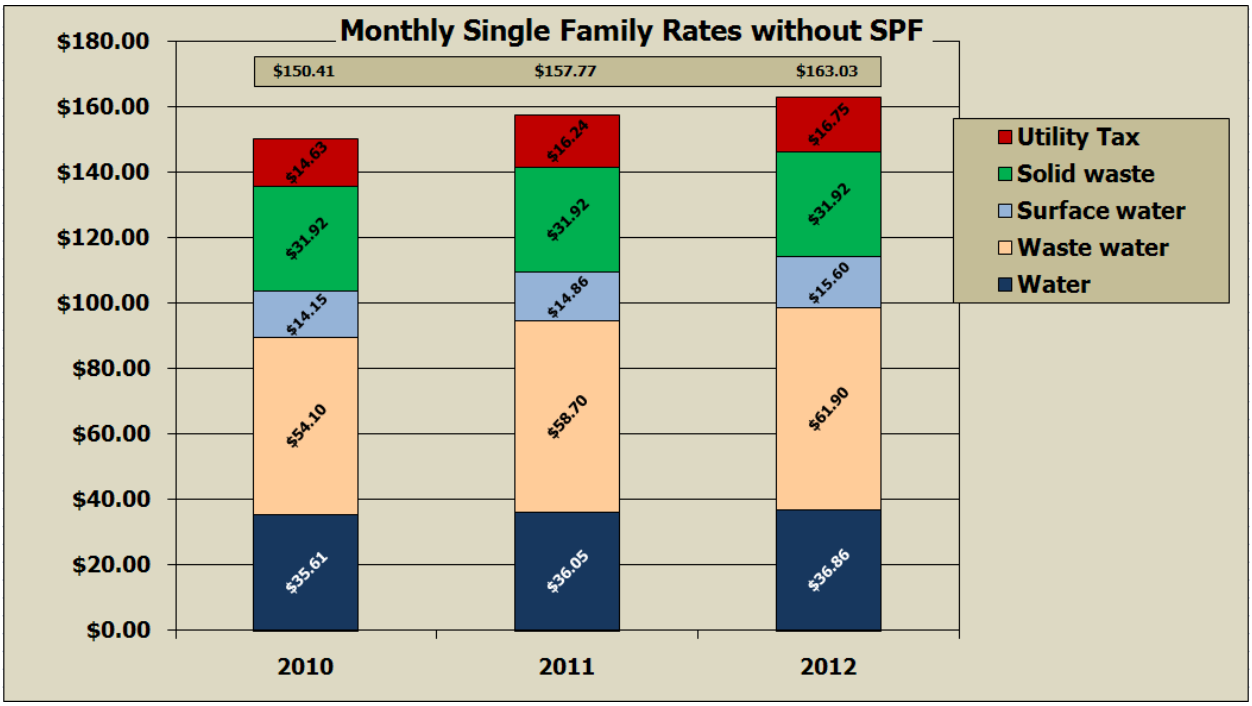
Cascade Water Alliance member rates (June 2010 vs August 2010)

Table 1: 2011 and 2012 Member Rate Changes, June 2010 Forecast vs. Today's Forecast

Existing 2010	Total Payments	Net 2010 Payments
Bellevue	$ 15,229,584	$ 15,190,280
Covington WD	$ 235,847	$ 235,847
Issaquah	$ 972,187	$ 858,883
Kirkland	$ 3,886,379	$ 3,827,402
Redmond	$ 5,702,670	$ 5,495,124
Sammamish Plateau WSD	$ 616,980	$ 449,245
Skyway WSD	$ 327,353	$ 327,353
Tukwila	$ 1,861,552	$ 1,861,552
Total	**$ 28,832,551**	**$ 28,245,686**

	Preliminary Forecast (June 2010)				Updated Forecast (August 2010)			
Proposed 2011	**Total Payments**	**% Change from 2010 (Total)**	**Net 2011 Payments**	**% Change from 2010 (Net)**	**Total Payments**	**% Change from 2010 (Total)**	**Net 2011 Payments**	**% Change from 2010 (Net)**
Bellevue	$ 16,785,576	10.2%	$ 17,039,096	12.2%	$ 15,738,916	3.3%	$ 15,538,832	2.3%
Covington WD	$ 248,865	5.5%	$ 248,865	5.5%	$ 257,499	9.2%	$ 257,499	9.2%
Issaquah	$ 1,058,833	8.9%	$ 1,058,697	23.3%	$ 1,162,832	19.6%	$ 1,229,727	43.2%
Kirkland	$ 4,172,205	7.4%	$ 4,168,652	8.9%	$ 4,312,786	11.0%	$ 4,309,234	12.6%
Redmond	$ 5,465,054	-4.2%	$ 5,187,178	-5.6%	$ 5,914,592	3.7%	$ 5,855,298	6.6%
Sammamish Plateau WSD	$ 764,193	23.9%	$ 526,401	17.2%	$ 813,570	31.9%	$ 599,716	33.5%
Skyway WSD	$ 349,091	6.6%	$ 349,091	6.6%	$ 352,262	7.6%	$ 352,262	7.6%
Tukwila	$ 2,007,012	7.8%	$ 2,007,012	7.8%	$ 2,010,048	8.0%	$ 2,010,048	8.0%
Total	**$ 30,850,830**	**7.0%**	**$ 30,584,995**	**8.3%**	**$ 30,562,505**	**6.0%**	**$ 30,152,615**	**6.8%**
Projected 2012	***Total Payments***	***% Change from 2011 (Total)***	***Net 2012 Payments***	***% Change from 2011 (Net)***	***Total Payments***	***% Change from 2011 (Total)***	***Net 2012 Payments***	***% Change from 2011 (Net)***
Bellevue	*$ 18,385,017*	*9.5%*	*$ 18,385,017*	*7.9%*	*$ 17,231,798*	*9.5%*	*$ 17,231,798*	*10.9%*
Covington WD	*$ 265,759*	*6.8%*	*$ 265,759*	*6.8%*	*$ 262,670*	*2.0%*	*$ 262,670*	*2.0%*
Issaquah	*$ 883,166*	*-16.6%*	*$ 883,166*	*-16.6%*	*$ 973,618*	*-16.3%*	*$ 973,618*	*-20.8%*
Kirkland	*$ 4,500,835*	*7.9%*	*$ 4,500,835*	*8.0%*	*$ 4,562,093*	*5.8%*	*$ 4,562,093*	*5.9%*
Redmond	*$ 5,618,341*	*2.8%*	*$ 5,618,341*	*8.3%*	*$ 6,028,882*	*1.9%*	*$ 6,028,882*	*3.0%*
Sammamish Plateau WSD	*$ 661,838*	*-13.4%*	*$ 661,838*	*25.7%*	*$ 683,680*	*-16.0%*	*$ 683,680*	*14.0%*
Skyway WSD	*$ 391,715*	*12.2%*	*$ 391,715*	*12.2%*	*$ 386,822*	*9.8%*	*$ 386,822*	*9.8%*
Tukwila	*$ 2,303,717*	*14.8%*	*$ 2,303,717*	*14.8%*	*$ 2,266,693*	*12.8%*	*$ 2,266,693*	*12.8%*
Total	***$ 33,010,388***	***7.0%***	***$ 33,010,388***	***7.9%***	***$ 32,396,255***	***6.0%***	***$ 32,396,255***	***7.4%***


Monthly Single Family Rates with SPF
$150.41
$158.84
$164.10
$180.00
$160.00
$140.00
$120.00
$100.00
$80.00
$60.00
$40.00
$20.00
$0.00
$14.63
$31.92
$14.15
$54.10
$35.61
$16.34
$32.89
$14.86
$58.70
$36.05
$16.85
$32.89
$15.60
$61.90
$36.86
2010
2011
2012
Utility Tax
Solid waste
Surface water
Waste water
Water


Monthly Single Family Rates without SPF
$150.41
$157.77
$163.03
$180.00
$160.00
$140.00
$120.00
$100.00
$80.00
$60.00
$40.00
$20.00
$0.00
$14.63
$31.92
$14.15
$54.10
$35.61
$16.24
$31.92
$14.86
$58.70
$36.05
$16.75
$31.92
$15.60
$61.90
$36.86
2010
2011
2012
Utility Tax
Solid waste
Surface water
Waste water
Water

ORDINANCE NO. 4259

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO WATER SYSTEM CUSTOMER RATES FOR 2011 AND PROVIDING FOR CHANGES IN SAID RATES.

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

Section 1. Table 15.24.020 of Section 15.24.020 of the Kirkland Municipal Code, as last amended by Ordinance 4148, which establishes the monthly water charge required to be paid to the City by customers of the Kirkland Water System is further amended to read as follows:

Table 15.24.020

Customer Class	Rate
a. Single-family residential	
(1) Basic charge (includes 200 cubic feet of water consumed)	$~~16.21~~ 16.40
PLUS	
(2) Water consumption charge - 201 cubic feet to 1,200 cubic feet	$~~3.88~~ 3.93 per 100 cubic feet
PLUS	
(3) Water consumption charge - over 1,200 cubic feet	$~~5.09~~ 5.15 per 100 cubic feet

b. All other customers, including commercial and multifamily residential

	Meter Size (inches)	Rate
(1) Basic charge per size of meter	5/8 x 3/4	$~~14.91~~ 14.63
	1	$~~25.64~~ 25.16
	1-1/2	$~~40.76~~ 39.99
	2	$~~65.38~~ 64.14
	3	$~~185.72~~ 182.20
	4	$~~256.54~~ 251.67
	5	$~~331.71~~ 325.41
	6	$~~439.18~~ 430.84
	8	$~~654.15~~ 641.73

PLUS

(2) Water consumption charge	$~~4.50~~ 4.42 per 100 cubic feet of water consumed

PLUS

(3) Sprinkler consumption charge	$~~5.09~~ 5.23 per 100 cubic feet of water consumed

Section 2. Effective date for new rates: The monthly service and consumption rates for water customers established in this ordinance shall go into effect and become the rates to be charged as of December 1, 2010, provided, however, that the monthly rates for water customers billed on the City of Kirkland billing cycles number 2, number 4, and number 5 shall go into effect January 1, 2011.

Section 3. The water rates set forth in KMC 15.24.020, which is amended by this ordinance, shall remain in force and effect until the rates set forth in this ordinance go into effect.

Section 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance, or the application of the provision to other persons or circumstances is not affected.

Section 5. This Ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2010.

Signed in authentication thereof this ____ day of _____, 2010.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

ORDINANCE NO. 4260

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO WATER SYSTEM CUSTOMER RATES FOR 2012 AND PROVIDING FOR CHANGES IN SAID RATES.

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

Section 1. Table 15.24.020 of Section 15.24.020 of the Kirkland Municipal Code, as last amended by Ordinance 4148, which establishes the monthly water charge required to be paid to the City by customers of the Kirkland Water System is further amended to read as follows:

Table 15.24.020

Customer Class	Rate
a. Single-family residential	
(1) Basic charge (includes 200 cubic feet of water consumed)	$~~16.40~~ 16.76
PLUS	
(2) Water consumption charge - 201 cubic feet to 1,200 cubic feet	$~~3.93~~ 4.02 per 100 cubic feet
PLUS	
(3) Water consumption charge - over 1,200 cubic feet	$~~5.15~~ 5.27 per 100 cubic feet

b. All other customers, including commercial and multifamily residential

	Meter Size (inches)	Rate
(1) Basic charge per size of meter	5/8 x 3/4	$~~14.63~~ 14.96
	1	$~~25.16~~ 25.72
	1-1/2	$~~39.99~~ 40.87
	2	$~~64.14~~ 65.56
	3	$~~182.20~~ 186.21
	4	$~~251.67~~ 257.21
	5	$~~325.41~~ 332.57
	6	$~~430.84~~ 440.32
	8	$~~641.73~~ 655.85

PLUS

(2) Water consumption charge	$~~4.42~~ 4.52 per 100 cubic feet of water consumed

PLUS

(3) Sprinkler consumption charge	$~~5.23~~ 5.35 per 100 cubic feet of water consumed

Section 2. Effective date for new rates: The monthly service and consumption rates for water customers established in this ordinance shall go into effect and become the rates to be charged as of December 1, 2011, provided, however, that the monthly rates for water customers billed on the City of Kirkland billing cycles number 2, number 4, and number 5 shall go into effect January 1, 2012.

Section 3. The water rates set forth in KMC 15.24.020, which is amended by this ordinance, shall remain in force and effect until the rates set forth in this ordinance go into effect.

Section 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance, or the application of the provision to other persons or circumstances is not affected.

Section 5. This Ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2010.

Signed in authentication thereof this ____ day of _____, 2010.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

ORDINANCE NO. 4261

AN ORDINANCE OF THE CITY OF KIRKLAND INCREASING THE UTILITY TAX ON THE WATER UTILITY AND AMENDING KIRKLAND MUNICIPAL CODE CHAPTER 5.08.

WHEREAS, the Washington Supreme Court ruled in *Lane vs. Seattle* that water utility costs related to fire protection should be borne by the General Fund and not paid through utility rates; and

WHEREAS, In recognition that this holding is applicable to Kirkland's water utility the City has removed those costs from the water utility rates and will now pay these costs from the General Fund; and

WHEREAS, the City Council has determined that the public interest is best served by increasing the water utility tax by an amount equivalent to the rate reduction to accomplish this; and

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Kirkland Municipal Code Section 5.08.050 is hereby amended as follows:

5.08.050 Utility occupations subject to tax—Amount.

There are levied upon and shall be collected from every person engaging within this city in utility occupations annual license fees or occupation taxes in the amounts to be determined by the application of the rates against gross income as follows:

(1) Upon every person engaged in or carrying on the business of providing telephone services a fee or tax equal to six percent of the total gross income from such business in the city, including one hundred percent of the total gross revenues derived from toll service, during the tax year for which the license is required;

(2) Upon every person engaged in or carrying on the business of selling or furnishing natural or manufactured gas a fee or tax equal to six percent of the total gross income for such business in the city during the tax year for which the license is required;

(3) Upon every person engaged in or carrying on the business of selling or furnishing electric light and power or electrical energy a fee or tax equal to six percent of the total gross income from such business in the city for the tax year for which the license is required;

(4) Upon every person engaged in or carrying on the business of furnishing ~~water distribution and/or~~ sanitary collection services including both sewage and refuse a fee or tax equal to ten and one-half percent of the total gross income from such business in the city during the tax year for which the license is required;

(5) Upon every person engaged in or carrying on the business of furnishing water collection services a fee or tax equal to thirteen and thirty-eight one-hundredths percent (13.38%) of the total gross income from such business in the city during the tax year for which the license is required;

(~~5~~6) Upon every person conducting or operating a storm water and/or surface water utility for any customer, including residential and commercial customers, a fee or tax equal to ten and one-half percent of the total gross income from such business in the city during the tax year for which the license is required;

(~~6~~7) Upon every person engaged in or carrying on the business of providing cable service, a fee or tax equal to six percent of the total gross income from such business in the city during each tax year.

Section 2. This ordinance is effective five days from and after its passage by the Kirkland City Council and publication, as required by law. The tax increase on the business of furnishing water services set forth in Kirkland Municipal Code Section 5.08.050(4) shall take effect on January 1, 2011.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2010.

Signed in authentication thereof this _____ day of _____, 2010.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

ORDINANCE NO. 4262

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO 2011 SEWER SYSTEM CUSTOMER RATES AND AMENDING TABLE 15.24.070 OF THE KIRKLAND MUNICIPAL CODE.

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

Section 1. Table 15.24.070 of Section 15.24.070 of the Kirkland Municipal Code, as last amended by Ordinance 4146, which establishes the monthly sewer charge required to be paid to the City by customers of the Kirkland Sewer System is further amended to read as follows:

Table 15.24.070

Customer Class	**Rate**
a. Single-family residential	
Basic charge	$~~43.00~~ 48.13 for first 300 cubic feet of average winter water consumption ("AWWC").
PLUS	
Consumption charge	$~~3.70~~ 4.01 per 100 cubic feet of AWWC beyond first 300 cubic feet.
b. Multifamily residential and commercial	
Basic charge	$~~42.01~~ 45.58 for first 600 cubic feet of water consumed.
PLUS	
Consumption charge	$~~7.37~~ 8.00 per 100 cubic feet of water consumed beyond first 600 cubic feet.

c. In special cases, single-family residents will be billed according to the following policies:

Special Case	**Sewer Rate Policy**
New homes	Billed only basic charge until use is established.
Changes in property ownership	Billed only basic charge until use is established.
Changes in tenancy	Billed only basic charge until use is established.
Non-water customers	Billed at system average.
Leak adjustments	Billed per adjusted winter volume. City will factor water leak adjustment into calculation for sewer rate

Section 2. Effective date for new rates: The monthly service and consumption rates for sewer customers established in this ordinance shall go into effect and become the rates to be charged as of December 1, 2010; provided that, the monthly rates for sewer customers billed on the City of

Kirkland billing cycles number 2, number 4, and number 5 shall go into effect January 1, 2011.

Section 3. The sewer rates set forth in KMC 15.24.070, which is amended by this ordinance, shall remain in force and effect until the rates set forth in this ordinance go into effect.

Section 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance, or the application of the provision to other persons or circumstances is not affected.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2010.

Signed in authentication thereof this _____ day of _____, 2010.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

ORDINANCE NO. 4263

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO 2012 SEWER SYSTEM CUSTOMER RATES AND AMENDING TABLE 15.24.070 OF THE KIRKLAND MUNICIPAL CODE.

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

Section 1. Table 15.24.070 of Section 15.24.070 of the Kirkland Municipal Code, as last amended by Ordinance 4262, which establishes the monthly sewer charge required to be paid to the City by customers of the Kirkland Sewer System is further amended to read as follows:

Table 15.24.070

Customer Class	**Rate**
a. Single-family residential	
Basic charge	$~~48.13~~ 48.79 for first 300 cubic feet of average winter water consumption ("AWWC").
PLUS	
Consumption charge	$~~4.01~~ 4.23 per 100 cubic feet of AWWC beyond first 300 cubic feet.
b. Multifamily residential and commercial	
Basic charge	$~~45.58~~ 48.09 for first 600 cubic feet of water consumed.
PLUS	
Consumption charge	$~~8.00~~ 8.44 per 100 cubic feet of water consumed beyond first 600 cubic feet.

c. In special cases, single-family residents will be billed according to the following policies:

Special Case	**Sewer Rate Policy**
New homes	Billed only basic charge until use is established.
Changes in property ownership	Billed only basic charge until use is established.
Changes in tenancy	Billed only basic charge until use is established.
Non-water customers	Billed at system average.
Leak adjustments	Billed per adjusted winter volume. City will factor water leak adjustment into calculation for sewer rate

Section 2. Effective date for new rates: The monthly service and consumption rates for sewer customers established in this ordinance shall go into effect and become the rates to be charged as of December 1, 2011; provided that, the monthly rates for sewer customers billed on the City of

Kirkland billing cycles number 2, number 4, and number 5 shall go into effect January 1, 2012.

Section 3. The sewer rates set forth in KMC 15.24.070, which is amended by this ordinance, shall remain in force and effect until the rates set forth in this ordinance go into effect.

Section 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance, or the application of the provision to other persons or circumstances is not affected.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2010.

Signed in authentication thereof this _____ day of _____, 2010.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

ORDINANCE NO. 4264

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO MONTHLY SURFACE WATER UTILITY SERVICE RATES FOR 2011 AND AMENDING SECTION 15.56.020 OF THE KIRKLAND MUNICIPAL CODE.

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

Section 1. Section 15.56.020 of the Kirkland Municipal Code is hereby amended to read as follows:

15.56.020 Monthly surface water utility service rates.

The monthly surface water utility rates are based on the impervious surface area.

(1) Single-Family Residential Parcels. The average impervious area for a single-family residence is two thousand six hundred square feet. This is based on the measurement of over three hundred parcels. This value is referred to as an equivalent service unit (ESU). The single-family service charge shall be equivalent to one ESU and shall be a flat rate of fourteen dollars and ~~fifteen~~ eighty-six cents.

(2) All Other Customers, Including Commercial and Multifamily Residential. The service charge for all classes other than single-family residences will be based on the number of ESUs. The actual measured impervious area of each individual site will be divided by two thousand six hundred square feet to determine the number of ESUs of the individual site. The computed rate shall not be less than that for one ESU. The surface water utility service rate for these customers shall be fourteen dollars and ~~fifteen~~ eighty-six cents per each ESU.

(3) Late Fees. All fees and charges arising under this chapter which are past due or delinquent shall be charged a late fee of eight percent per annum.

Section 2. Effective date for new rates: The monthly rates established in this Ordinance shall go into effect and become the rates to be charged as of January 1, 2011.

Section 3. The surface water utility rates set forth in KMC 15.56.020, which is amended by this ordinance, shall remain in force and effect until the rates set forth in this ordinance go into effect.

Section 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance, or the application of the provision to other persons or circumstances is not affected.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2010.

Signed in authentication thereof this _____ day of _____, 2010.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

ORDINANCE NO. 4265

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO MONTHLY SURFACE WATER UTILITY SERVICE RATES FOR 2012 AND AMENDING SECTION 15.56.020 OF THE KIRKLAND MUNICIPAL CODE.

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

Section 1. Section 15.56.020 of the Kirkland Municipal Code is hereby amended to read as follows:

15.56.020 Monthly surface water utility service rates.

The monthly surface water utility rates are based on the impervious surface area.

(1) Single-Family Residential Parcels. The average impervious area for a single-family residence is two thousand six hundred square feet. This is based on the measurement of over three hundred parcels. This value is referred to as an equivalent service unit (ESU). The single-family service charge shall be equivalent to one ESU and shall be a flat rate of ~~fourteen dollars and eighty-six~~ fifteen dollars and sixty cents.

(2) All Other Customers, Including Commercial and Multifamily Residential. The service charge for all classes other than single-family residences will be based on the number of ESUs. The actual measured impervious area of each individual site will be divided by two thousand six hundred square feet to determine the number of ESUs of the individual site. The computed rate shall not be less than that for one ESU. The surface water utility service rate for these customers shall be ~~fourteen dollars and eighty-six~~ fifteen dollars and sixty cents per each ESU.

(3) Late Fees. All fees and charges arising under this chapter which are past due or delinquent shall be charged a late fee of eight percent per annum.

Section 2. Effective date for new rates: The monthly rates established in this Ordinance shall go into effect and become the rates to be charged as of January 1, 2012.

Section 3. The surface water utility rates set forth in KMC 15.56.020, which is amended by this ordinance, shall remain in force and effect until the rates set forth in this ordinance go into effect.

Section 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance, or the application of the provision to other persons or circumstances is not affected.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2010.

Signed in authentication thereof this _____ day of _____, 2010.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

Ord\2012 Surface Water rates

ORDINANCE NO. 4266

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO SOLID WASTE COLLECTION RATES AND AMENDING SECTION 16.12.030 OF THE KIRKLAND MUNICIPAL CODE.

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

Section 1. Section 16.12.030 of the Kirkland Municipal Code is hereby amended to read as follows:

16.12.030 Collection rates.

The rates to be charged for solid waste collection service in the city shall be as follows:

(1) Residential.

A. **Single-Family (Per Month) Rate**

Monthly Service

35-gallon cart	$4.03 4.15
Ongoing Carry-out surcharge	~~3.68~~ 3.70

Weekly Service

20-gallon mini cart	$ ~~9.98~~ 10.28
35-gallon cart	~~17.46~~ 17.99
64-gallon cart	~~31.92~~ 32.89
96-gallon cart	~~47.88~~ 49.34
35-gallon equivalent "extra"	~~3.68~~ 3.80

Extra Yard Debris Service

96-gallon cart	$ ~~10.35~~ 10.45

As stated in Section 16.12.025, a senior citizen's discount of forty percent of the rate set forth here is available for qualified residents.

One gray yard waste cart and one blue recycling cart is provided to each customer at no extra charge. The contractor will charge a fee for additional yard waste receptacles above the first set provided. The contractor will provide a 35 or 96 gallon recycling cart on request to new residents and those residents needing less or additional capacity than provided by the default 64 gallon recycling cart.

B. **Miscellaneous Service Fees**	**Rate**
Return trip	$~~13.50~~ 13.61
	Per Occurrence
Drive-in charge	~~6.14~~ 6.18
	Per Month
Redelivery fee (carts)	~~18.41~~ 18.57
	Per Occurrence
Carry-out surcharge	~~3.68~~ 3.70
	Per Month

C. **On-Call Bulky Waste Collection Fees (Per Occurrence – Per Item)**	**Rate**
Appliances	$~~92.06~~ 92.87
Refrigerator/Freezer	~~92.06~~ 92.87
Sofa	~~92.06~~ 92.87

Chair	~~92.06~~ 92.87
Mattress or box springs	~~92.06~~ 92.87
Tire: Auto/light truck	~~24.56~~ 24.76
Tire: Bus/heavy truck	~~30.68~~ 30.95
Tire: Additional for rims or wheels	~~18.41~~ 18.57
Miscellaneous, per cubic yard	~~67.51~~ 68.11

D.

Temporary Container Service	**Rate**
Temp. 2-yard container	$~~53.03~~ 53.55
Daily rent	~~1.22~~ 1.24
Delivery fee	~~46.65~~ 47.04
Temp. 4-yard container	~~67.22~~ 67.90
Daily rent	~~1.53~~ 1.55
Delivery fee	~~46.65~~ 47.04
Temp. 6-yard container	~~80.89~~ 81.75
Daily rent	~~1.83~~ 1.85
Delivery fee	~~46.65~~ 47.04
Temp. 100-yard container	~~2,636.37~~ 2,668.01

(2) Multifamily and Commercial.

A.

Carts	**Rate**

Weekly Service

20-gallon mini cart	$~~9.98~~ 10.28
35-gallon cart	~~17.46~~ 17.99
64-gallon cart	~~31.92~~ 32.89
96-gallon cart	~~47.88~~ 49.34
35-gallon equivalent "extra"	~~3.68~~ 3.80

As stated in Section 16.12.025, a senior citizen's discount of forty percent of the rate set forth here is available for qualified residents.

B. **Miscellaneous Services (Per Event)**	**Rate**
Return trip	$~~32.24~~ 32.24
Carry-out service (per container)	3.59
Redelivery	45.37
Roll-out container	5.98
Unlock container	2.03
Gate opening	3.59
Steam cleaning (per yard)	21.48

C. **Comm./Mf Uncompacted Containers**	**Rate**

1 Cubic Yard Uncompacted

1 pickup/week/container	$~~71.47~~ 73.98
2 pickups/week/container	~~137.74~~ 142.76
3 pickups/week/container	~~204.02~~ 211.56
4 pickups/week/container	~~270.30~~ 280.35
5 pickups/week/container	~~336.57~~ 349.14
6 pickups/week/container	~~402.85~~ 417.94

1.5 Cubic Yard Uncompacted

1 pickup/week/container	$~~90.83~~ 93.85
2 pickups/week/container	~~175.56~~ 181.60
3 pickups/week/container	~~260.28~~ 269.34
4 pickups/week/container	~~345.01~~ 357.10
5 pickups/week/container	~~429.74~~ 444.84
6 pickups/week/container	~~514.48~~ 532.64

2 Cubic Yard Uncompacted

1 pickup/week/container	$~~109.79~~ 113.31
2 pickups/week/container	~~212.01~~ 219.06
3 pickups/week/container	~~314.23~~ 324.83
4 pickups/week/container	~~416.46~~ 430.57

5 pickups/week/container	~~518.69~~ 536.33
6 pickups/week/container	~~620.92~~ 643.05

3 Cubic Yard Uncompacted

1 pickup/week/container	$~~145.87~~ 150.42
2 pickups/week/container	~~283.11~~ 292.19
3 pickups/week/container	~~420.32~~ 433.95
4 pickups/week/container	~~557.55~~ 575.72
5 pickups/week/container	~~694.77~~ 717.49
6 pickups/week/container	~~832.00~~ 859.28

4 Cubic Yard Uncompacted

1 pickup/week/container	$~~182.33~~ 187.89
2 pickups/week/container	~~354.55~~ 365.67
3 pickups/week/container	~~526.77~~ 543.45
4 pickups/week/container	~~699.00~~ 721.24
5 pickups/week/container	~~871.21~~ 899.01
6 pickup/week/container	~~1,043.44~~ 1,076.81

6 Cubic Yard Uncompacted

1 pickup/week/container	$~~254.20~~ 261.78

2 pickups/week/container	~~496.41~~ 511.59
3 pickups/week/container	~~738.62~~ 761.39
4 pickups/week/container	~~980.84~~ 1,011.20
5 pickups/week/container	~~1,223.05~~ 1,261.01
6 pickups/week/container	~~1,465.28~~ 1,510.83

8 Cubic Yard Uncompacted

1 pickup/week/container	$~~325.58~~ 335.20
2 pickups/week/container	~~637.78~~ 657.02
3 pickups/week/container	~~950.00~~ 978.86
4 pickups/week/container	~~1,262.20~~ 1,300.69
5 pickups/week/container	~~1,574.40~~ 1,622.52
6 pickups/week/container	~~1,886.62~~ 1,944.36

"Extra" Uncompacted Cubic Yard	~~19.48~~ 20.06

Comm./Mf Compacted Containers (Weekly Pulls)		**Rate**
1	cubic yard container	$~~181.68~~ 187.23
1.5	cubic yard container	~~252.69~~ 260.27
2	cubic yard container	~~323.18~~ 332.79
3	cubic yard container	~~461.91~~ 475.60

4	cubic yard container	~~601.11~~ 618.85
6	cubic yard container	~~1,286.66~~ 1,324.72

E. **Comm./Mf Yard Debris (Per Month)**	**Rate**
96-gallon cart (weekly collection)	$~~10.38~~ 10.84
2 cubic yard container (weekly)	~~83.17~~ 83.20
Extra cubic yard	~~25.87~~ 25.89
Extra yard debris 32-gallon can	~~3.67~~ 3.83

F. **Roll-Off Container Rental Permanent Noncompacted Service**	**Rate**
10 cubic yard container	$36.45
15 cubic yard container	42.51
20 cubic yard container	54.67
25 cubic yard container	60.76
30 cubic yard container	66.83
40 cubic yard container	72.89

G. **Roll-Off Container Rental Temporary Noncompacted Service**	**Rate**
10 cubic yard container	$42.52
15 cubic yard container	48.60

20 cubic yard container	55.89
25 cubic yard container	63.18
30 cubic yard container	69.26
40 cubic yard container	81.41

(3) Comm./Mf Drop-Box Collection (Per Haul).

Noncompacted Service	**Rate**
10 cubic yard container	$~~114.20~~ 119.11
15 cubic yard container	~~114.20~~ 119.11
20 cubic yard container	~~114.20~~ 119.11
25 cubic yard container	~~114.20~~ 119.11
30 cubic yard container	~~114.20~~ 119.11
40 cubic yard container	~~114.20~~ 119.11

Compacted Service	**Rate**
10 cubic yard container	$~~126.35~~ 130.66
15 cubic yard container	~~126.35~~ 130.66
20 cubic yard container	~~126.35~~ 130.66
25 cubic yard container	~~126.35~~ 130.66
30 cubic yard container	~~126.35~~ 130.66
40 cubic yard container	~~126.35~~ 130.66

Temporary	**Rate**
10 cubic yard container	$120.27
15 cubic yard container	120.27
20 cubic yard container	120.27
25 cubic yard container	120.27
30 cubic yard container	~~120.72~~ 120.27
40 cubic yard container	~~120.72~~ 120.27
Delivery fee – all temp. customers	91.12

Additional Services

Additional mileage charge for hauls to other sites

Charge per mile	$4.87
Return trip	42.51
Solid drop-box lid charge (per month)	42.51
Pressure washing (per yard)	9.73
Stand-by time (per minute)	2.44

Hourly Rates

Rear/side load packer and driver	$127.56
Front load packer and driver	127.56

Drop-box truck and driver	127.56
Additional labor (per person)	60.76

(4) Wherever detachable containers are used having a capacity for which a rate has not been established, the director of public works is authorized to establish a rate for such container, which shall be consistent with the ratio of the container capacity to rate charged for the rate herein established.

(5) In addition to the collection rates established in subsections (1), (2) and (3) of this section, there shall be included a county board of health hazardous waste charge as follows:

(A) For each single-family residential customer the amount of eighty cents per month;

(B) For each multifamily and nonresidential (commercial) customer the sum of nine dollars and seven cents per month.

Section 2. Effective date for new rates: The monthly rates established in this Ordinance shall go into effect and become the rates to be charged as of January 1, 2011.

Section 3. The garbage rates set forth in KMC 16.12.030, which is amended by this ordinance, shall remain in force and effect until the rates set forth in this ordinance go into effect.

Section 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance, or the application of the provision to other persons or circumstances is not affected.

Section 5. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2010.

Signed in authentication thereof this _____ day of _____, 2010.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

PUBLICATION SUMMARY
OF ORDINANCE NO. O-4266

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO SOLID WASTE COLLECTION RATES AND AMENDING SECTION 16.12.030 OF THE KIRKLAND MUNICIPAL CODE.

SECTION 1. Amends Section 16.12.030 of the KMC by amending solid waste collection rates.

SECTION 2 - 3. Provides an effective date for the rates.

SECTION 4. Provides a severability clause for the ordinance.

SECTION 5. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2010.

I certify that the foregoing is a summary of Ordinance _____ approved by the Kirkland City Council for summary publication.

_____
City Clerk

Council Meeting: 09/21/2010
Agenda: Unfinished Business
Item #: 10. c.

CITY OF KIRKLAND

123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189 (425) 587-3249

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
MEMORANDUM

To: Kurt Triplett, City Manager

From: Dorian Collins, AICP, Senior Planner
Paul Stewart, AICP, Deputy Director
Eric Shields, AICP, Planning Director

Date: September 9, 2010

Subject: SOUTH KIRKLAND PARK & RIDE – File ZON10-00014

RECOMMENDATION

1. Confirm that the existing Comprehensive Plan policy direction is appropriate to guide preparation of future regulations for transit oriented development (TOD) at the South Kirkland Park and Ride; and
2. Determine which of the following approaches should be used to prepare the zoning regulations:
    - Initiate the preparation of the regulations independently from the Lakeview Neighborhood Plan update; or
    - Incorporate the regulations as part of the neighborhood plan update

BACKGROUND DISCUSSION

In 2008, the Kirkland City Council adopted amendments to the Lakeview Neighborhood Chapter of the Comprehensive Plan related to the South Kirkland Park and Ride site (see Attachment 1). The amendments received final approval of the Houghton Community Council in January of 2009.

The new policies provide support in the Comprehensive Plan for Transit-Oriented-Development (TOD) at the South Kirkland Park and Ride, and provide the framework for development standards for the site (see Attachments 2 and 3). The Planning Department expects to move forward with amendments to the Kirkland Zoning Code, either as planned in the adopted 2010-2012 Work Program, or as part of the plan update and code amendments associated with the Lakeview Neighborhood update. A discussion of these alternative approaches to processing the amendments follows on page 2.

Staff has prepared a "Fact Sheet" about this issue that includes a preliminary development concept developed by King County for this site. This document is included as Attachment 4 to this memorandum.

TOD at South Kirkland Park and Ride

The Fact Sheet contained in Attachment 4 describes the preliminary development concept for the Kirkland portion of the South Kirkland Park and Ride prepared by King County. The concept includes:

- About 200 multifamily units, built in two structures, each about five stories above grade
- Significant number of units to be affordable (Possibly up to 100 affordable units, possibly all for seniors)
- Underground parking – some portion to be shared by TOD and park and ride users. Net increase of 250 additional park and ride stalls.
- Existing or improved transit center
- Pedestrian connection through site to BNSF corridor
- Retained and enhanced vegetative buffers
- Use of sustainable green building strategies
- Streetscape development – retail spaces
- Potential for coordinated future development with Bellevue

City of Bellevue Involvement

The South Kirkland Park and Ride lies within the cities of both Kirkland and Bellevue, and is owned by King County. Since the City of Bellevue has elected not to move forward with changes to its Comprehensive Plan for this site to address transit-oriented-development, King County has focused on the feasibility of transit-oriented development on the Kirkland portion of the Park and Ride site alone.

Staffs from Kirkland, Bellevue and King County have met several times to discuss coordination between the three jurisdictions in light of the possibility of future development on the Kirkland portion of the property. A meeting between the mayors of both cities, County Council member Hague, the Bellevue and Kirkland city managers, and staff from the cities and King County is scheduled for September 17th. At that time, key issues for the three jurisdictions with be discussed, and an approach such as a "memorandum of understanding" or "principles of agreement" to set parameters for how the property will be developed, will be considered.

Zoning Code Amendments

The adopted Planning Work Program includes amendments to the Zoning Code to implement the Comprehensive Plan policies in support of TOD at the South Kirkland Park and Ride as a task to be completed this year. Several options for processing these amendments exist. ***Staff requests direction from the Council on the preferred approach:***

OPTION 1: Prepare Regulations as Part of the Lakeview Neighborhood Plan Update:

Since the South Kirkland Park and Ride property lies within the Lakeview Neighborhood, the site has been included in discussions of the Lakeview Neighborhood Advisory Group in their meetings. If the Park and Ride site is included in this task, it will follow the schedule for meetings on the topic of the Lakeview Neighborhood Plan before the Houghton Community Council and Planning Commission this fall, with final action anticipated to occur in May of 2011.

Considerations:

- *King County Grant*: The adoption of Zoning Code amendments beyond 2010 may threaten the $6.25 million in funding that King County will receive from the US Department of Transportation for parking expansion and other transit improvements for the Park and Ride property. Representatives from King County have advised Kirkland staff that they believe it is likely the funding will be redirected if the amendments are not adopted by the end of 2010, or early in 2011, allowing a project to move forward in 2011.

- *Lakeview Neighborhood Advisory Group:* The concept of transit-oriented-development (TOD) at the South Kirkland Park and Ride was controversial and of concern to many members of the Lakeview Neighborhood Advisory Group. A majority of the group is opposed to residential use at this site, particularly affordable housing. The main concerns of the advisory group had to do with the development of affordable housing, traffic impacts, project design, overall unit count, adequacy of parking and the uncertainty regarding future development on the Bellevue portion of the property (see the Fact Sheet in Attachment 4 for a discussion of these issues).

The recommendation from the advisory group is as follows:

1. If the TOD moves forward the group prefers no housing at the Park and Ride site. Redevelopment of the lot with additional parking stalls with mix of retail and office would be supported.

2. A TOD (including housing) should not be supported until there are conceptual plans for development of the Bellevue portion of the site.

3. If a TOD proposal moves forward with housing, then a joint agreement between Bellevue, King County and Kirkland should include the following (the following should be included whether or not housing is included):

    - A limit of 200 housing units total for both Bellevue and Kirkland sites.
    - A mix of low, moderate and-market rate housing with a range of minimum of 80% market rate and maximum 20% affordable housing (preference for the affordable housing piece would be senior housing).
    - There should be a net gain in the number of parking stalls. Conduct a parking study to determine adequate parking stalls for the housing units.
    - Permit Review Process: Process IIB and Design Review.
    - Ensure high quality architecture and site design by creating design guidelines addressing:
        - Provide an architectural gateway to the City along 108th Avenue/freeway interchange
        - Appropriate building mass and scale for the location and context of surrounding development

- o Buildings/site should have a "village building scale"; include building modulation/upper story step back on all four sides
- o Building height is in context of surrounding development (4 stories)
- ▪ Study traffic impacts to minimize through traffic through neighborhood.

- o *Staff commitments*: This approach would work well with existing staff commitments to the neighborhood plan update efforts.

OPTION 2: Prepare Regulations in a Separate Process, Beginning As Soon as Possible

If the code amendments for the South Kirkland Park and Ride are processed on a separate track from other efforts, action on the new regulations could occur sooner, possibly by the end of 2010 or very early in 2011.

Considerations:

- o *King County Grant:* This approach would be preferred by King County, in that the funding from the Federal government may depend on the adoption of new regulations for the Park and Ride by the end of 2010 or early 2011. Without this funding, the expansion of the Park and Ride and associated transit-oriented- development could not occur at this time.

- o *Lakeview Neighborhood Advisory Group*: Members of the advisory group, as well as other neighbors and the general public would have the opportunity to participate in the process to amend the Zoning Code under either approach outlined in the memo. However, the decision to move forward with code amendments on a track independent from the Lakeview Neighborhood Plan update would ensure that the existing text contained in the neighborhood plan would guide the development of regulations, and limit the opportunity for changes to these principles to be considered.

  Since the principles established for the South Kirkland Park and Ride are relatively general, however, some of the issues raised by the Lakeview advisory group, such as those related to parking and design, could still be addressed through the development of Zoning Code regulations

- o *Staff commitments:* The Planning staff members that would process this code amendment are currently committed to the Central Houghton Neighborhood Plan update. Consequently, the decision to shift staff resources to the code amendments for the Park and Ride may result in somewhat of a delay in the processing of the Central Houghton Neighborhood Plan update and associated code amendments. While that project is currently scheduled to proceed to a public hearing in early 2011 with the Lakeview Neighborhood Plan update, it would likely fall behind the processing for the Lakeview plan, with completion to occur in summer of 2011.

Policy Direction for Zoning Code Amendments

As Kirkland moves forward with the study of Zoning Code regulations, the general principles will guide more detailed study of specific provisions for building height, bulk, density and design. Direction provided in the Lakeview Neighborhood Chapter of the Comprehensive Plan (see Attachment 3) to be addressed in amendments to the Zoning Code will likely include the concepts discussed below.

Staff requests that the Council confirm that the following concepts, reflecting existing policies in the Comprehensive Plan, should continue to guide the drafting of development regulations, or whether any policy changes should be considered. Policy changes would require consideration as part of the Lakeview Neighborhood Plan update.

- Support for transit-oriented-development at the Park and Ride
    - The text is supportive of TOD, and the maps reflect the "TOD" designation, as well as the future zoning designation for the site, "PLA 4". The neighborhood plan calls for standards that will create the opportunity for successful transit-oriented-development. Specifically, the plan cites the need to allow densities necessary to support TOD, as well as other measures such as expanded opportunities for other uses, connections to the BNSF corridor, support for shared parking and incentives for alternatives such as shared car services and electric cars.
    - A new zone, "PLA 4", will be developed to provide regulations unique to this site, aimed at maximizing the effectiveness of transit-oriented-development in this location.

- General objectives for affordable housing to be included in future development
    - The Plan text calls for a minimum of 20% of total units to be affordable to low and/or moderate income households. Additional affordability beyond this percentage is encouraged through a policy which urges development to strive for an additional 20% of units to be affordable to median income households.
    - Regulations could be developed to mandate a specific additional percentage of affordability. Alternatively, this issue could be discretionary, with the specific target population and share of affordable units to be determined during the project review process. ARCH supports leaving flexibility in the regulations for the additional affordable units, to provide more options to developers and/or non-profit housing providers in seeking funding for affordable housing.

- Provisions for high density residential and a broader mix of uses
    - While the land uses permitted at the site under current zoning would continue to be allowed, the adopted Comprehensive Plan text and maps indicate that the predominant anticipated use would be high density residential. The text also supports additional uses to serve the residents and other users of the Park & Ride, including expanded retail uses, childcare facilities, etc.
    - The new regulations for the PLA 4 zone would specify uses to be allowed, encouraged or required in development at the site.

- Development of implementing regulations that ensure coordinated development of the site and high quality site and building design

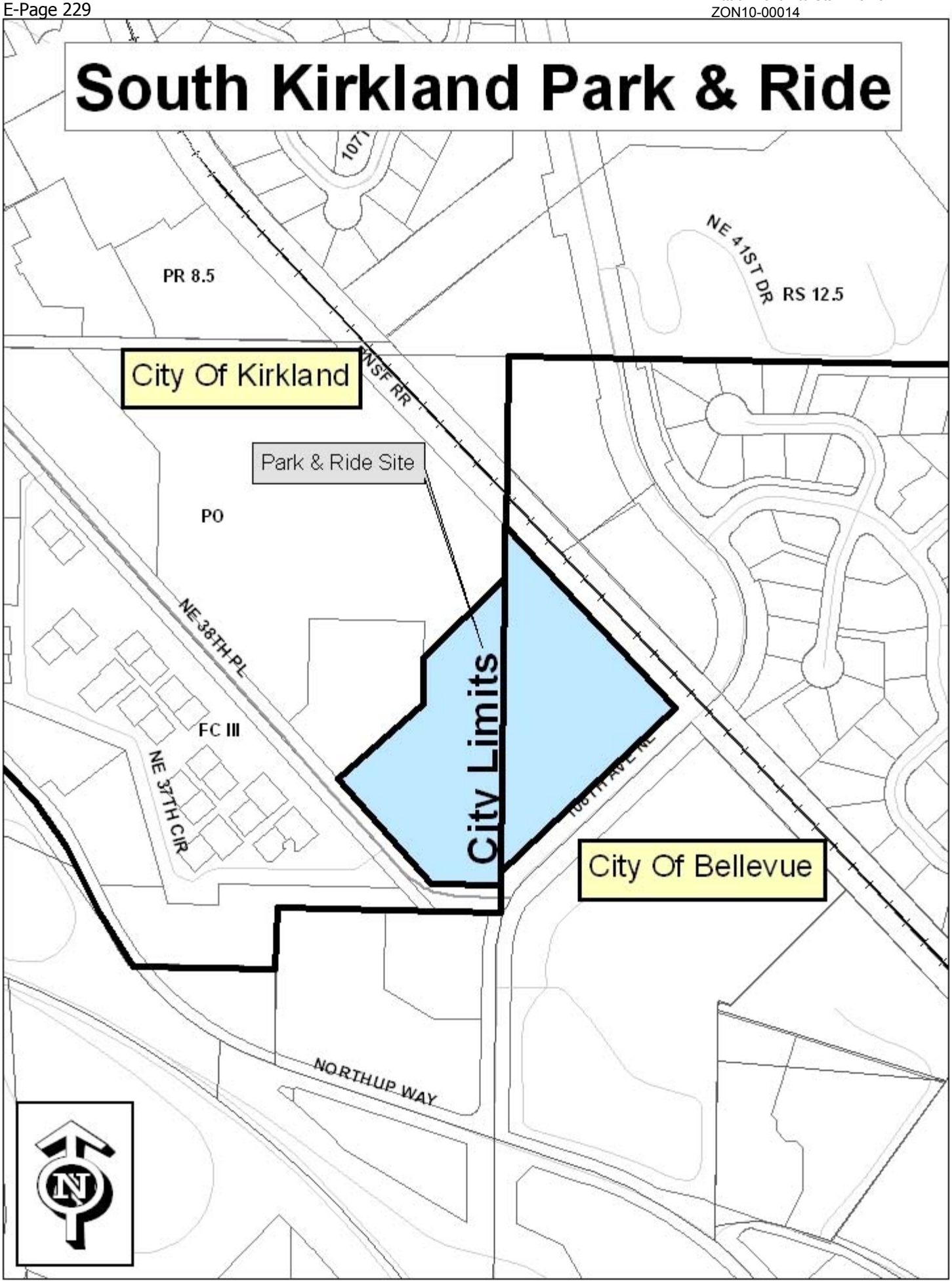
- The adopted text emphasizes the importance of high quality design in new development, stating that regulations should support appropriate building scale and massing throughout the site, and that site design should "incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD".
- New regulations will provide guidance for coordinated site development to achieve the objectives of the neighborhood plan policies. Development standards for building height and mass, streetscape development, and protection of vegetative buffers will all be addressed in the code amendments. A requirement for Design Review will be included.

- <u>Impacts to be addressed in future zoning (building massing, design, traffic, etc.)</u>
  - The adopted text calls for the mitigation of impacts from more intensive development at the site. The study of these issues will be necessary in the development of appropriate development standards.

Attachments

1. Park and Ride Location Map
2. Lakeview Neighborhood Land Use Map
3. Lakeview Neighborhood Text – PLA 4
4. Fact Sheet, 9/9/10

cc: File
Planning Commission
Houghton Community Council
Arthur Sullivan, ARCH
Gary Prince, King County Department of Transportation, 201 S. Jackson Street, M/S KSC-TR-0815, Seattle, WA 98104-3856
Lakeview Neighborhood Advisory Group
Central Houghton Advisory Group


South Kirkland Park & Ride
PR 8.5
NE 41ST DR
RS 12.5
City Of Kirkland
BNSF RR
Park & Ride Site
PO
NE 38TH PL
FC III
NE 37TH CIR
City Limits
City Of Bellevue
NORTHUP WAY
N

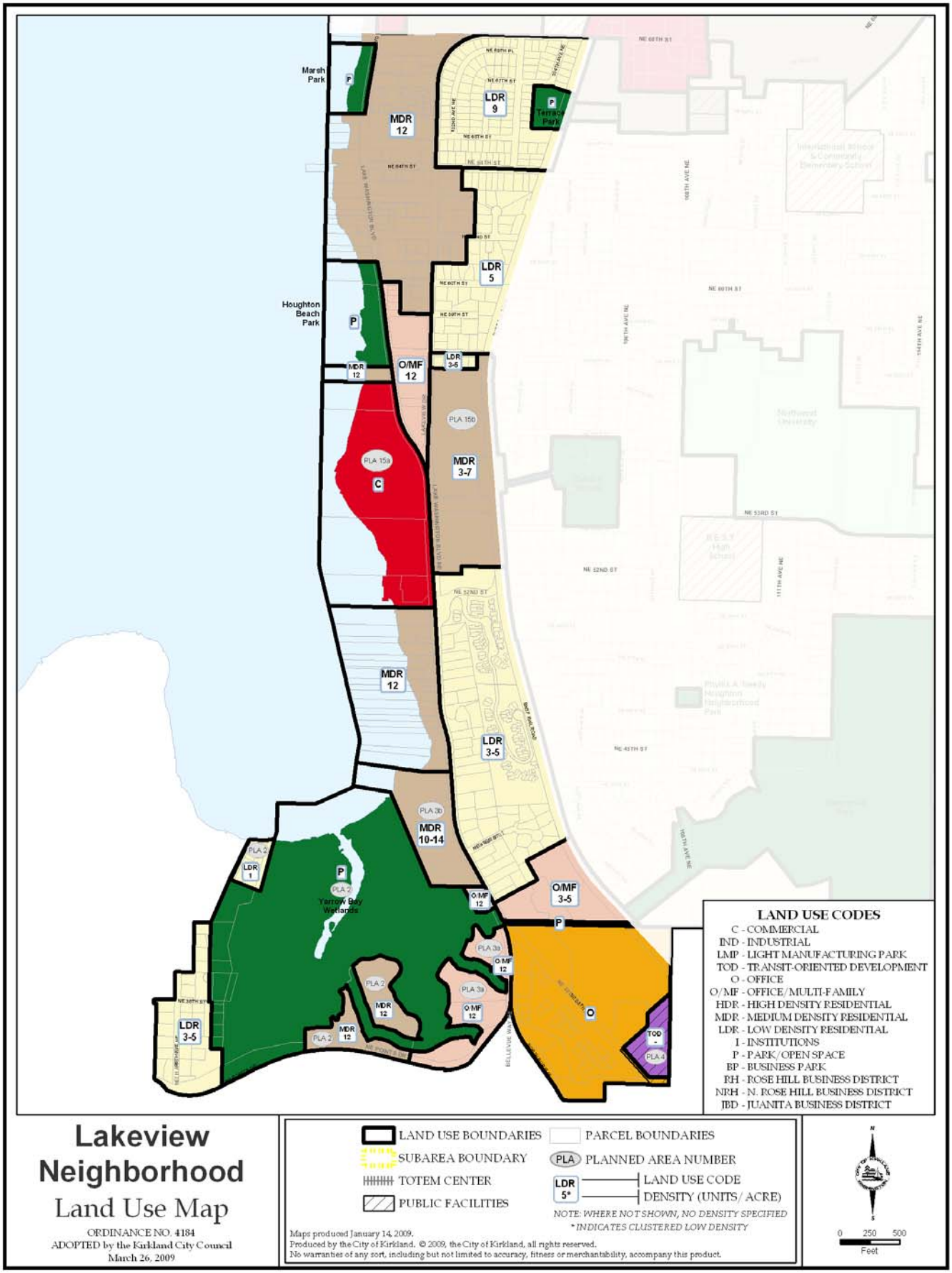


Figure L-1: Lakeview Land Use

XV.A. Lakeview Neighborhood

existing multifamily units for overnight lodging, however, would be acceptable provided that the site development maintains its residential character and that accessory restaurants, retail, or similar uses are not allowed.

Subarea B should include public use areas.

Because of its adjacency to Lake Washington and Yarrow Bay wetlands, development in Subarea B should also include a public trail along its entire perimeter as well as other areas suitable for passive public use.

Planned Area 4: South Kirkland Park & Ride

The property containing the South Kirkland Park and Ride is about seven acres in size, with approximately equal portions of the site lying within the cities of Kirkland and Bellevue. The site is owned by King County, and currently developed as a Park and Ride with approximately 600 parking stalls and a transit facility. The site is generally level, but has a steep slope along the eastern and southeastern boundaries within the city of Bellevue section of the site. Tall trees and heavy vegetation are present within the hillside areas.

King County has identified the South Kirkland Park and Ride as a potential site for transit-oriented development (TOD) for several years. Affordable housing is generally included in King County TOD projects, and is anticipated to be a significant component of future residential development at the South Kirkland site. The City of Kirkland has identified transit-oriented development at the South Kirkland Park and Ride as a key affordable housing strategy. The City supports multifamily residential as the predominant use of the site in a transit-oriented-development project, with a variety of other uses to be allowed as well.

The South Kirkland Park and Ride property may continue as a transit facility with the potential for office use. Alternatively, if the site is redeveloped with TOD, the principles discussed below should be used to guide development at the Park and Ride.

Provide for affordable housing.

- Ensure that transit-oriented development provides for mixed-income housing, including a minimum of 20 percent of total units to be affordable to low and/or moderate income households.
    - Development should strive to achieve greater affordability for at least 20 percent of its units, with an additional 25 percent to be affordable to median income households, through the use of as many funding sources as are necessary.

Ensure high quality site and building design.

- Develop implementing regulations for coordinated development of the entire site.
    - Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.
- Implement design standards for Planned Area 4.
    - Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.
    - Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.
    - Protect the vegetative buffers and significant trees along the site's eastern and

southeastern borders through development standards.

- Minimize the visual impacts of parking facilities from adjacent rights-of-way.

◆ Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.

◆ Promote sustainable development through support of green building practices at the Park and Ride.

Maximize effectiveness of transit-oriented development (TOD).

◆ Create the opportunity for Transit-Oriented Development at the site through the development of standards and regulations that support necessary densities.

◆ Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the Park and Ride, site residents and others.

◆ Provide opportunities for all types of users of the site to access the BNSF corridor, however it is developed, along the eastern boundary of the Park and Ride site.

◆ Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars.

◆ Mitigate traffic, visual, noise and other impacts from more intensive development of the Park and Ride to the surrounding street network and residential areas.

Coordination with the City of Bellevue.

◆ Coordinate an approach for the review and approval of development proposals for the site with the City of Bellevue.

◆ Manage emergency services to the site through agreements with the City of Bellevue.

PLANNED AREA 15: OLD SHIPYARDS

Subarea A is described.

Planned Area 15 comprises approximately 31 acres lying on both sides of Lake Washington Boulevard. Most of the Planned Area is under common ownership. The area west of the Boulevard is located adjacent to Lake Washington and has been designated as Subarea A. The topography of Subarea A is unique to the shoreline. The depth of the area between Lake Washington Boulevard and the lake is substantially greater than the areas to the north and south. Much of Subarea A is more than 200 feet from the high waterline and, therefore, is not subject to the Shoreline Master Program. In addition, Lake Washington Boulevard rises to its highest elevation above the lake adjacent to the southern portion of Subarea A.

For many years, much of Subarea A was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. Then the site was used as the Seattle Seahawks professional football team's training facility until the late 1980s. Now it is the site of the Carillon Point mixed-use center, containing office, retail, hotel, restaurant, marina and residential uses.

South of Carillon Point is the Yarrow Bay Marina containing over-water covered moorage facilities, dry dock boat storage, boat launch, boat sales and service, a pump-out facility and an accessory office building. The marina has been in existence since the 1950s.

Subarea B is described.

The area east of Lake Washington Boulevard and Lakeview Drive has been designated as Subarea B. Slopes in this area may be environmentally sensitive.

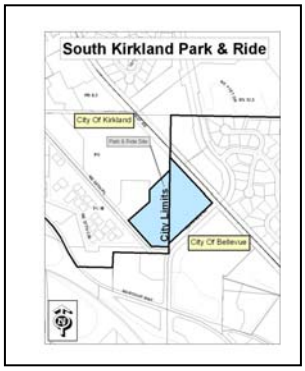
Although most of Subarea B is undeveloped, there are three single-family homes and a large apartment complex which terraces up the slope and bisects the area.

South Kirkland Park and Ride / Transit Oriented Development

Fact Sheet

Introduction

In 2008, the Kirkland City Council adopted amendments to the Lakeview Neighborhood Chapter of the Comprehensive Plan related to the South Kirkland Park and Ride site. The amendments received final approval of the Houghton Community Council in January of 2009.



The new policies provide support in the Comprehensive Plan for Transit-Oriented-Development (TOD) at the South Kirkland Park and Ride, and provide the framework for development standards for the site, including a mix of market rate and affordable housing. The Planning Department is now ready to move forward with amendments to the Kirkland Zoning Code, included as an implementation task on the adopted 2010-2012 Planning Work Program. The current zoning does not permit residential and has a height limit of 30'. The processing of the amendments will occur either as part of the Lakeview Neighborhood Plan and Zoning Code update, or through a process independent from the remainder of the code amendments associated with the plan update. The City Council will consider these options at their meeting on September 21st.

TOD at South Kirkland Park and Ride – Rationale for Proceeding with Development on the Kirkland Parcel

The South Kirkland Park and Ride lies within the cities of both Kirkland and Bellevue and is owned by King County. At this time, the City of Bellevue has elected not to move forward with changes to its Comprehensive Plan for this site to address TOD. The zoning in Bellevue does allow residential use but has a height limit of 30 feet and a density cap of 15 units per acre. Consequently, King County has focused on the feasibility of transit-oriented-development on the Kirkland portion of the Park and Ride site alone.

As part of the Urban Partnership Agreement, which includes tolling on SR 520, the US Department of Transportation has agreed to provide $6.25 million to King County Metro to create a Sustainable Transportation Hub at the South Kirkland Park and Ride. The funding will primarily be used for additional parking and other transit improvements. This will help meet the anticipated increase in demand for parking with the tolling of SR 520 and a planned 15% increase in peak hour transit service in the corridor. The Agreement calls for the additional parking to be constructed before tolling begins in the corridor. Tolling is scheduled to begin in spring, 2011.

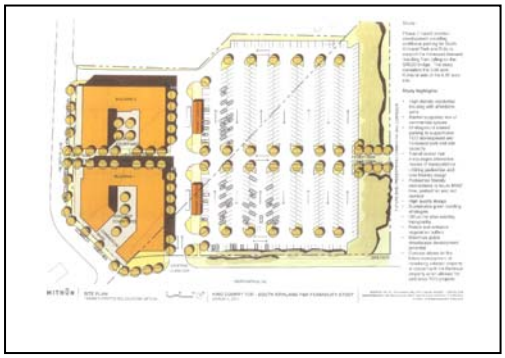
Since the federal grant funding available to the County for expansion of this Park and Ride must be spent within a relatively short period of time, King County is interested in proceeding with the expansion, and providing the additional capacity, 250 parking stalls, as part of a mixed use development on the Kirkland half of the site. *No other funding to provide this parking is available, and the parking cannot be provided unless a private developer leases or buys the*

property to develop with mixed use such as housing and retail uses with the ability to share parking to keep costs affordable. In order for this to occur, a rezone of the property is needed to allow housing and a height increase. If this rezone does not take place in the near future, the Urban Partnership Agreement funds and the additional parking are at risk.

As with other County-owned Park and Ride properties, the Transit-Oriented-Development (TOD) would likely involve partnerships between King County Metro and private developers. ARCH, non-profit housing providers and/or the King County Housing Authority could also be involved. Since the feasibility of development is still under study and development regulations have not yet been developed or approved, no partners have been identified. Potential development scenarios are preliminary and should be viewed as very conceptual approaches for the site.

King County has developed a conceptual plan for development on the site, prepared by Mithun Architects (see Attachment 1). This concept would include:

- About 200 multifamily units, built in two structures, each about five above grade
- Significant number of units to be affordable for low or moderate income households (Possibly up to 100 affordable units).
- Underground parking – some portion to be shared by TOD and park and ride users. Net increase of 250 additional park and ride stalls.
- Existing or improved transit center
- Pedestrian connection from site to BNSF corridor
- Retained and enhanced vegetative buffers
- Use of sustainable green building strategies
- Streetscape development – retail spaces - approximately 12, 500 square feet
- Potential for coordinated future development with Bellevue



King County anticipates that development of the site would occur in a similar manner to that of other TOD projects in the region. King County, with input from Kirkland, will request proposals to select a private developer with experience in developing affordable and market rate housing, parking and other uses.

I. Additional information and responses to frequently asked questions about the concept of TOD for the South Kirkland Park and Ride site are presented below.

What is Transit-Oriented-Development (TOD)?

Transit-oriented-development is development that maximizes the use of transit and reduces the use of single occupancy vehicles, by increasing the opportunities to walk, bicycle, carpool or take transit. The center of a TOD area has a bus or rail station, generally surrounded by higher-density development. Consolidating housing at major transit facilities is an effective strategy to increase transit ridership and reduce the harmful effects of congestion and greenhouse gas emissions.

According to the King County TOD website, the concept generally "includes mixed-use, higher density buildings at the sidewalk; less private and more public open space; smaller blocks; narrow streets with wider sidewalks, street trees and lights; lower parking-to-occupant ratios; shared parking; parking behind buildings; and on-street parallel parking."

Why is Transit-Oriented-Development being considered for the South Kirkland Park and Ride?

Many consider the South Kirkland Park and Ride to be an ideal location for transit-oriented-development. The site is a major transit hub, with excellent service to the Totem Lake Urban Center, the University of Washington and downtown Seattle, as well as employment centers and residential areas in all directions. With changes to 520, increased demand is anticipated for the Park and Ride, and planned transit improvements will continue to expand the opportunities provided by the site to maximize the use of transit and reduce the use of single occupant vehicles. The site is also adjacent to the Eastside Corridor, so the site's residents and Park and Ride users will have good pedestrian and bicycle access to this route.

The City of Kirkland's Comprehensive Plan supports the development of mixed use at the South Kirkland Park and Ride. The siting of multifamily residential development in this location, with a significant component of affordable housing, is one of the City's highest priorities to address the need for affordable housing within the city. The public ownership of the land provides greater opportunities to provide affordability in future residential development, while the access to transit and the potential at this location for mixed uses to serve these residents are keys to a successful TOD project.

In addition, as noted above, the US Department of Transportation has agreed to provide $6.25 million for additional parking as part of a mixed use development at the South Kirkland Park and Ride.

Funding is also available for the installation of vehicle charging stations at South Kirkland Park and Ride. The charging stations would be shared between Park and Ride users and residents and facilitate electric vehicle usage.

Currently, the area surrounding the South Kirkland Park and Ride site is developed with a mix of uses, including schools, offices and some retail uses. Within a single bus trip a short distance

from the site, residents have access to a broad range of retail stores including groceries and other services. The preliminary concept for the future of the area, as envisioned in the update of the Lakeview Chapter of the Comprehensive Plan that is underway and expected to be completed by spring, 2011, is for a more pedestrian-oriented mixed-use district, with increased retail and office uses. The South Kirkland Park and Ride is poised to become a vital piece of what will become a vibrant business district at the south end of Kirkland.

What are the objectives of the concept for Transit-Oriented-Development at the Park and Ride?

The Kirkland City Council has determined Transit-Oriented-Development (TOD) to be among the City's top affordable housing strategies. In 2009, amendments to the City's Comprehensive Plan in support of TOD at the South Kirkland Park and Ride received final approval. The amendments established the following principles for TOD development at the site:

- Provide for affordable housing
- Ensure high quality site and building design
- Maximize effectiveness of transit-oriented development
- Coordination with the City of Bellevue

In 2007, King County ranked the South Kirkland Park and Ride as its top TOD priority in the region. Grant funds in support of additional parking stalls and TOD in this location, in light of future tolling on SR 520, were sought and received. The County's objectives for the site include:

- Increase transportation options, parking, and provide better pedestrian facilities
- Increase ridership and encourage alternate modes of transportation
- Provide housing opportunities, emphasizing affordability
- Provide for a future interconnection with the Eastside corridor

What are the benefits of Transit Oriented Development at the South Kirkland Park and Ride?

The development of a mixed-use TOD with expanded park and ride capacity at the South Kirkland Park & Ride will address the increased demand for parking resulting from tolling on the 520 bridge. The conceptual development plan also includes mixed income residential use, with a significant share of the units to be provided as affordable housing.

Expected benefits of TOD at the South Kirkland Park and Ride include:

- Expanded park and ride capacity:
    - Development of an underground shared parking facility in the Kirkland portion of the existing South Kirkland Park and Ride lot
    - Net gain of 250 parking spaces

- Development of mixed-income housing, including a greater percentage of affordable housing than would be provided through typical private development

  - Preliminary study includes 200 units, with up to half of the units to be affordable. The percentage of total units to be affordable, the anticipated level of affordability and target population(s) have not been determined.

- Increased transit ridership and incorporation of measures to encourage alternative modes of transportation:
  - Transit center that encourages alternative modes of transportation and uses pedestrian and bicycle friendly design
  - 10 electric vehicle charging stations with possible future expansion to 50 charging stations

- Development of a mix of commercial spaces for site residents and users, as well as residents and employees in the area surrounding the site. The King County conceptual plan estimates that approximately 12,500 square feet of commercial space could be included in development
- High quality design, ensured through design standards and review.
- Use of sustainable green building strategies
- Design that retains/enhances vegetative buffers.
- Design that maximizes public streetscape development potential
- Concept that allows for coordination with Bellevue in possible future development.
- Pedestrian connections to the adjacent Eastside rail corridor

How is the Park and Ride site currently used, and what could occur under current plans and zoning for the area?

- **Location:** The existing park and ride lot is owned by King County Metro and is located at the south end of Kirkland, adjacent to 38th St. NE in Bellevue and NE 38th Place in Kirkland (see Vicinity Map, Attachment 2), and near the intersection of Lake Washington Boulevard and 108th Avenue NE.

- **Property Size and Topography**: The site is about seven acres with approximately equal portions lying within the cities of Kirkland and Bellevue. The Kirkland portion of the site is generally level, while the eastern portion of the Bellevue piece slopes steeply up to the east.

- **Park and Ride Use**: The existing park and ride includes 603 stalls, and is at capacity most weekdays.

- **Transit service:** Service provides access to local destinations on the Eastside, the University of Washington and downtown Seattle. (Routes 230, 234, 255, 256 and 540).
  - The 255 route provides very frequent service across Lake Washington, serving the Park and Ride every ten minutes in peak times. Enhancements associated with the SR520 Urban Partnership improvements include additional enhancements to this route. Regular routes are also on Bellevue Way and 108th Avenue NE.
  - ST route 540 provides frequent service to University of Washington.

- **Existing Zoning and Land Use (Bellevue & Kirkland):**
  - Kirkland: The Park and Ride property lies within a PO (Professional Office) zone, which allows the existing transit facility use, offices, schools, churches and a range of retail uses including banks, restaurants and smaller stores. The maximum allowable building height is 30 feet.
  - Bellevue: The Bellevue portion of the site lies within an R-15 zone, which allows multifamily development at 15 dwelling units per acre. A wide range of other uses are also allowed, including the park and ride, a day care center, schools, essential public facilities, and recreation activities among others. The maximum allowable building height is 30 feet.

- **Comprehensive Plan Policies:**
  - The Lakeview Neighborhood Chapter of the Kirkland Comprehensive Plan is supportive of TOD at the South Kirkland Park and Ride. The Plan provides the following principles to guide future development:
    - Provide for affordable housing
      - Ensure that at least 20 percent of total units are affordable to low and/or moderate income households. Development should strive to provide greater affordability, with an additional 25 percent of the total units to be affordable to median income households.
    - Ensure high quality site and building design
      - Develop design standards to ensure building height and mass that take into account existing site topography and vegetation. Regulations should ensure that buildings exhibit high quality design and incorporate pedestrian features, contributing to a livable urban village character for the TOD.
      - Develop regulations to ensure that buildings and streetscapes are designed to provide a welcoming presence at Kirkland's southern gateway.
    - Maximize effectiveness of transit-oriented-development (TOD)
      - Develop standards that support necessary densities, expand opportunities for complementary uses, provide opportunities for all users to access the BNSF corridor, promote shared parking and transportation alternatives and mitigate traffic, visual and noise impacts to surrounding streets and residential areas.
    - Coordination with the City of Bellevue

What services are available for Park and Ride residents and users?

Attachment 3 contains a map displaying retail and service uses surrounding the Park & Ride site. Attachment 4 displays large employers in the immediate vicinity. Distances to nearby parks and schools are shown in the map in Attachment 5.

Within 1.5 miles of the site, a wide range of retail uses and restaurants exist, including a grocery store at Houghton Center. A partial list of services located in the immediate area follows:

- Schools/Childcare:
  - Kindercare, Chestnut Montessori, Kirkland Children's School, Lakeview Elementary School, International School and Community School, Best High School, church daycares, Northwest University, Eastside Prep, UW business school, and the Seventh Day Adventist School
- La Quinta Hotel
- Gas station/quick mart
- Restaurants: The Keg, Big Fish Grill, Poppinjays Café, Burgermaster,
- Carillon Point professional services, restaurants, retail shops
- Professional offices: Architects, law, engineering, real estate development, computer software, wealth management, Paccar
- Grocery stores: Access via 255 transit route with 10 minute peak frequency to Houghton Center to the north, and 249 with 30 minute frequency to the QFC to the south.

As the update to the Comprehensive Plan for the Lakeview Neighborhood is studied this year, the Lakeview Neighborhood Advisory Group's initial vision for the larger business district to the west and north of the Park and Ride site is as a more pedestrian-oriented mixed-use district. This concept will continue to be explored. It is likely that the range of retail uses and services serving Park and Ride residents and users will continue to be expanded if the larger business district becomes more densely developed.

II. Responses to Questions Raised/Concerns Expressed through Lakeview Neighborhood Plan Update Process

- Uncertainty about plans for and future development of Bellevue portion of the Park and Ride

  At the time the Comprehensive Plan amendments were studied by the City of Kirkland, it was thought that the City of Bellevue would consider amending its Comprehensive Plan and Zoning Code for the Bellevue portion of the Park and Ride property. Both cities had been approached by King County to consider the concept of transit-oriented-development at this location, and King County had submitted a formal request for an amendment to the Bellevue Comprehensive Plan.

  The City of Bellevue has not moved forward with its study of Comprehensive Plan amendments for this site due to other city planning priorities.

  As a result, King County has modified the concept to be a Kirkland-only project. There is no proposed project for the Bellevue portion of the site. However, development of the Kirkland portion of the site alone still requires consultation with the City of Bellevue. Discussions have occurred with Bellevue, Kirkland and King County elected officials and staff. Coordination with the City of Bellevue is important on the topics of access points, design, site layout, traffic improvements and permitting. Both cities and King County are continuing to meet and to explore points or principles of agreement either through a letter of commitment or memorandums of understanding (or some similar mechanism).

- Concern about affordable housing within TOD, and a desire to either eliminate residential use, ensure a portion of the development would be in market rate units, or place a cap on the percentage of affordable housing to be included in development.

  The policies in the existing Lakeview Neighborhood Plan support a greater amount of affordable housing for TOD at the South Kirkland Park and Ride than would be expected of residential development on private property. Since the Park and Ride site is publicly owned, the opportunity for a greater amount of affordable housing exists. Kirkland's overall affordable housing goal is that 24% of its overall growth for housing be affordable to lower income households (50% of median income) and 17% be affordable to moderate income (80% of median income). The goals for TOD at the South Kirkland Park and Ride are more reflective of these city-wide goals. However, it is Kirkland's intent to ensure that this would be a mixed income development with both affordable and market rate units.

  Cities use a variety of strategies to achieve these goals, ranging from using land use incentives, to providing direct financial support to leverage other public funding sources. The opportunity exists at the South Kirkland Park and Ride to use other tools (e.g. public funding) to achieve greater levels of affordability, more consistent with the city's overall goals, noted above. The Lakeview Neighborhood goals for this site reflect the ability to use these additional strategies at this location.

- Concern about traffic impacts from development at the Park and Ride

  Attachment 6 to this memo provides a preliminary traffic assessment for TOD at the South Kirkland Park and Ride, with the scope of the project study as described above, under Introduction. It is estimated that the development would generate 292 new PM peak hour trips, and 2,625 daily trips. About 20% are estimated to travel to and from the site from the north, with that amount split between Lake Washington Blvd. and 108th Avenue NE, 15% to and from Bellevue along Bellevue Way and 112th Avenue NE, and the remainder travelling to and from Seattle and I-405 via SR-520.

  Based on this very preliminary study, the projected increase in PM peak hour vehicle trips from the site under the conceptual development would represent about a 1% increase above the existing traffic volumes on Lake Washington Boulevard. The expected increase on 108th Avenue NE would be about 2% above existing traffic volumes.

  While more detailed analysis will be necessary to determine the full extent of traffic impacts to the surrounding street system, the preliminary assessment states that it is most likely that the impacts from the development will not trigger off–site improvements. However, installation of a traffic signal at the intersection of 108th Avenue NE/NE 38th street would be helpful to improve traffic flow to and from 108th Avenue NE. Upgrading this from an un-signalized to a signalized intersection will facilitate the turning movements of busses as they enter and exit the transit hub. This improvement will aid traffic flow in the vicinity of the intersection, reducing congestion and improving pedestrian access and safety. The specific type of signal and its exact location would be determined during project design, based on an updated design-level traffic analysis.

- Any proposed development must meet the City's traffic and level of service standards.

  A wide range of improvements will occur throughout the area, including additional bus trips, the installation of real-time bus information at transit stops, new transit shelters and lighting.

- Concern about location of Park and Ride for TOD (access to services, groceries, etc.) and proximity to employment.

  Currently, the area surrounding the South Kirkland Park and Ride site is developed with a mix of uses, including day care facilities, schools, offices and some retail uses. Within a single bus trip a short distance from the site, residents have access to a broad range of retail stores including groceries and other services. A grocery store at Houghton Center is located within 1.5 miles of the site, and can be reached via route 255, with 10 minute peak frequencies. The QFC south of the site on Bellevue Way can be reached via the 249 with 30 minute frequencies.

  The preliminary concept for the future of the area, as envisioned in the update of the Lakeview Chapter of the Comprehensive Plan that is underway and expected to be completed by spring, 2011, is for a more pedestrian-oriented mixed-use district, with increased retail and office uses.

- Concern about adequacy of the amount of parking proposed for Park and Ride and for TOD

  The TOD proposal will add 250 stalls to the Park and Ride facility, significantly expanding the current 603 stalls. While it is possible that additional stalls may be needed in the future, the proposal represents an important opportunity to address the current problem of insufficient capacity.

  To avoid offsite spillover parking, onsite parking will be managed for optimal use. For example, while most stalls will be used only by residents or transit riders, a small percentage of stalls will be shared between daytime park/ride and evening residential users. Shared use of expensive ($30-40,000/ stall) garage parking makes both park and ride expansion and residential construction financially feasible. This approach has demonstrated success in existing projects in Redmond, Renton, and Northgate.

  The number of parking spaces for residential units is projected at about 1 per unit. This is consistent with other suburban locations with excellent transit service. The final number of parking spaces will be proposed by the developer and evaluated by King County and the City of Kirkland.

- Concern about how the rail/trail would be addressed and/or coordinated with Park and Ride development.

  The conceptual plan developed by King County provides a pedestrian connection through the site to the Eastside corridor. The three jurisdictions involved in the site, Kirkland, Bellevue and King County, will address this issue in any principles of agreement between them.

1. Concern about design of the project as a gateway to the City and that it be compatible with the "surrounding residential neighborhood". Preference for design review and review through the City's IIB process.

   The Lakeview Neighborhood of the Comprehensive Plan establishes policies for Planned Area 4, the area containing the South Kirkland Park and Ride. Among these policies is the following, "Ensure high quality site and building design". Supportive text for this policy calls for implementing regulations that will govern future development at the site. Specifically, guidance provided by the neighborhood plan related to design includes the following:

   - Develop implementing regulations for coordinated development of the entire site:
     - Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.
   - Implement design standards.
     - Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.
     - Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and

development provides a welcoming and attractive presence at this gateway to Kirkland.
    - Protect the vegetative buffers and significant trees along the site's eastern and northeastern borders through development standards.
    - Minimize the visual impacts of parking facilities from adjacent rights-of-way.
  - Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.
  - Promote sustainable development through support of green building practices at the Park and Ride.

Amendments to the Kirkland Zoning Code will be developed to implement the policies noted above. During the study and review process of these amendments, the Houghton Community Council and Planning Commission will consider the appropriate level of review for projects to be proposed under the regulations.

<u>Desire to set limit on the number of housing units for the Park and Ride (including parcels in both Kirkland and Bellevue) at 200 units. Preference for senior housing.</u>

These are issues that are typically not explicitly addressed in zoning regulations. When the City amended the neighborhood plan for the South Kirkland Park and Ride, it was possible to establish minimum standards for affordability due to the change in allowed use of the property.

In previous discussions related to affordability on the site, the City Council expressed an interest in having a balance of market rate and affordable housing in TOD at the site. Because the property is owned by King County which has agreed to work with the City in framing the development of the property, there is a unique opportunity to develop a memorandum of understanding or principles of agreement to set parameters on how the property will be developed.

One of the issues to be addressed between the City and King County will be affordable housing. It will be difficult to prescribe a single explicit number of units or type of affordable housing development because many potential funding sources are limited and must be competitively applied for. However, it is anticipated that the principles will allow for a range of proposed affordability (including a maximum amount of affordability), with enough flexibility to account for the type of financing that could be received. For example the upper range of affordability would be based on receiving a certain combination of funding, but there would be the ability to provide less affordability in the event different financing is received. This range of affordability is expected to be developed simultaneously with updating the zoning provisions and will be done prior to the time when King County/Metro would seek proposals from potential developers. Comments from the community will be one factor considered in developing language regarding the range of affordability.

Contact information:

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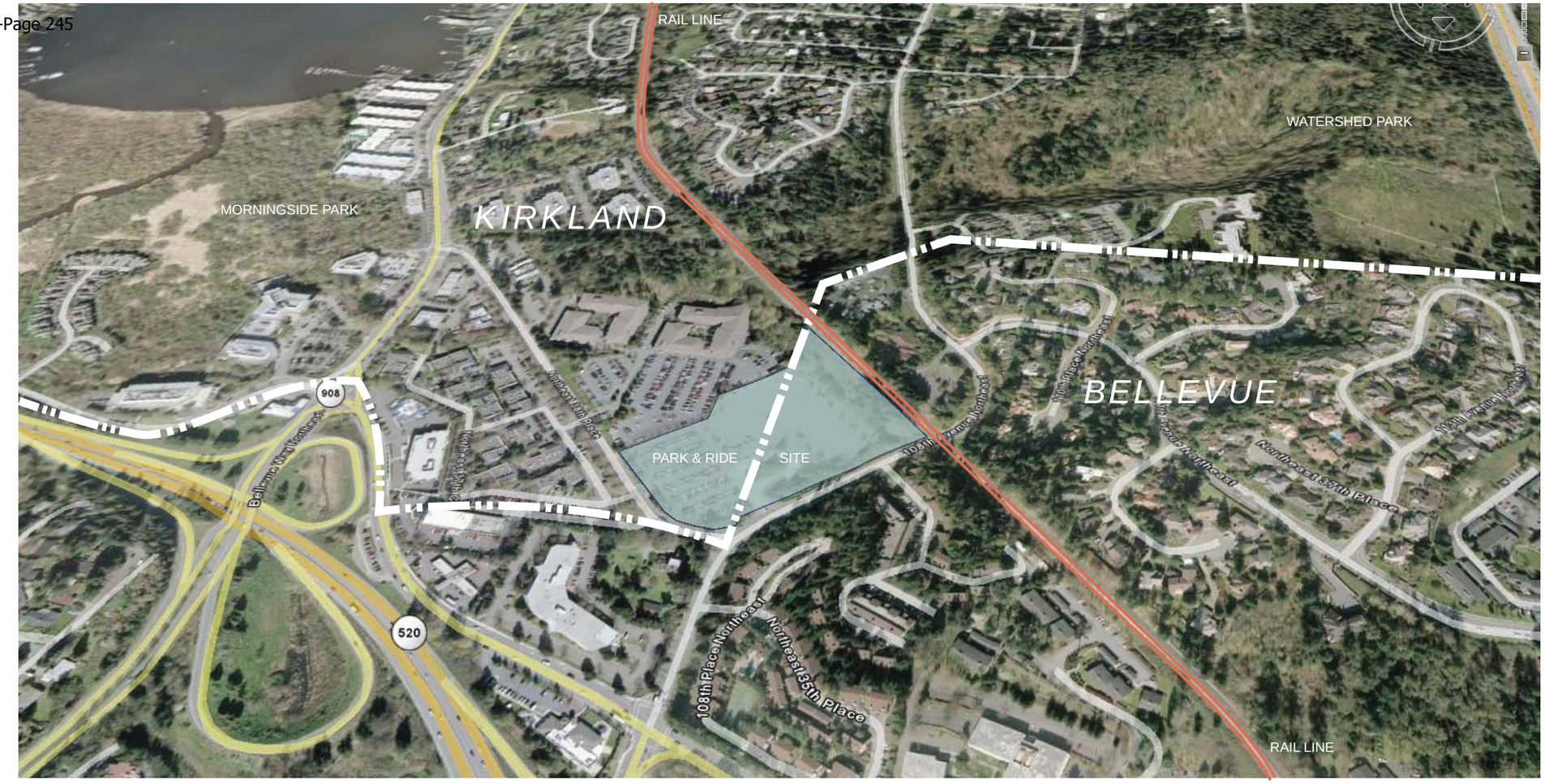
King County

Gary Prince, Gary.Prince@kingcounty.gov, or (206) 263-6039

Attachments

1. King County – Preliminary Development Concept
2. Vicinity Map
3. Map – Retail and Service Uses Surrounding the South Kirkland Park and Ride Site
4. Map – Large Employers (>25 Employees) Surrounding the South Kirkland Park and Ride Site
5. Map – Distances to Parks and Schools
6. Preliminary Traffic Impact Assessment, City of Kirkland



King County Objectives at South Kirkland:

- Increase ridership
- Provide housing opportunities with an emphasis on affordability
- Increase transportation options, including additional parking, better passenger facilities
- Future interconnection with BNSF

Funding:

- Limited funding of $6.25 million is available for 250 additional parking stalls from federal transit administration as part of SR520 bridge tolling project.
- Charging station funding from King County EECBG funds. Number and location TBD
- Application submitted for FTA for traffic signal and pedestrian improvements. $1.3 million
- Forthcoming application as part of PSRC/NES Sustainable Communities response to HUD. S. Kirkland will apply for $500k
- HB 2912 sets aside $8.4 million annually for affordable housing for recipients at or below 80% of the median income near or at transit stations. Bill now in the Senate.

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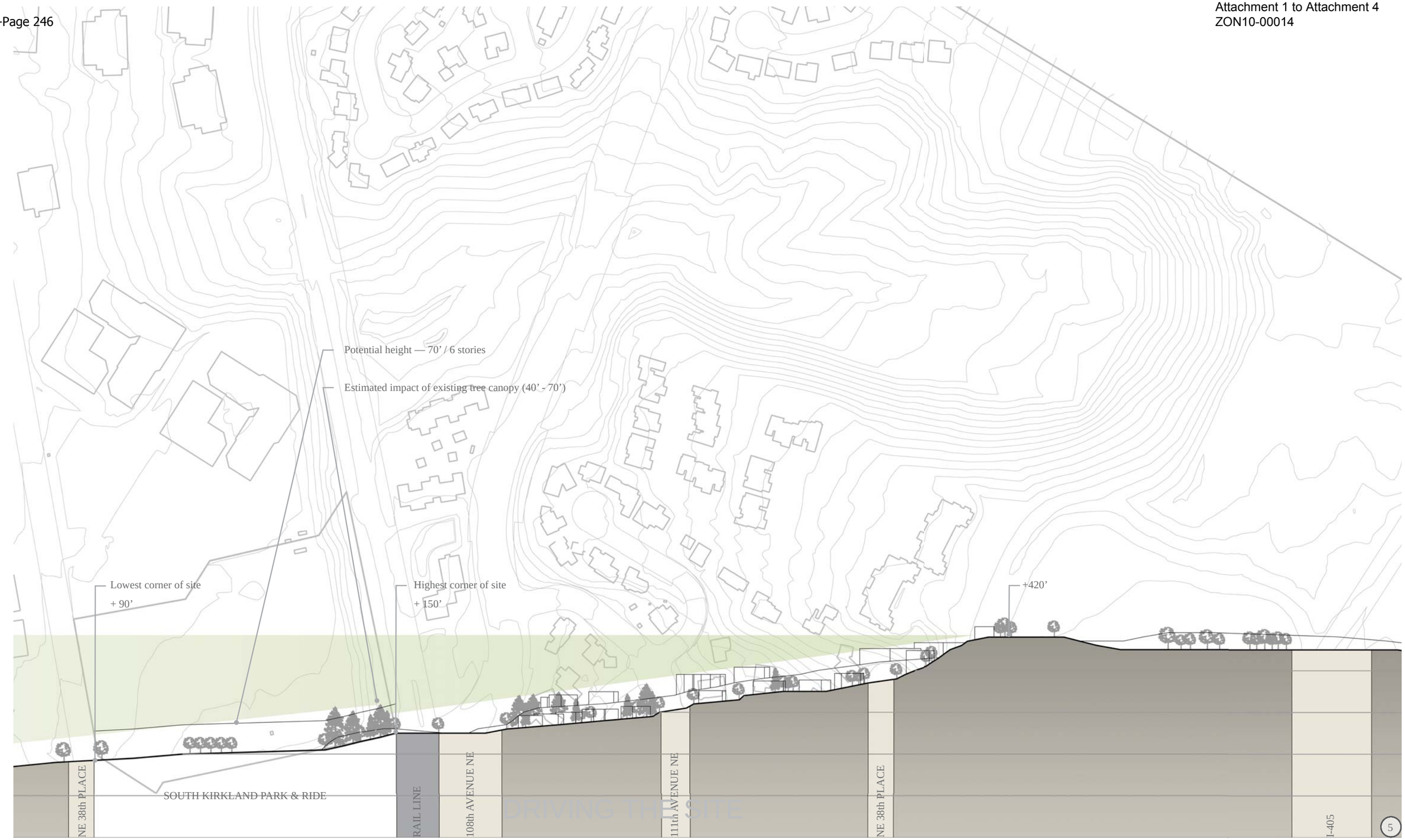

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KING COUNTY TOD - SOUTH KIRKLAND P&R FEASIBILITY STUDY
MARCH 2, 2010

SECTION THROUGH EXISTING SITE

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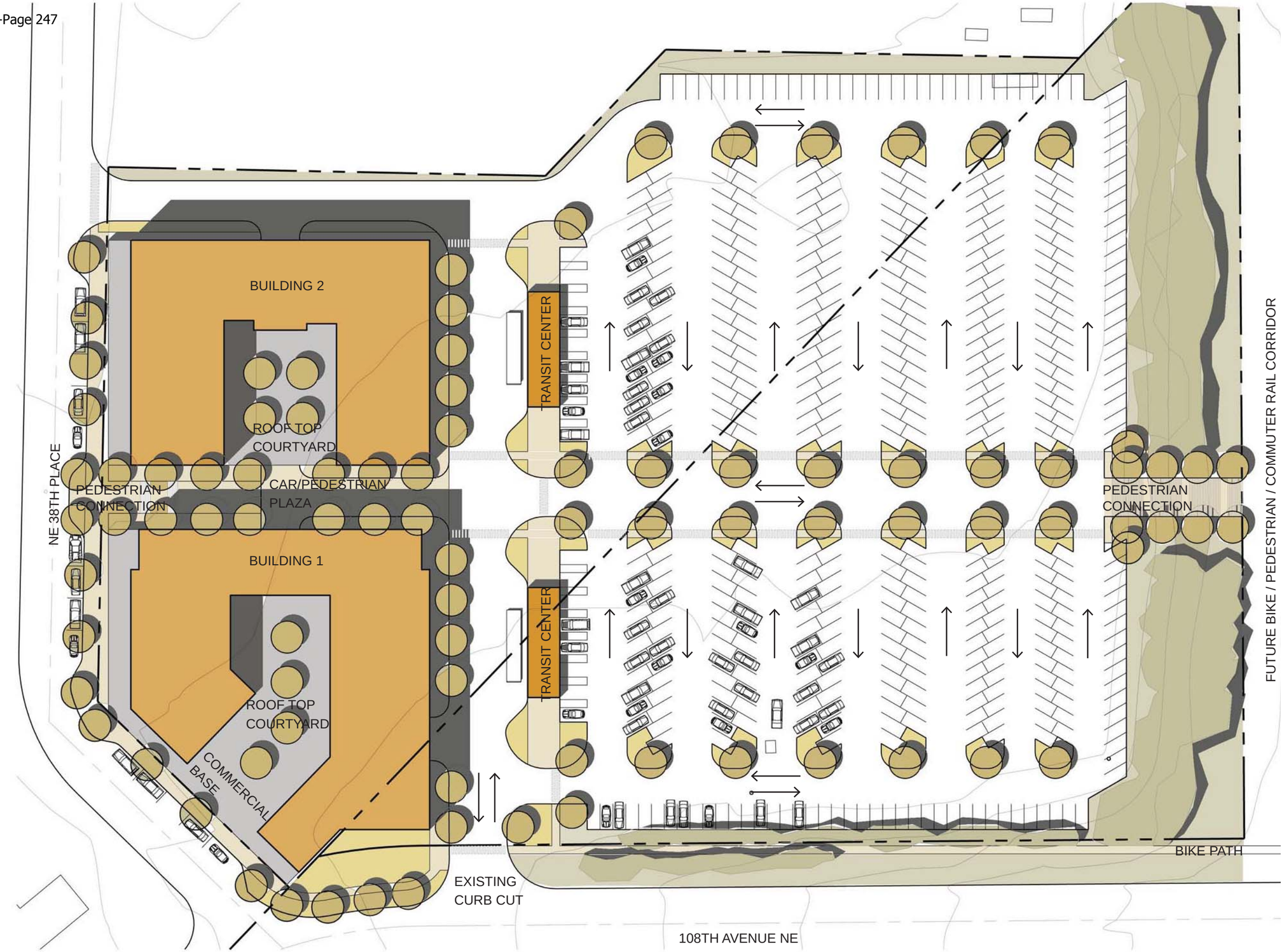

Study:

Phase 1 transit oriented development providing additional parking for South Kirkland Park and Ride to support the increased demand resulting from tolling on the SR520 bridge. The study considers the 3.65 acre Kirkland side of the 6.97 acre site.

Study highlights:

- High density residential housing with affordable units
- Market supported mix of commercial spaces
- Underground shared parking to support new TOD development and increased park and ride capacity
- Transit center that encourages alternative modes of transportation utilizing pedestrian and bike friendly design
- Pedestrian friendly connections to future BNSF bike, pedestrian and rail corridor
- Sustainable green building strategies
- Utilize the sites existing topography
- Retain and enhance vegetation buffers
- Maximize public streetscape development potential
- Concept allows for the future development of remaining kirkland property in concert with the Bellevue property when allowed for additional TOD projects

SITE PLAN
TRANSIT CENTER RELOCATION OPTION

0 30' 60' N

KING COUNTY TOD - SOUTH KIRKLAND P&R FEASIBILITY STUDY
MARCH 2, 2010

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MARCH 2, 2010

0 30' 60' N

SITE / FLOOR PLAN
LEVEL P1 EL=112'

MITHŪN

MITHŪN

SITE / FLOOR PLAN
LEVEL P1 EL=112'

0 30' 60' N

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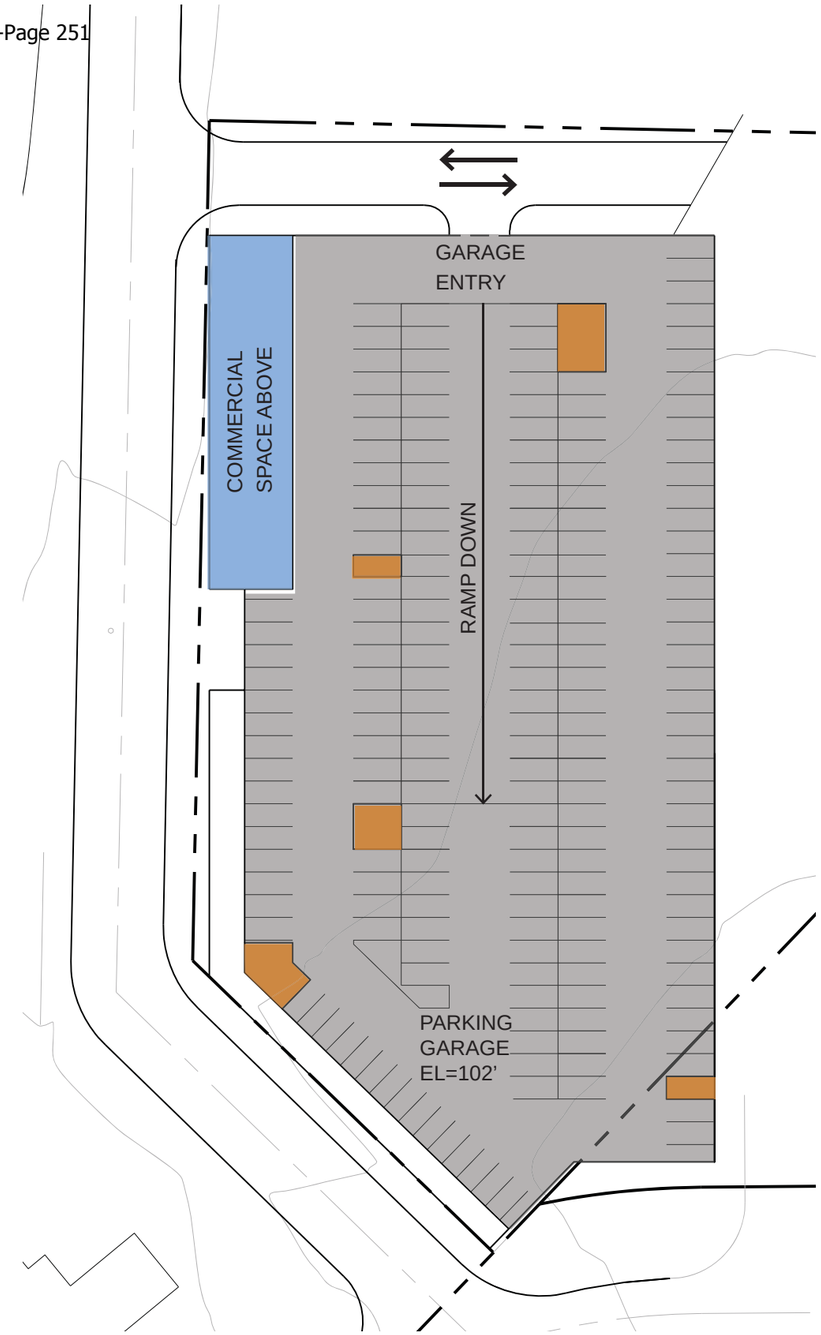
KING COUNTY TOD - SOUTH KIRKLAND P&R FEASIBILITY STUDY
MARCH 2, 2010

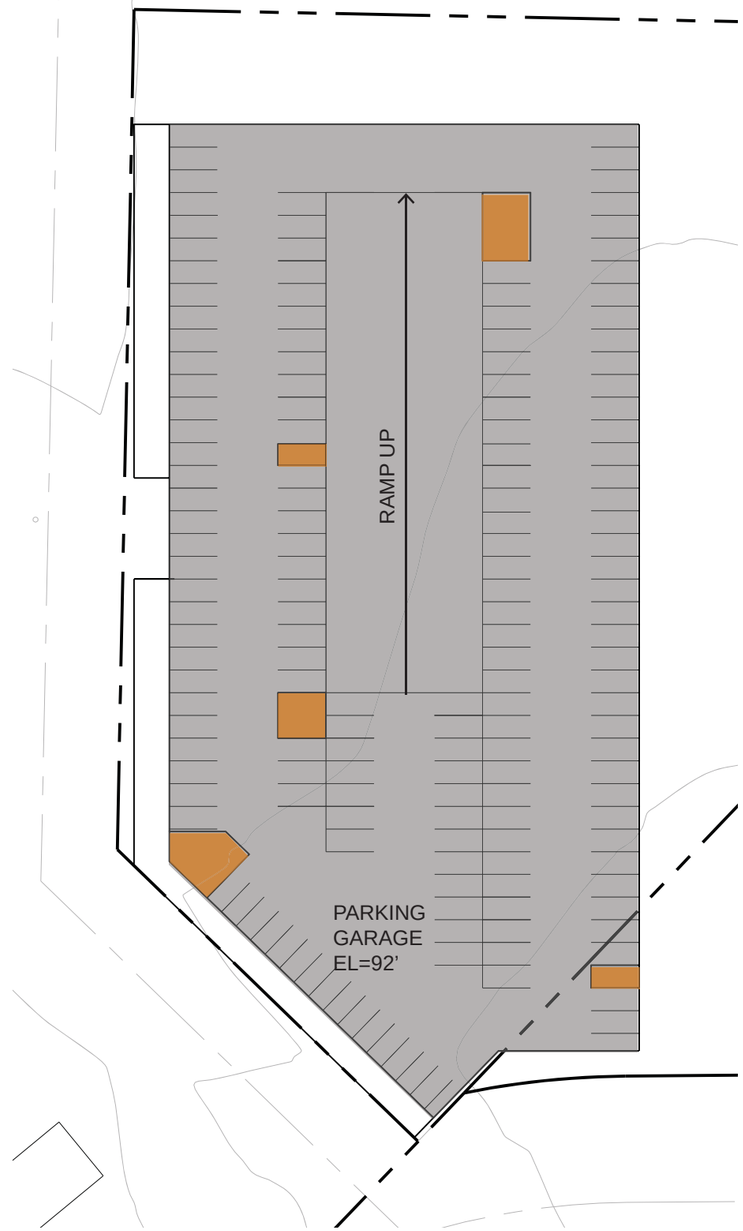
0 30' 60' N

SITE / FLOOR PLAN
LEVEL R1 / P0 EL=122'

MITHŪN



FLOOR PLAN LEVEL P2 EL=102'



FLOOR PLAN LEVEL P3 EL=92'

FLOOR PLAN TYPICAL RESIDENTIAL LEVELS

0 30' 60' N

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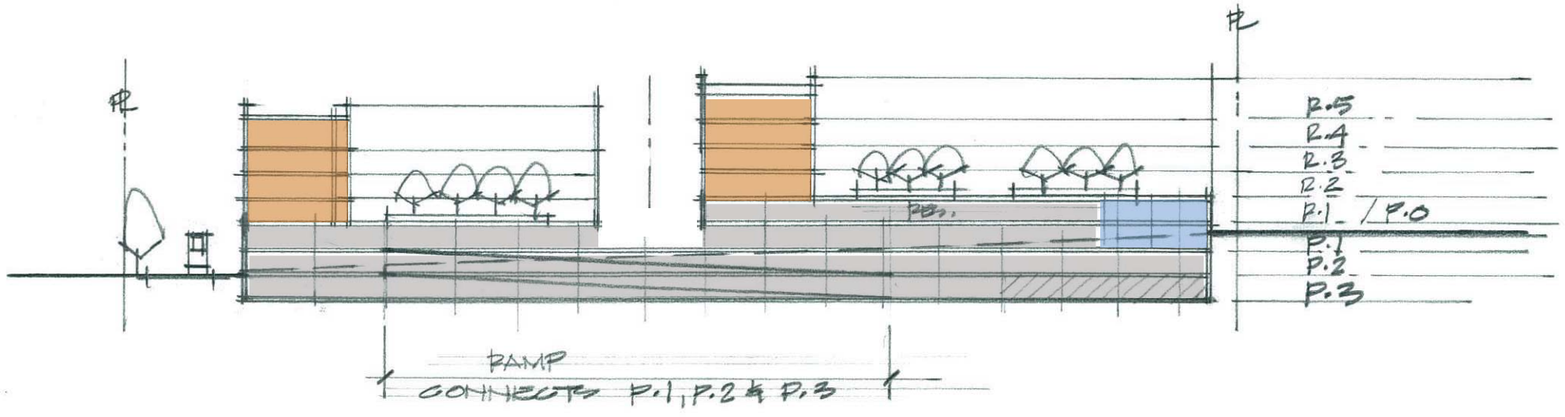

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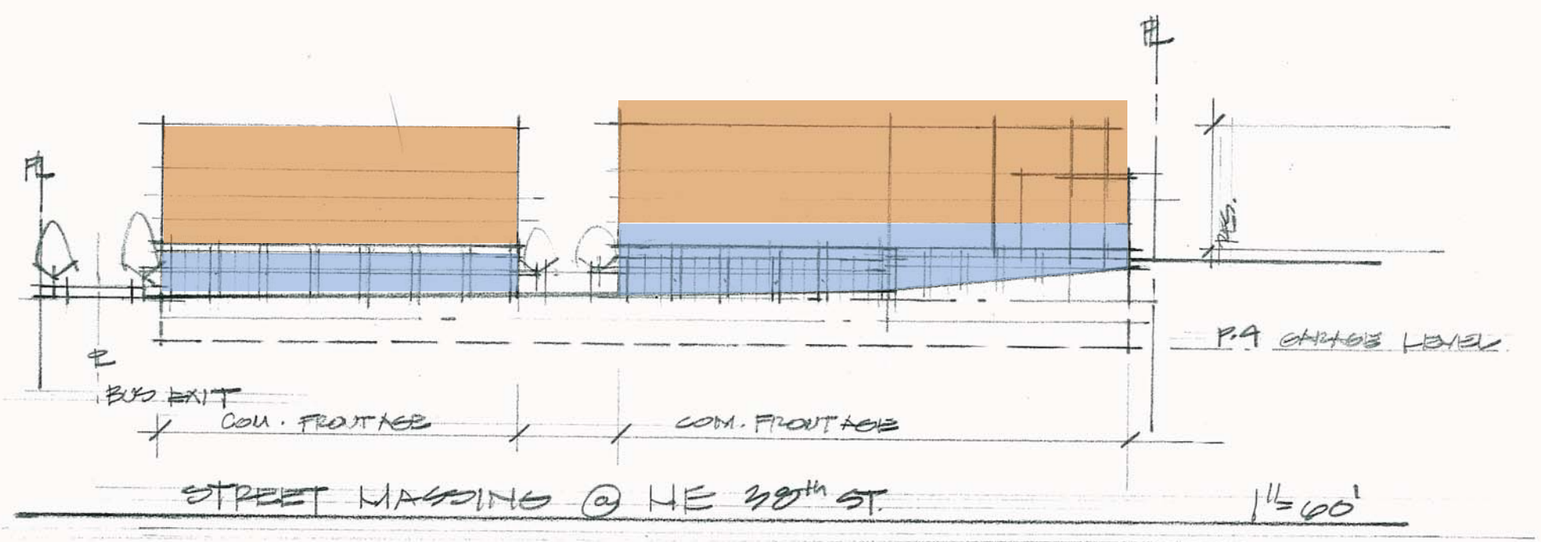

STREET MASSING @ NE 38th ST. 1" = 60'

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KING COUNTY TOD - SOUTH KIRKLAND P&R FEASIBILITY STUDY
MARCH 2, 2010

0 30' 60'

BUILDING SECTION & ELEVATION

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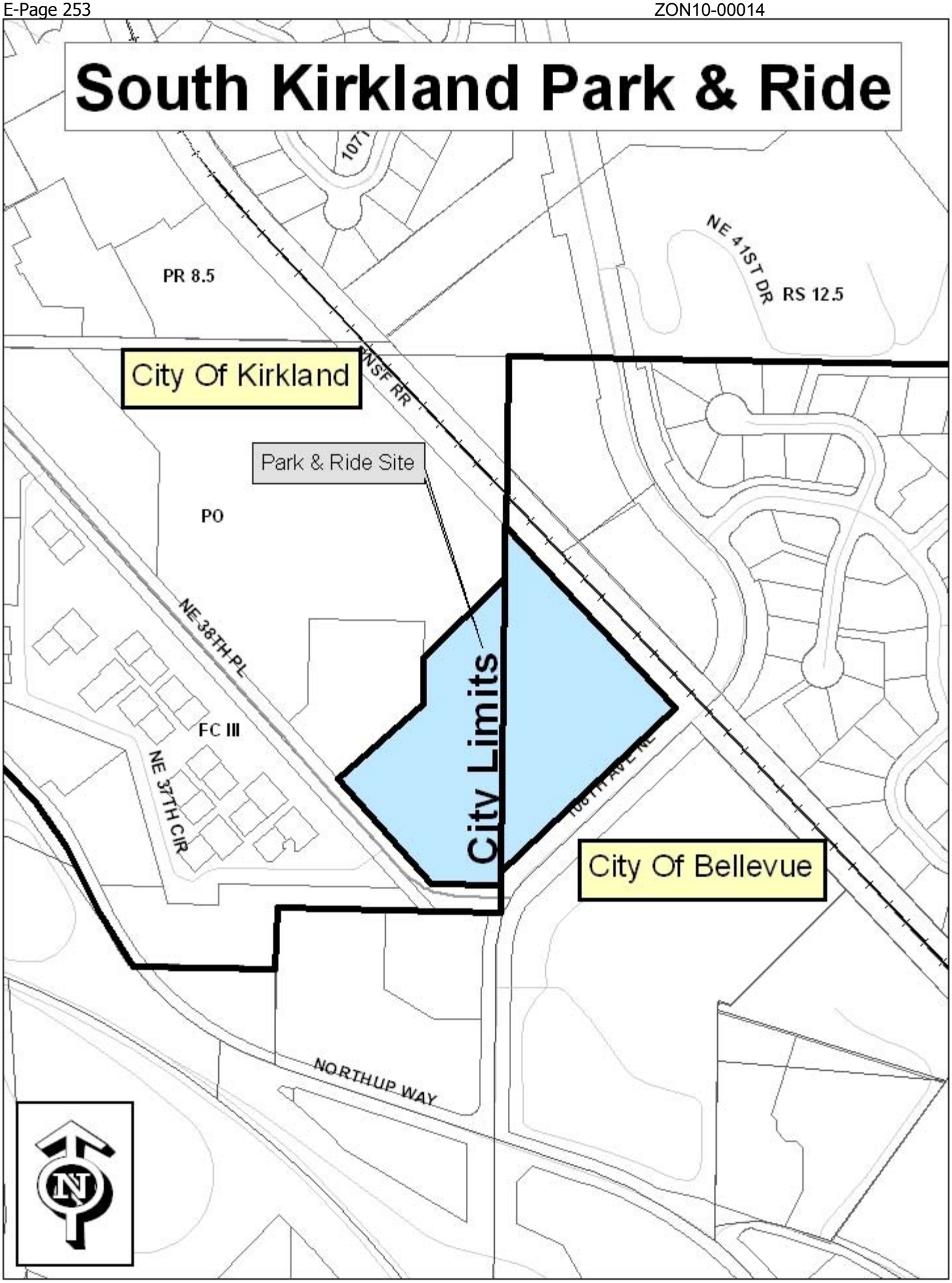
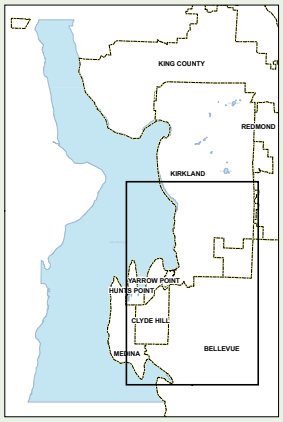

South Kirkland Park & Ride
PR 8.5
NE 41ST DR
RS 12.5
City Of Kirkland
NSF RR
Park & Ride Site
PO
NE 38TH PL
FC III
NE 37TH CIR
City Limits
City Of Bellevue
NORTHUP WAY
N

South Kirkland Park & Ride Transportation Oriented Development (TOD) Project

Retail and Services



Vicinity Map

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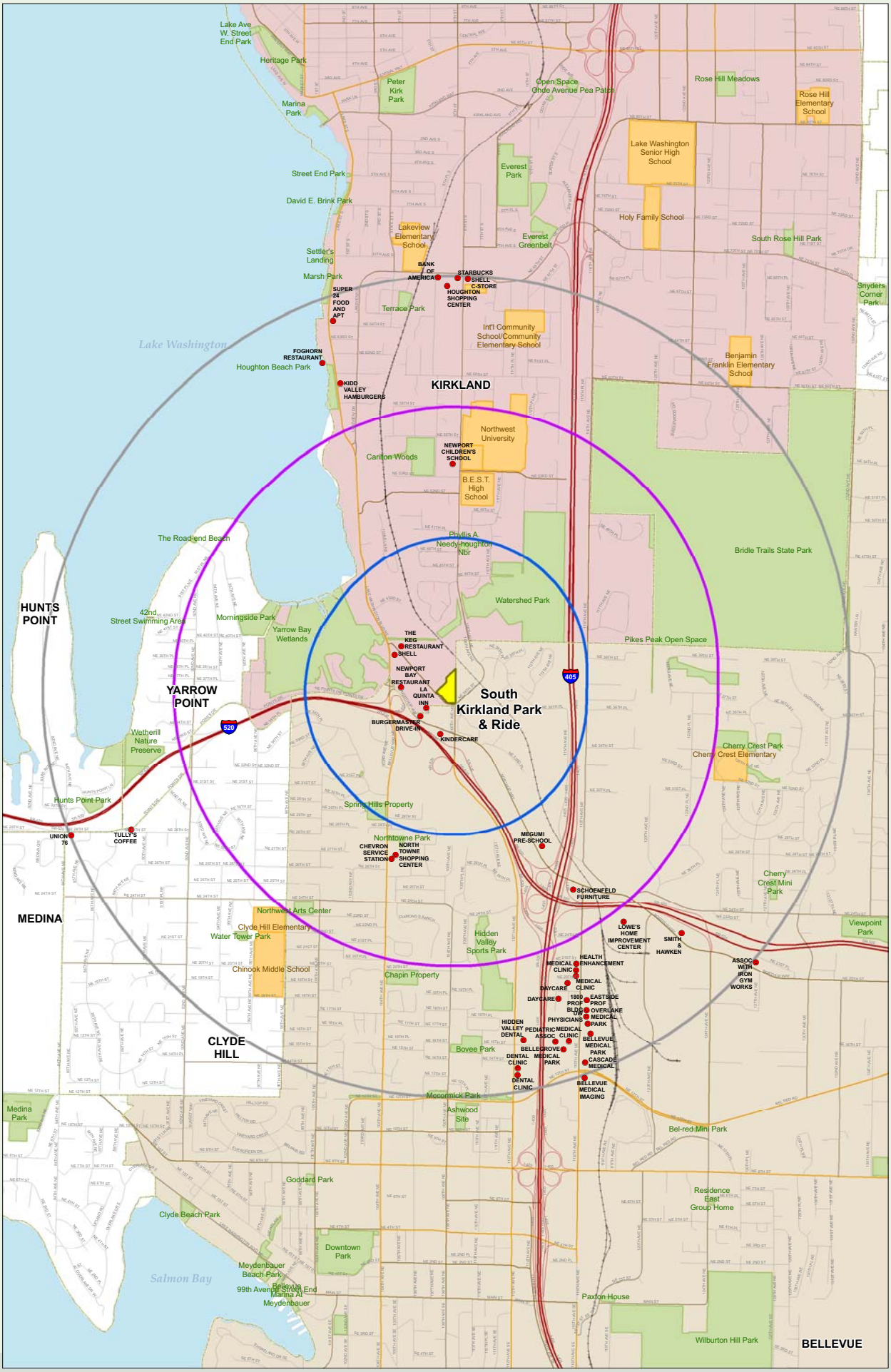

Map Legend

- Retail & Services
- South Kirkland Park & Ride
- Half Mile Radius
- One Mile Radius
- One and a Half Mile Radius
- Bellevue
- Kirkland
- Parks
- RAILROAD
- Schools

STRNET

Bellevue Function Class

- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- Local
- Pedestrian Corridor
- Non - Arterial Street
- 8
- NA
- Lakes
- City Limits
- parksite
- OtherParksNearSKPR
- Interstate
- Principal Arterial
- Collector
- Minor Arterial
- Neighborhood Access
- Ramp
- Schools
- Railroad

0 660 1,320 1,980
Feet

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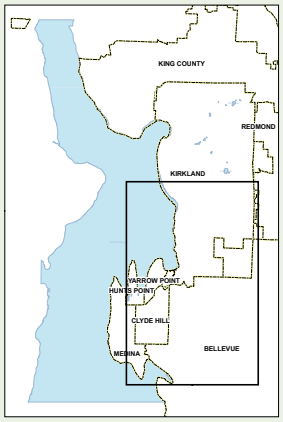
E-Page 255

South Kirkland Park & Ride Transportation Oriented Development (TOD) Project

Employers With 25 or More Employees



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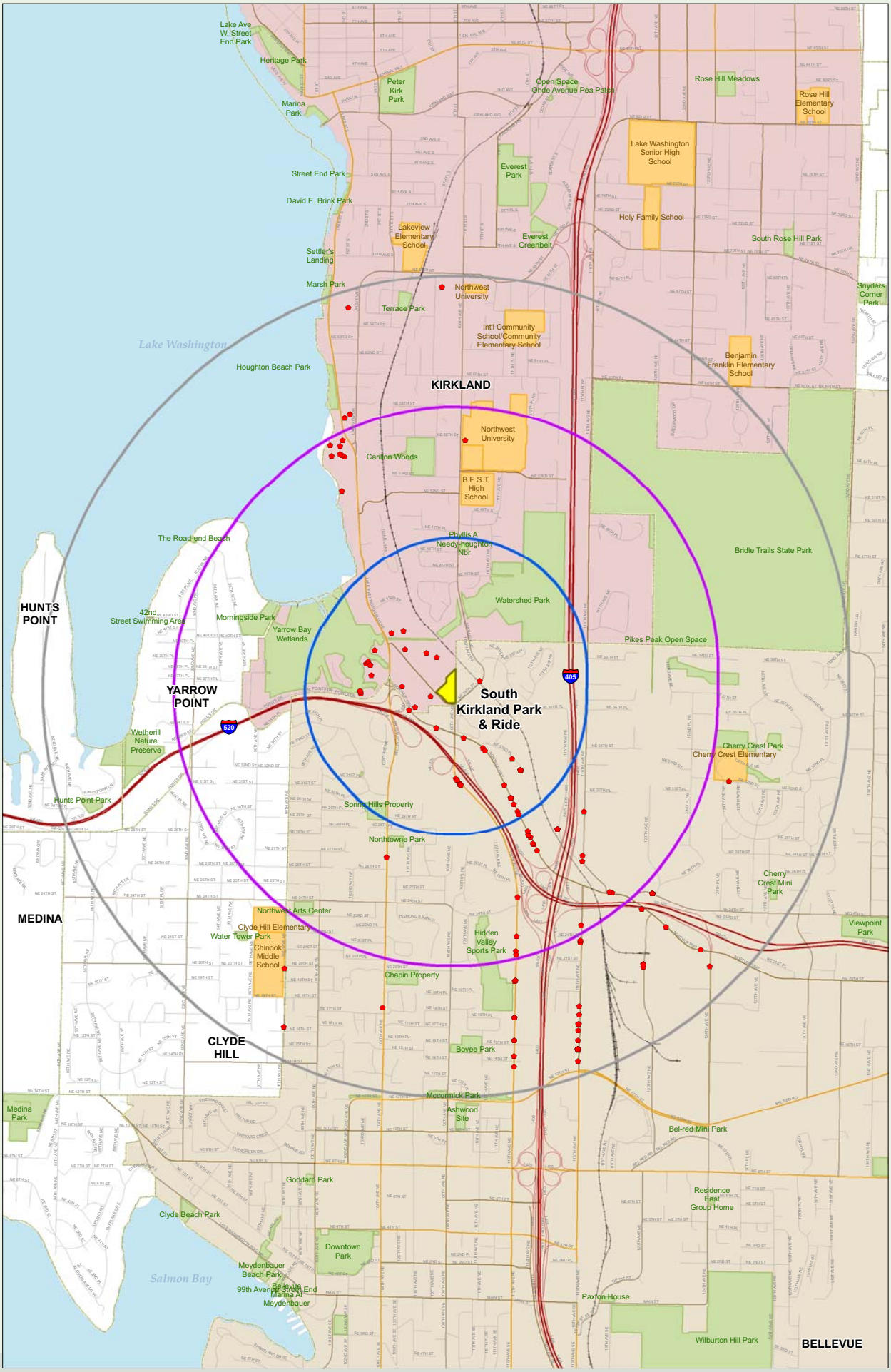

Map Legend

- Businesses
- South Kirkland Park & Ride
- Half Mile Radius
- One Mile Radius
- One and a Half Mile Radius
- Bellevue
- Kirkland
- Parks
- Schools
- Lakes
- City Limits
- Railroad
- Interstate
- Principal Arterial
- Collector
- Minor Arterial
- Neighborhood Access
- Ramp

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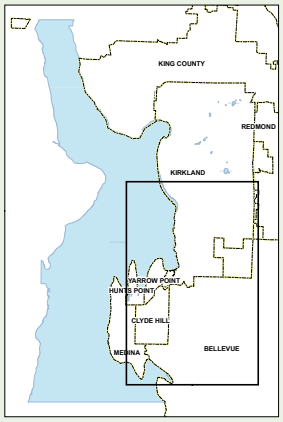
South Kirkland Park & Ride Transportation Oriented Development (TOD) Project



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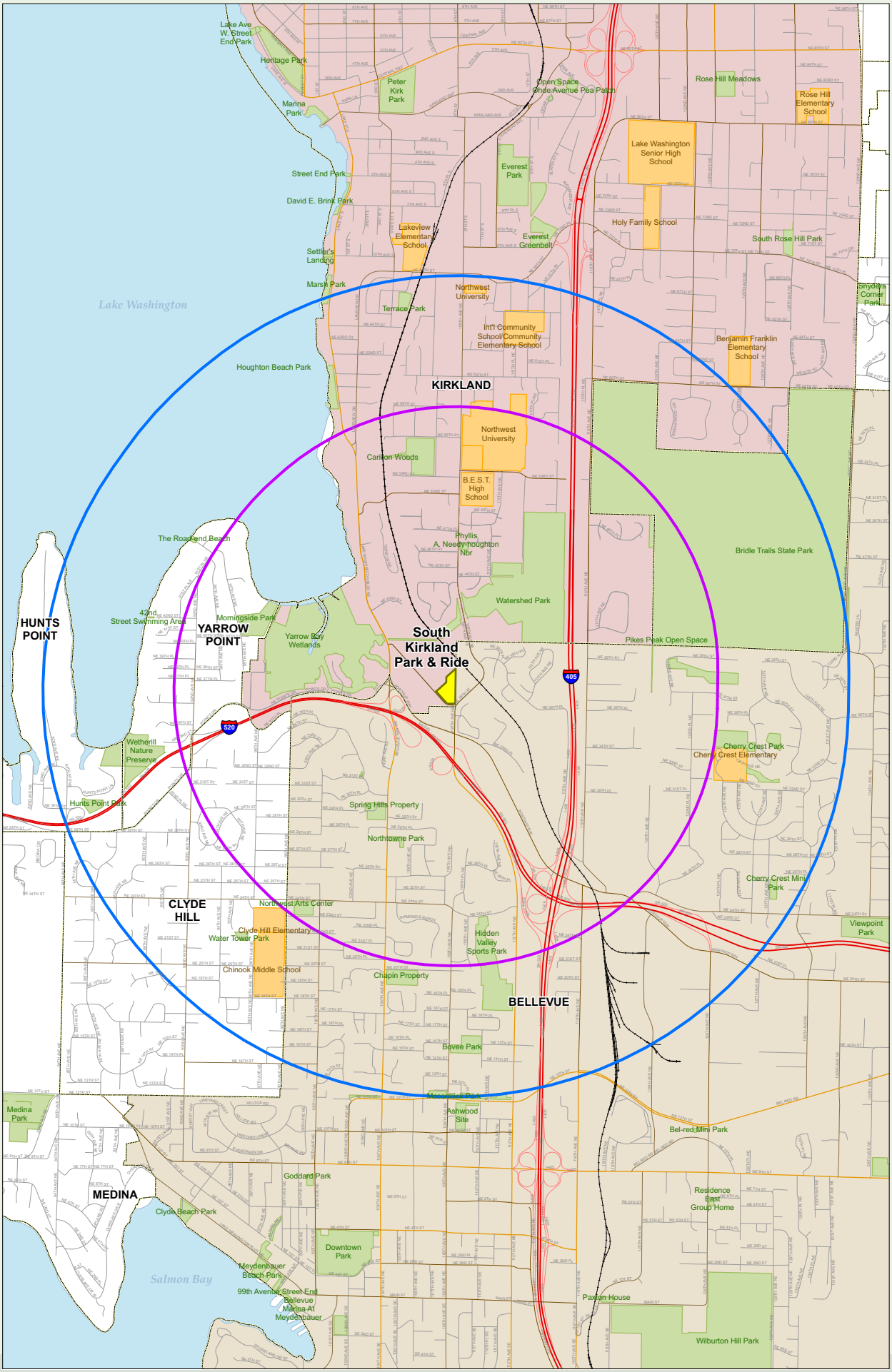

Map Legend

- South Kirkland Park & Ride
- One Mile Radius
- One and a Half Mile Radius
- Bellevue
- Kirkland
- Parks
- Schools
- Lakes
- City Limits
- Interstate
- Principal Arterial
- Collector
- Minor Arterial
- Neighborhood Access
- Ramp
- Railroad

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Print Date: 8/12/2010
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CITY OF KIRKLAND
123 Fifth Avenue, Kirkland, WA 98033 (425) 587-3000
www.ci.kirkland.wa.us

To: Paul Stewart, Deputy Planning Director

From: Thang T. Nguyen, Transportation Engineer

Date: June 21, 2010

Subject: Preliminary Traffic Impact Assessment of the South Kirkland Transit Center TOD Development

This memo provides a preliminary assessment of traffic impact for the proposed Transit Oriented Development (TOD) of the South Kirkland Transit Center.

Project Description

The preliminary study assessed the traffic impact with the following land use assumptions:

- 200 multi-family units
- 12,500 square feet of miscellaneous retail shopping center
- 250 Additional Park & Ride parking stalls

Project Trip Generation

Based on ITE Trip Generation, the proposed project is estimated to generate approximately 2,625 daily trips and 292 PM Peak Hour trips. Table 1 summarizes the trip generation for the proposed project.

Table 1. Trip Generation Estimate (Worse Case Scenario)

Land Use	Units	PM Peak Hour Trips	Daily Trips
Multi-family	200 units	128	1336
Shopping Center	12,500 sq. ft	47	537
Less 20% Transit Trip Reduction		(35)	(375)
250 Park & Ride parking stalls	250	152	1,127
Net New Trips		**292**	**2,625**

Project Trip Distribution

Trip distribution was determined from the BKR traffic model and information from previous development in the vicinity. It is estimated that approximately 20% of the trips will come from and to the north via Lake Washington Blvd. and 108th Avenue NE; 15% will come from and to Bellevue via Bellevue Way and 112th Avenue NE; the rest will come from and to Seattle and I-405 via SR-520. Table 2 summarizes the project trip distribution and assignments.

Table 2. Preliminary Trip Distribution/Assignment Estimate

Streets	Percent Distribution	PM Peak Hour Trips
Lake Washington Blvd	10%	29
108th Avenue NE	10%	29
112th Avenue NE	10%	29
Bellevue Way	10%	29
I-405 (Redmond, Bellevue, Bothell, Renton) via SR-520	30%	88
Seattle via SR-520	30%	88
		292

Traffic LOS Impact

With the redevelopment of Park Place, it is forecasted that the local intersections will operate at LOS-E or worse. The SR-520 long-term project impact estimates a poor level of service with long queues on Lake Washington Boulevard in the vicinity of the SR-520 ramps. This project will contribute to the future poor level of service. However, it will most likely add 5 to 10 seconds of delay to the intersections in the vicinity such as Lake Washington Blvd/SE 38th Street. Under a SEPA review and mitigation, it is most likely that the impact from the development will not trigger off-site improvements. However, a traffic signal at the intersection of 108th Avenue NE/NE 38th Street may help traffic flow to and from 108th Avenue NE.

More detail analysis is needed to determine the full extent of traffic impact to the surrounding street system. If you have questions, please contact me at x3869.

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Eric Shields, Planning Director
Jeremy McMahan, Planning Supervisor

Date: September 8, 2010

Subject: Request to Collect School Impact Fees, File No. MIS09-00016

RECOMMENDATION

Consider the letter from Lake Washington School District (LWSD) requesting the City to move ahead to consider an ordinance adopting school impact fees (Attachment 1). Staff recommends that Council allow a brief presentation by the District at the September 21st meeting.

Provide direction to staff on whether to prepare an ordinance adopting school impact fees and schedule the ordinance for consideration by the Council at a future meeting. If Council elects to proceed, provide direction on whether to schedule a public hearing (optional) on the ordinance.

BACKGROUND DISCUSSION

State law authorizes the collection of impact fees to help defray the costs of new school facilities. The fees must be justified by a school district's adopted Capital Facilities Plan (Attachment 2). The plan must document anticipated enrollment growth and capital needs and include a financing plan that identifies the role of impact fees. Collection of the fees occurs through the permitting process of general purpose governments, such as Kirkland. Those governments must agree to collect the fees and forward collected fees to the school district.

Lake Washington School District lies within the jurisdiction of four general purpose governments – Kirkland, Redmond, Sammamish and unincorporated King County. All of the jurisdictions except Kirkland collect school impact fees. Based on the District's current Capital Facilities Plan, the impact fees requested are $6,250 for single family units and $1,732 for multifamily units. These rates are adjusted annually with the District's Capital Facilities Plan, although changes to the rates require City Council approval. The proposed impact fees are based on a Six-Year Capital Facilities Plan (CFP) for the period 2010-2015 prepared by the School District and adopted in August, 2010. The CFP establishes a "standard of service" (student teacher ratios), enrollment projections and capital construction plans for maintaining service levels. The proposed fees are based on a 50% local share of the total capital costs calculated by the district over the over the life of the plan.

The School District has requested that Kirkland collect fees at the following rates: $6,250 for new single family dwelling units and $1,732 for new multifamily dwelling units. The existing rates collected by the other jurisdictions are as follows:

King County: $7,040 for SF; $1,813 for MF
Sammamish: $7,040 for SF; $1,813 for MF
Redmond: $2,750 for SF; $280 for MF

King County and Sammamish adopted their rates under the District's previous Capital Facilities Plan, which justified higher fees. They will likely adjust their rates at the end of this year, to correspond to the District's current rates. The District has requested that Redmond update their rates.

The annexation areas of Finn Hill, Kingsgate and North Juanita will be subject to Kirkland's impact fee rules beginning in June, 2011. Consequently, unless Kirkland authorizes school impact fees, the School District would lose impact fee revenue currently collected by the County from the annexation area.

Although Kirkland has not authorized collection of school impact fees, the District has utilized the SEPA process to negotiate impact fee payment for larger developments subject to SEPA. The City has notified the District of new developments for which SEPA determinations have been issued. The District has appealed City issued Determinations of Nonsignificance on the grounds that the developments will have significant school impacts. The appeals have typically been settled between the District and developers prior to scheduling appeal hearings. There is currently one case pending before the City's Hearing Examiner on a cottage project in South Rose Hill.

The District has argued that the City has the legal authority to require impact fees through SEPA. However, City staff has declined to do so absent explicit direction from the City Council. Further, if school impact fees are to be collected, it would be preferable to do so by adopting an impact fee ordinance, rather than through the SEPA process.

PREVIOUS CITY CONSIDERATION

- **January, 2008**. The City Council met with representatives of the Lake Washington School District to discuss the District's request that the City collect school impact fees. At that time, City Council members raised a number of questions and asked the District to provide additional information.
- **February, 2009**. The District submitted a written response to the Council's questions (View 5/19/2009 Council Packet).
- **April 22, 2009**. The District submitted a formal request for the City to adopt an impact fee ordinance.
- **May 19, 2009**. The Council discussed the request and directed staff to prepare an ordinance for Council consideration (View 5/19/2009 Council Packet).
- **December 1, 2009**. The City Council considered a school impact fee ordinance. Public comment on the ordinance was received under the items from the audience portion of the meeting from representatives of LWSD, King County Master Builders, Seattle-King County Association of Realtors, and the Chamber of Commerce. After initial discussion, the Council tabled the ordinance and requested a public hearing to receive additional community input.
- **December 11, 2009**. The District sent an email withdrawing its request for City adoption of school impact fees (Attachment 3).

Attachments:

1. LWSD Impact Fee Request
2. LWSD Capital Facilities Plan 2010-2015
3. LWSD 2009 Withdrawal
4. LWSD Redmond Request

cc: Forrest Miller, LWSD Director of Facilities and Transportation
Denise Stiffarm, K&L Gates LLP

Attachment 1

Lake Washington School District No. 414

P.O. Box 97039
Redmond, WA 98073
425 702-3257
www.lwsd.org

DR. CHIP KIMBALL
Superintendent

JANENE FOGARD
Deputy Superintendent

BOARD OF DIRECTORS
Jackie Pendergrass, President
Ravi Shahani, Vice President
Nancy Bernard
Douglas Eglington
Christopher Carlson

August 17, 2010

RECEIVED
AUG 23 2010
CITY OF KIRKLAND
CITY MANAGER'S OFFICE

The Honorable Joan McBride
Mayor, City of Kirkland
123 Fifth Avenue
Kirkland, Washington 98033

RE: Request for Council Action - School Impact Fees

Dear Mayor McBride:

As you know, the Lake Washington School District (the "District") has worked for several years to provide the City of Kirkland with information related to a proposed school impact fee ordinance. The District is requesting that the City Council move forward at this time with its consideration of the ordinance.

The District recently updated its Capital Facilities Plan. The 2010 Plan contains the following school impact fee amounts: $6,250 for single family dwelling units and $1,732 for multi-family dwelling units. These amounts represent 50% of the calculated unfunded school capacity need related to students generated from new single family or multi-family dwelling units. Please note that the District's Capital Facilities Plan and fees are updated on an annual basis.

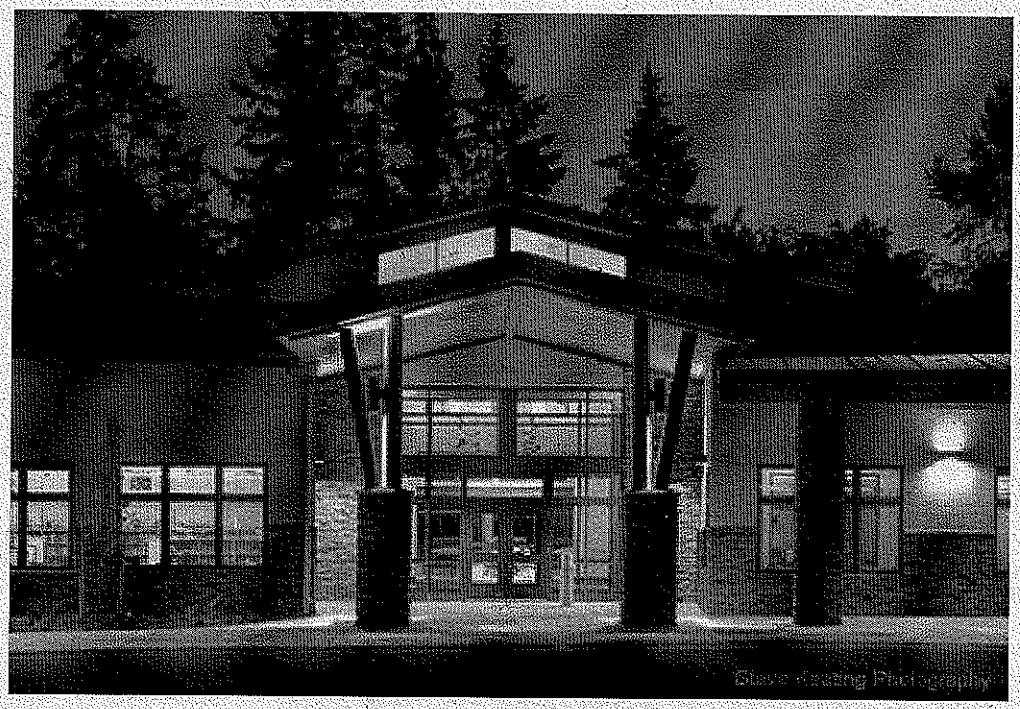
We look forward to continuing our discussion with the City of Kirkland regarding a school impact fee ordinance. We would be happy to meet with the City Council again in study session, if necessary, or to present this request at a regular City Council meeting. Please let us know the City's preference regarding this matter.

Sincerely,

Chip Kimball
Superintendent

cc: Kurt Triplett, City of Kirkland, City Manager
Eric Shields, City of Kirkland, Planning Director
Forrest Miller, LWSD Director of Facilities & Transportation
Denise Stiffarm, K&L Gates LLP

Six-Year Capital Facility Plan
2010 - 2015



Board Adopted: August 23, 2010

Lake Washington School District #414

Serving Redmond, Kirkland, Sammamish, and King County, Washington

Lake Washington School District #414

Serving Redmond, Kirkland, Sammamish, and King County, Washington

SCHOOL BOARD MEMBERS

Jackie Pendergrass, President

Ravi Shahani, Vice-President

Nancy Bernard

Doug Eglington

Christopher Carlson

SUPERINTENDENT

Dr. Chip Kimball

Lake Washington School District's Six-Year Capital Facilities Plan 2010-2015

For information about this plan, call the District Support Services Center (425/882-5108)

TABLE OF CONTENTS

	Section	Page Number
I.	Executive Summary	2-5
II.	Six-Year Enrollment Projection and Long Term Planning	6-8
III.	Current District "Standard Of Service" (*As Defined by King County Code 21A.06*)	9-10
IV.	Inventory and Evaluation of Current Facilities	11
V.	Six-Year Planning and Construction Plan	12-13
VI.	Relocatable and Transitional Classrooms	14
VII.	Six-Year Classroom Capacities: Availability / Deficit Projection	15
VIII.	Finance Plan	16
IX.	Appendices A - E	
X.	Tables 1 - 6	

I. Executive Summary

This Six-Year Capital Facilities Plan (the "plan") has been prepared by the Lake Washington School District (the "district") as the organization's primary facility planning document in compliance with the requirements of the State of Washington's Growth Management Act and King County Code 21A.43. This plan was prepared using data available in Spring 2010.

The plan is consistent with prior long-term capital facilities plans adopted by the Lake Washington School District. However, it is not intended to be the sole plan for all of the organization's needs. The district also prepares interim and long-range capital facilities plans consistent with board policies. Such plans take into account longer and shorter time periods, other factors and trends in the use of facilities, and other needs of the district as may be required. These other plans are consistent with this Six-Year Capital Facilities Plan.

In order for impact fees to be collected in the unincorporated areas of King County, the King County Council must adopt this plan as proposed by the district. The cities of Redmond and Sammamish have each adopted a school impact fee policy and ordinance similar to the King County model. For impact fees to be collected in the City of Kirkland, the City of Kirkland must also adopt this plan and adopt its own school impact fee ordinance.

Pursuant to the requirements of the Growth Management Act and the local implementing ordinances, this plan will be updated on an annual basis with any changes in the fee schedule adjusted accordingly. See *Appendix B* for the current single family calculation and *Appendix C* for the current multi-family calculation.

The district's capital facility plan establishes a "standard of service" in order to ascertain current and future capacity.

While the current State budget crisis has impacted state funding, the district has made budgetary decisions to protect class size through reduction in other programs and services. Future state funding shortfalls could impact class sizes however those changes are anticipated to be temporary reductions and as such will likely not modify the district's standard of service.

I. Executive Summary *(continued)*

This plan reflects the current student/teacher standard of service ratio. The district's standard of service has been changed to reflect space needs to serve students in All Day Kindergarten, as currently 80% of district's students participate in this program.

It might also be noted that though the State Superintendent of Public Instruction establishes square foot guidelines for capacity funding criteria, those guidelines do not account for the local program needs in the district. The Growth Management Act and King County Code 21A.43 authorize the district to make adjustments to the standard of service based on the district's specific needs.

In general, the district's current standard provides the following (see *Section III* for specific information):

Grade Level	Target Teacher-Student Ratio
K-1	19 Students
2-3	24 Students
4	25 Students
5-6	27 Students
7-9	30 Students
10-12	32 Students

School capacity is based on the district standard of service and the existing inventory. Existing inventory includes both permanent and relocatable classrooms (i.e. portable classroom units). As seen in *Appendix A*, the district's overall capacity is 25,629 students (22,170 for permanent and 3,063 for relocatables). For this same period of time, student enrollment is 23,782 headcount. Enrollment is projected to increase to 26,922 in 2015 (see *Table 1*).

Though areas of growth are seen in various areas of the district, the most notable growth continues to be in the Redmond and Sammamish areas along with areas of growth in the City of Kirkland. In addition, the City of Kirkland will be annexing areas of unincorporated King County (the Finn

I. Executive Summary *(continued)*

Hill and Kingsgate areas) which we anticipate will result in additional growth.

Some examples include:

- Growth has necessitated the construction of one elementary school (a.k.a. Site 52, Rachel Carson Elementary School) on the Sammamish plateau which opened in the fall of 2008. Due to capacity issues, this school opened with four relocatable classrooms on the site.
- The Redmond Ridge development continues to experience growth to the point that in addition to the four (4) relocatables that were added to Rosa Parks Elementary School in 2009, another four (4) relocatable classrooms will be added to the school in the summer of 2010.
- Homes have begun to be occupied in the Redmond Ridge East development which has resulted in additional student population. In anticipation of the potential student growth from that development, the District secured property within that development in 2007 for a future elementary school, Site 31 *(see Tables 4, 5* and *6)*. This school is planned to open in 2015.
- The City of Sammamish approved a land use plan known as the Sammamish Town Center. This plan allows 1,300 to 1,800 new residential dwelling units to be developed in the Town Center area. The District anticipates that development in this planning area will create additional capacity needs in this area of the District.
- The City of Kirkland will be annexing areas of unincorporated King County in July 2011. This includes the Finn Hill and the Kingsgate areas which are both within the boundaries of the District. It is anticipated that the annexation areas could create additional capacity needs in District schools in these areas.
- Enrollment continues to press for the addition of relocatable classrooms in several schools in the Kirkland and also the North Redmond areas.
- It is projected that other locations throughout the district will need relocatables to address capacity issues within the planning period of this report.

I. Executive Summary *(continued)*

In February 2006, voters in the Lake Washington School District passed a bond measure to fund Phase II (2006-2014) of the School Modernization Program. The schedule for the schools has been established with many of the schools being modernized within the timeframe of this plan.

In the timeframe of this plan, the district will:

- Modernize and re-open seven elementary schools, two junior high schools, one choice school, and one high school as part of the District's Phase II School Modernization Program (see *Table 6)*. All these projects are planned to receive appropriate permanent capacity additions and remove any existing excess relocatable classrooms.
- Construct two new elementary schools, one in the Redmond Ridge East development area and the other in the North Redmond area.
- Add relocatable classrooms to address capacity when needed in the District. See *Section VI.*
- Is planning to undergo a change to school configuration (K-5, 6-8 and 9-12) in 2012. Because of this, the District is currently considering the need for High School additions at Redmond High School and Eastlake High School. Future updates to the District's Capital Facility Plan will provide more information if this plan moves forward.

A financing plan is included in *Section VIII* that demonstrates the district's ability to implement this plan.

II. Six-Year Enrollment Projection and Long Term Planning

Six-Year Enrollment Projection

Based on the district's forecasts (see *Table 1*), enrollment is projected to increase approximately 2,837 students over the next six years. This is a 11.78% increase over the current student population. Applying the enrollment projections contained in *Table 5* to the district's existing capacity, the district will be over permanent capacity by 3,507 students. This projection contemplates the full development of Redmond Ridge and the Redmond Ridge East development. Other developments that are expected to generate students and affect the district are also included in the projection. The numbers anticipated for the Redmond Ridge East development show the need for a future elementary school within that planned development. The District expects that some of the new residential development in the Sammamish Town Center will begin to occur in the six-year planning period. Therefore, the enrollment projections also include the first anticipated phase of the Sammamish Town Center development.

Student enrollment projections have been developed using a two methods: (1) the *cohort survival* – historical enrollment method is used to forecast enrollment growth based upon the progression of existing students in the district; then (2), *development tracking* – the enrollment projections are modified to include students anticipated from new development in the district. The cohort survival method was used to determine base enrollments. This mechanism uses historical enrollment data to forecast the number of students who will be attending school the following year. Development tracking uses information on known and anticipated housing development was used as a second means in determining enrollment projections. This method allows the district to more accurately project student enrollment by school attendance area. (See *Table 2*)

Cohort Survival

A percentage of King County live births is used to predict future kindergarten enrollment. Actual King County live births through 2008 are used to project kindergarten enrollment through the 2013-2014 school year.

II. Six-Year Enrollment Projection and Long Term Planning *(continued)*

After 2014, the number of live births is based on King County projections. Historical data is used to estimate the future number of kindergarten students that will generate from county births. For other grade levels, past cohort survival trends were analyzed.

Development Tracking

In order to increase the accuracy and validity of enrollment projections, a major emphasis has been placed on the collection and tracking of data of 80 known new housing developments. This data provides two useful pieces of planning information. First, it is used to determine the actual number of students that are generated from a new single family or multi-family residence. It also provides important information on the impact new housing developments will have on existing facilities and/or the need for additional facilities.

It is important to note that even though small in-fill or short plat projects are not tracked, such activity has resulted in increased student population. This type of development has resulted in the need for additional relocatables in the Kirkland area.

Developments that have been completed over the last five years are used to forecast the number of students who will attend our schools from future developments. District wide statistics show that new single-family homes currently generate 0.436 elementary student, 0.099 junior high student, and 0.074 senior high student, for a total of 0.609 school-age child per single family home (see *Appendix B*). New multi-family housing units currently generate an average of 0.141 elementary student, 0.056 junior high student, and 0.047 senior high student for a total of 0.245 school age child per multi-family home (see *Appendix C*). The totals of the student generation numbers have increased since 2009 for new multi-family developments and decreased slightly for new single family developments. Information obtained from the cities and county provides the foundation for a database of all known future developments in the district and is consistent with the comprehensive plans of the local permitting jurisdictions. Contact has been made with each developer to determine the number of homes to be built and the anticipated development

II. Six-Year Enrollment Projection and Long Term Planning *(continued)*

schedule. There is limited data from projects five years or newer. Historically, the district has seen student growth accelerate in developments after five years.

The student generation factors (see *Appendix D*) were used to forecast the number of students expected from these developments.

III. Current District "Standard of Service"

King County Code 21A.06 refers to a "standard of service" that each school district must establish in order to ascertain its overall capacity. The standard of service identifies the program year, the class size, the number of classrooms, students and programs of special need, and other factors (determined by the district), which would best serve the student population. Relocatables (i.e. portable classroom units) may be included in the capacity calculation using the same standards of service as the permanent facilities.

The standard of service outlined below reflects only those programs and educational opportunities provided to students that directly affect the capacity of the school buildings. The special programs listed below require classroom space; thus, the permanent capacity of some of the buildings housing these programs has been reduced. Newer buildings have been constructed to accommodate some of these programs. When older buildings are modified to accommodate these programs, there may be a reduction in classroom capacity. At both the elementary and secondary levels, the district considers the ability of students to attend neighborhood schools to be a component of the standard of service.

Standard of Service for Elementary Students

- ☐ Class size for grades K - 1 average 19 students
- ☐ Class size for grades 2 - 3 average 24 students
- ☐ Class size for grades 4 average 25 students
- ☐ Class size for grade 5-6 average 27 students
- ☐ Special Education for students with disabilities may be provided in a self-contained classroom
- ☐ All students will be provided music instruction in a separate classroom
- ☐ All students will have scheduled time in a special computer lab

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- ☐ Resource rooms
- ☐ English Language Learners (ELL)
- ☐ Education for disadvantaged students (Title I)

III. Current District "Standard of Service" *(continued)*

- ☐ Gifted education (pull-out Quest programs)
- ☐ District remediation programs
- ☐ Learning assisted programs
- ☐ Severely behavior disordered
- ☐ Transition room
- ☐ Mild, moderate and severe disabilities
- ☐ Developmental kindergarten
- ☐ Extended daycare programs and preschool programs

Standard of Service for Secondary Students

- ☐ Class size for grades 7-9 should not exceed 30 students
- ☐ Class size for grades 10-12 should not exceed 32 students
- ☐ Special Education for students with disabilities may be provided in a self-contained classroom

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- ☐ English Language Learners (ELL)
- ☐ Resource rooms (for special remedial assistance)
- ☐ Computer rooms
- ☐ Preschool and daycare programs

Room Utilization at Secondary Schools

It is not possible to achieve 100% utilization of regular teaching stations because of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a work space during their planning periods. Based on actual utilization, the district has determined a standard utilization rate of 70% for non-modernized secondary schools. As secondary schools are modernized, the standard utilization rate is 83%. The anticipated design of the modernized schools and schools to be constructed will incorporate features which will increase the utilization rate for secondary schools.

IV. Inventory and Evaluation of Current Facilities

The district currently has permanent capacity to house 22,566 students and transitional (relocatable) capacity to house 3,063 students (see *Appendix A*). This capacity is based on the district's Standard of Service as set forth in *Section III*. The district's current student enrollment is 23,782 and is expected to increase to 26,922 in 2015 (see *Table 1*).

Calculations of elementary, junior high school, and senior high school capacities are set forth in *Appendix A*. Included in this six-year plan is an inventory of the district's schools arranged by area, name, type, address, and current capacity (see *Table 3*).

The physical condition of the district's facilities was evaluated by the 2006 State Study and Survey of School Facilities completed in accordance with WAC 180-25-025. As schools are modernized, the State Study and Survey of School Facilities report is updated. That report is incorporated herein by reference.

V. Six-Year Planning and Construction Plan

To address existing and future capacity needs, the district contemplates using the following strategies:

1) Movement from a grade configuration of K-6, 7-9, 10-12 to a grade configuration of K-5, 6-8, 9-12.
2) Construction of new schools
3) Additions at high schools to accommodate school configuration
4) Adjustments to the capacity of existing schools undergoing Modernization
5) Use of additional relocatables to provide for housing of students not provided for under other strategies.

Future updates to this plan will include specific information regarding adopted strategies.

The district's six-year construction plan includes the following capacity projects:

- During the last six years (2004-2009),
  - New growth in the Redmond and the Sammamish areas created the need to construct two elementary schools.
    - One of these new elementary schools (Rosa Parks Elementary School, Site 41), located within the Redmond Ridge development, was occupied in the fall of 2006.
    - The other new elementary school, Rachel Carson Elementary School, was opened on the Sammamish Plateau in the fall of 2008. Because of the growth in enrollment in that area, the school opened with four relocatables on the site.
  - In 2007-2008, the District purchased land within the Redmond Ridge East development on the basis that projections for that development necessitate the need for a new elementary site. The District continues to monitor the phased project. The first phase of homes in this development are beginning to be occupied.
- Phase II School Modernization (2006-2014) was funded by the voters in February 2006. The approved bond measure will fund the modernization of 11 schools throughout the district. During the period of this Capital Facilities Plan, the district will begin the

V. Six-Year Planning and Construction Plan *(continued)*

planning or complete the modernization for: Frost Elementary, Rush Elementary, Sandburg Elementary, Muir Elementary, Keller Elementary, Bell Elementary, Finn Hill Junior High, Rose Hill Junior, International Community School/Community Elementary and Lake Washington High School. Each elementary school modernization project also includes the addition of new student capacity.

- Frost Elementary School was completed and opened in the fall of 2009.
- Lake Washington High School is in construction and will be opened in the fall of 2011.
- Finn Hill Junior High will start construction this summer (2010) with the goal of opening in 2011. Muir Elementary School will also start construction this summer and open in the winter of 2011/2012.

- The District anticipates the need for two new elementary schools within the period of this plan, one in the Redmond Ridge East area and the other in the North Redmond area. The plan was to have voters approve a bond measure in February 2010 which would have provided the funding for these schools. However, the bond measure did not pass. The two schools may be the subject of a future bond measure.
- Relocatable classrooms (as outlined in *Section VI*) will be added to address capacity needs until more permanent capacity can be constructed. Within the six-year planning window of this Capital Facility Plan, projections indicate that other relocatables may also be needed in the Sammamish, Redmond, Kirkland and unincorporated King County areas.

Included in this plan is an inventory of the projects listed above. They are arranged by cost, additional capacity, and projected completion date. (See *Table 5 & 6*)

VI. Relocatable and Transitional Classrooms

The district inventory includes 136 relocatables (i.e. portable classroom units) that provide standard capacity and special program space as outlined in *Section III* (see *Appendix A*).

Based on enrollment projections and planned permanent facilities, the district anticipates the need to acquire additional relocatables during the next six-year period.

- Rachel Carson Elementary opened as new construction in the fall of 2008 and included four (4) relocatables.
- In the summer of 2009, four (4) relocatable classrooms were added to Rosa Parks Elementary School in the Redmond Ridge development due to student population growth in that development and homes beginning to be occupied within the Redmond Ridge East development. Growth in this area is causing the need to place an additional four (4) relocatables at Rosa Parks Elementary during the summer of 2010.
- Within the six-year planning window of this plan, projections indicate that other relocatables may also be needed in the Sammamish, Redmond, Kirkland and unincorporated King County areas.

For a definition of relocatables and permanent facilities, see *Section 2* of *King County Code 21A.06*. As schools are modernized, permanent capacity will be added to replace portables currently on school sites to the extent that enrollment projections for those schools indicate a demand for long-term permanent capacity (see *Table 5*).

As enrollment fluctuates, relocatables provide flexibility to accommodate immediate needs and interim housing. Because of this, new school and modernized school sites are all planned for the potential of adding up to four portables to accommodate the changes in demographics. In addition, the use and need for relocatables will be balanced against program needs.

VII. Six-Year Classroom Capacities: Availability / Deficit Projection

Based on the six-year plan, there will be insufficient total capacity to house anticipated enrollment (see *Table 5*). As demonstrated in *Appendix A*, the district currently has permanent capacity (classroom and special education) to serve 11,368 students at the elementary level, 5,481 students at the junior high school level, and 5,717 students at the high school level. Current enrollment at each grade level is identified in *Appendix A*. As depicted in *Table 5*, the district currently has insufficient permanent capacity and will continue to have an increasing insufficient permanent capacity through 2015.

Differing growth patterns throughout the district may cause some communities to experience overcrowding. This is especially true in the eastern portions of the district where significant housing development has taken place. Though the economy has slowed, there still is growth in these areas. The continued development of Redmond Ridge, Redmond Ridge East, northwest Redmond, the Sammamish Plateau and also the in-fill and short plats in Kirkland will put pressure on schools in those areas. To meet the needs associated with overcrowding or under utilization, the district will utilize a number of solutions. Those solutions include grade reconfiguration, new construction, adjusting capacity through modernization projects, modifications in the educational program, and changes in the number of relocatables. A boundary change of three of the elementary schools on the Sammamish plateau was accomplished in the 2007-2008 school year in anticipation of the opening of Rachel Carson (Site 52) Elementary School in September 2008. Though Rachel Carson Elementary School helps with capacity issues, the new school opened with four portables. In addition, the City of Sammamish will finish their planning for the new Sammamish Town Center that will provide authorization for up to 1,800 new housing units within the district on the Sammamish plateau.

VIII. Impact Fees and the Finance Plan

The school impact fee formula ensures that new development only pays for the cost of the facilities necessitated by new development. The fee calculations (*Appendix B* and *Appendix C*) examine the costs of housing the students generated by each new single family dwelling unit (or each new multi-family dwelling unit) and then reduce that amount by the anticipated state match and future tax payments. The resulting impact fee is then discounted further. Thus, by applying the student generation factor to the school project costs, the fee formula only calculates the costs of providing capacity to serve each new dwelling unit. The formula does not require new development to contribute the costs of providing capacity to address existing needs.

The finance plan shown on *Table 6* demonstrates how the Lake Washington School District plans to finance improvements for the years 2010 through 2015. The financing components include secured and unsecured funding. The plan is based on approved bond issues (approved in 1990, 1998 and 2006 by election), proposed and future bond issues, securing of state funding, collection of impact fees under the State's Growth Management Act, and voluntary mitigation fees paid pursuant to Washington State's Environmental Policy Act.

As discussed in *Section V*, the District purchased land within the Redmond Ridge East development to construct a new elementary school. Future updates to this plan will include information regarding this property and the associated school construction costs in the finance plan and school impact fee calculations.

For the purposes of this plan and the impact fee calculations, the District is using the actual cost data from Rachel Carson Elementary School built in 2008.

IX. Appendices

Appendix A: Calculations of Capacities for Elementary, Junior High, and Senior High Schools

Appendix B: Calculations of Impact Fees for Single Family Residences

Appendix C: Calculations of Impact Fees for Multi-Family Residences

Appendix D: Student Generation Factor Calculations

Appendix E: Calculation Back-Up

Calculations of Capacities for Elementary, Junior High, and Senior High Schools

Elementary Schools	# Standard Classrooms *	Classroom Capacity (23)	SS	SS Room Capacity (12)	# Relocatable Classrooms	Relocatable Capacity (23)	Total Capacity *	2009-2010 Enrollment **
Alcott	18	414	0	0	8	184	598	627
Audubon	17	391	0	0	2	46	437	508
Bell	15	345	0	0	3	69	414	402
Blackwell	21	483	0	0	3	69	552	556
Carson	18	414	0	0	4	92	506	557
Community	0	0	0	0	3	69	69	69
Dickinson	18	414	1	12	4	92	518	498
Discovery	3	69	0	0	1	23	92	73
Einstein	19	437	0	0	0	0	437	423
Explorer	3	69	0	0	1	23	92	72
Franklin	18	414	0	0	2	46	460	507
Frost	18	414	1	12	0	0	426	418
Juanita	13	299	0	0	0	0	299	383
Keller	15	345	3	36	4	92	473	350
Kirk	17	391	1	12	3	69	472	545
Lakeview	17	391	1	12	2	46	449	465
Mann	17	391	0	0	0	0	391	467
McAuliffe	21	483	0	0	7	161	644	512
Mead	19	437	1	12	6	138	587	645
Muir	14	322	0	0	6	138	460	406
Redmond	16	368	2	24	2	46	438	401
Rockwell	20	460	0	0	2	46	506	552
Rosa Parks	21	483	0	0	4	92	575	582
Rose Hill	17	391	2	24	0	0	415	417
Rush	15	345	0	0	4	92	437	401
Sandburg	21	483	0	0	5	115	598	496
Smith	19	437	0	0	8	184	621	550
Thoreau	18	414	0	0	0	0	414	390
Twain	20	460	0	0	4	92	552	593
Wilder	20	460	0	0	4	92	552	490
Totals	**488**	**11,224**	**12**	**144**	**92**	**2,116**	**13,484**	**13,355**

Junior High Schools	# Standard Classrooms	Classroom Capacity (30x70%)	SS	SS Room Capacity (12)	# Relocatable Classrooms	Relocatable Capacity (30x70%)	Total Capacity	2009-2010 Enrollment
Environmental	6	126	0	0	0	0	126	140
Evergreen	31	651	2	24	9	189	864	748
Finn Hill	24	504	1	12	2	42	558	406
Inglewood	51	1071	2	24	0	0	1,095	1,036
International ***	12	360	0	0	1	30	390	380
Kamiakin	27	567	1	12	7	147	726	563
Kirkland ****	24	598	1	12	0	0	610	551
Northstar	0	0	0	0	5	105	105	95
Redmond ****	36	896	1	12	0	0	908	849
Renaissance	4	84	0	0	0	0	84	91
Rose Hill	24	504	2	24	6	126	654	440
Stella Schola	0	0	0	0	4	84	84	90
Totals	**239**	**5,361**	**10**	**120**	**34**	**723**	**6,204**	**5,389**

Senior High Schools	# Standard Classrooms	Classroom Capacity (32x70%)	SS	SS Room Capacity (12)	# Relocatable Classrooms	Relocatable Capacity (32x70%)	Total Capacity	2009-2010 Enrollment
BEST	8	179	0	0	2	45	224	132
Eastlake	66	1,478	4	48	0	0	1,526	1,350
Juanita	52	1,165	3	36	8	179	1,380	1,038
Lake Washington	60	1,344	3	36	0	0	1,380	1,076
Redmond ****	57	1,419	1	12	0	0	1,431	1,442
Totals	**243**	**5,585**	**11**	**132**	**10**	**224**	**5,941**	**5,038**

TOTAL	**970**	**22,170**	**33**	**396**	**136**	**3,063**	**25,629**	**23,782**

Key:

"Standard Capacity" does not include capacity for special programs as identified in Section III
"Total enrollment" on this chart does not include Family Learning Center, contractual and transition students
"SS" = Special Services self-contained classrooms
* "Standard of Service" in elementary schools excludes some rooms if not built-in (e.g. 20 total rooms = 17 standard + computer + 1 music + 1 R/R)
** October 1, 2009 headcount
*** Capacity Model = 100% utilization of classrooms due to teacher planning area
**** Capacity Model = 83% utilization of classrooms due to teacher planning area

Estimated School Impact Fee Calculation
Based on King County Code 21.A.43

Single Family Residence ("SFR")

School Site Acquisition Cost:

	Facility Acreage	Cost/ Acre	Facility Size	Site Cost/ Student	Student Factor	Cost/ SFR
Elementary	10	$0	414	$0	0.4360	$0
Junior	20	$0	900	$0	0.0990	$0
Senior	40	$0	1500	$0	0.0740	$0
					TOTAL	**$0**

School Construction Cost:

	Facility Cost	Facility Size	Bldg. Cost/ Student	Student Factor	Cost/SFR (est. 90%)
Elementary	$19,593,227	414	$47,327	0.4360	$18,571
Junior	$0	0	$0	0.0990	$0
Senior (additional capacity)	$0	0	$0	0.0740	$0
				TOTAL	**$18,571**

Temporary Facility Cost:

	Facility Cost	Facility Size	Bldg. Cost/ Student	Student Factor	Cost/SFR (est. 10%)
Elementary	$0	0	$0	0.4360	$0
Junior	$0	0	$0	0.0990	$0
Senior	$0	0	$0	0.0740	$0
				TOTAL	**$0**

State Matching Credit Calculation:

	Area Cost Allowance	Sq. Ft./ Student	Funding Assistance	Credit/ Student	Student Factor	Cost/ SFR
Elementary	180.17	90.0	21.90%	$3,551	0.4360	$1,548
Junior	180.17	117.0	21.90%	$0	0.0990	$0
Senior	180.17	130.0	21.90%	$0	0.0740	$0
					TOTAL	**$1,548**

Estimated School Impact Fee Calculation
Based on King County Code 21.A.43

Single Family Residence ("SFR")

Tax Payment Credit Calculation:

Average SFR Assessed Value	$490,294
Current Capital Levy Rate (2010)/$1000	$1.16
Annual Tax Payment	$566.73
Years Amortized	10
Current Bond Interest Rate	4.33%
Present Value of Revenue Stream	$4,522

Impact Fee Summary for Single Family Residence:

Site Acquisition Cost	$0
Permanent Facility Cost	$18,571
Temporary Facility Cost	$0
State Match Credit	($1,548)
Tax Payment Credit	($4,522)
Sub-Total	$12,501
50% Local Share	$6,250
SFR Impact Fee	**$6,250**

Estimated School Impact Fee Calculation
Based on King County Code 21.A.43

Multiple Family Residence ("MFR")

School Site Acquisition Cost:

	Facility Acreage	Cost/ Acre	Facility Size	Site Cost/ Student	Student Factor	Cost/ MFR
Elementary	10	$0	414	$0	0.1410	$0
Junior	20	$0	900	$0	0.0560	$0
Senior	40	$0	1500	$0	0.0470	$0
					TOTAL	**$0**

School Construction Cost:

	Facility Cost	Facility Size	Bldg. Cost/ Student	Student Factor	Cost/MFR (est. 90%)
Elementary	$19,593,227	414	$47,327	0.1410	$6,006
Junior	$0	0	$0	0.0560	$0
Senior (additional capacity)	$0	0	$0	0.0470	$0
				TOTAL	**$6,006**

Temporary Facility Cost:

	Facility Cost	Facility Size	Bldg. Cost/ Student	Student Factor	Cost/MFR (est. 10%)
Elementary	$0	0	$0	0.1410	$0
Junior	$0	0	$0	0.0560	$0
Senior	$0	0	$0	0.0470	$0
				TOTAL	**$0**

State Matching Credit Calculation:

	Area Cost Allowance	Sq. Ft./ Student	Funding Assistance	Credit/ Student	Student Factor	Cost/ MFR
Elementary	180.17	90.0	21.90%	$3,551	0.1410	$501
Junior	180.17	117.0	21.90%	$0	0.0560	$0
Senior	180.17	130.0	21.90%	$0	0.0470	$0
					TOTAL	**$501**

Estimated School Impact Fee Calculation
Based on King County Code 21.A.43

Multiple Family Residence ("MFR")

Tax Payment Credit Calculation:

Average MFR Assessed Value	$221,340
Current Capital Levy Rate (2010)/$1000	$1.16
Annual Tax Payment	$255.85
Years Amortized	10
Current Bond Interest Rate	4.33%
Present Value of Revenue Stream	$2,041

Impact Fee Summary for Single Family Residence:

Site Acquisition Cost	$0
Permanent Facility Cost	$6,006
Temporary Facility Cost	$0
State Match Credit	($501)
Tax Payment Credit	($2,041)
Sub-Total	$3,464
50% Local Share	$1,732
MFR Impact Fee	**$1,732**

2010 MITIGATION DEVELOPMENT SUMMARY
STUDENT GENERATION FACTORS
Five Year History

SINGLE FAMILY DEVELOPMENTS	CITY/ COUNTY	# PLANNED	# COMPL.	# OCCUP.	2010 STUDENTS ELEM	JUNIOR	SENIOR	TOTAL	2010 RATIO ELEM	JUNIOR	SENIOR	TOTAL
Asbery Place	S	25	25	25	15	3	1	19	0.600	0.120	0.040	0.760
Bear Creek Meadows	R	13	13	13	5	3	1	9	0.385	0.231	0.077	0.692
Castle Pines	S	62	62	62	57	13	9	79	0.919	0.210	0.145	1.274
Central Park North	R	18	18	18	2	0	1	3	0.111	0.000	0.056	0.167
Conover Commons	R	25	25	25	2	0	0	2	0.080	0.000	0.000	0.080
Evergreen Lane	R	24	19	19	3	2	1	6	0.158	0.105	0.053	0.316
Fox Hollow	R	18	18	18	7	3	3	13	0.389	0.167	0.167	0.722
Hedges	KC	35	35	35	21	3	4	28	0.600	0.086	0.114	0.800
Illahee	S	88	88	88	40	10	9	59	0.455	0.114	0.102	0.670
Indigo	S	24	6	3	2	0	0	2	0.667	0.000	0.000	0.667
Kensington	R	121	121	121	45	13	8	66	0.372	0.107	0.066	0.545
Kirkwood	KN	17	17	17	3	1	1	5	0.176	0.059	0.059	0.294
Lynden Lane	KC	11	11	11	0	0	0	0	0.000	0.000	0.000	0.000
Meadow Creek	S	27	27	27	14	3	4	21	0.519	0.111	0.148	0.778
Mondavio	R	67	40	35	13	5	1	19	0.371	0.143	0.029	0.543
Monticello	R	115	115	115	47	10	9	66	0.409	0.087	0.078	0.574
Muirfield	S	29	29	29	29	8	3	40	1.000	0.276	0.103	1.379
Northstar	R	133	120	122	45	13	14	72	0.369	0.107	0.115	0.590
One Eagle Place	KC	14	14	14	1	1	0	2	0.071	0.071	0.000	0.143
Palmermo (Overlook Ridge)	S	19	17	14	15	4	2	21	1.071	0.286	0.143	1.500
Portico on Finn Hill	KC	20	20	20	4	3	1	8	0.200	0.150	0.050	0.400
Prescott at English Hill	R	70	19	19	5	1	1	7	0.263	0.053	0.053	0.368
Redmond Ridge	KC	987	987	987	519	116	88	723	0.526	0.118	0.089	0.733
Redmond Ridge East	KC	665	146	135	56	5	5	66	0.415	0.037	0.037	0.489
Reserve at Patterson Creek	KC	29	25	23	11	4	3	18	0.478	0.174	0.130	0.783
Retreat at Crosswater	S	46	46	46	9	2	2	13	0.196	0.043	0.043	0.283
Rosemont at Timberline	S	14	14	12	11	2	1	14	0.917	0.167	0.083	1.167
Sable & Aspen Ridge	R	43	24	22	1	0	1	2	0.045	0.000	0.045	0.091
Sequoia	R	33	33	33	3	0	0	3	0.091	0.000	0.000	0.091
The Villages at Redmond Heights I&II	R	27	27	27	8	1	1	10	0.296	0.037	0.037	0.370

2010 MITIGATION DEVELOPMENT SUMMARY
STUDENT GENERATION FACTORS
Five Year History

SINGLE FAMILY DEVELOPMENTS	CITY/ COUNTY	# PLANNED	# COMPL.	# OCCUP.	2010 STUDENTS ELEM	JUNIOR	SENIOR	TOTAL	2010 RATIO ELEM	JUNIOR	SENIOR	TOTAL
Tyler's Creek	R	90	90	86	24	3	2	29	0.279	0.035	0.023	0.337
Waterbrook	S	114	114	114	47	12	10	69	0.412	0.105	0.088	0.605
Whistler Ridge	R	62	62	62	16	5	3	24	0.258	0.081	0.048	0.387
Woodbridge Division IV	R	126	126	126	37	3	1	41	0.294	0.024	0.008	0.325
Woodlands	R	69	69	69	23	4	2	29	0.333	0.058	0.029	0.420
Woodlands West	R	74	24	21	0	1	0	1	0.000	0.048	0.000	0.048
Wynstone	R	46	46	46	20	5	5	30	0.435	0.109	0.109	0.652
TOTALS		3,400	2,692	2,659	1,160	262	197	1,619	0.436	0.099	0.074	0.609

2010 MITIGATION DEVELOPMENT SUMMARY
STUDENT GENERATION FACTORS
Five Year History

MULTI-FAMILY DEVELOPMENTS	CITY/ COUNTY	# OF UNITS	% OCCUP/ # COMPL.	# OCCUP.	2010 STUDENTS ELEM	JUNIOR	SENIOR	TOTAL	2010 RATIO ELEM	JUNIOR	SENIOR	TOTAL
Avalon Bay at Juanita	KC	211	95%	200	3	0	0	3	0.015	0.000	0.000	0.015
Avondale Park Townhouses	R	85	100%	85	33	6	9	48	0.388	0.071	0.106	0.565
Cleveland Street Condos	R	84	84	72	0	0	2	2	0.000	0.000	0.028	0.028
Cobblestone Court	K	72	72	72	15	2	3	20	0.208	0.028	0.042	0.278
Element Townhomes	R	94	94	71	2	1	0	3	0.028	0.014	0.000	0.042
Kirkland Central Condos	K	110	110	85	6	1	0	7	0.071	0.012	0.000	0.082
Redmond Park Townhomes	R	26	26	26	16	10	9	35	0.615	0.385	0.346	1.346
Redmond Ridge Apartments - The Lodge	KC	272	98%	267	30	15	7	52	0.113	0.056	0.026	0.195
Redmond Ridge Condominiums	KC	242	242	242	51	28	17	96	0.211	0.116	0.070	0.397
Redmond Ridge East Duplex	KC	135	26	26	3	2	0	5	0.115	0.077	0.000	0.192
Towne Pointe Condos	R	20	20	20	8	2	7	17	0.400	0.100	0.350	0.850
Urbane Redmond Townhomes	R	22	22	22	1	0	2	3	0.045	0.000	0.091	0.136
TOTALS		1,373		1,188	168	67	56	291	0.141	0.056	0.047	0.245

Calculation Back-Up

Elementary school construction cost estimated to be built in 2015.

	Comparable Project	*Rachel Carson Elementary School*
Cost		
	2008 Rachel Carson Elementary New Construction	$17,654,022
	Future Value of Project in 2010 @ 1.5%	$18,187,615
Size		
	2015 Project	414 (18 classrooms x 23 students per classroom)
Capacity Adjustment		
	2015 Project	414 x $44,590/per student space (based on Rachel Carson 2008 total project costs) = **$18,460,429***
Adjusted Costs		
	2010 Project – Value Based on 2008 Project Costs	$18,187,615
	Future Value of Project in 2015 @ 1.5%	$19,593,277

*Sum is adjusted to account for variations due to rounding.

X. TABLES

Table 1: Six-Year Enrollment Projections

Table 2: Enrollment History

Table 3: 06-07 Inventory and Capacities of Existing Schools

Table 4: Inventory of Undeveloped Land

Table 4a: Map

Table 5: Projected Capacity to House Students

Table 6: Six-Year Finance Plan

Six-Year Enrollment Projections

	2009*	2010	2011	2012	2013	2014	2015
County Live Births**	22,874	22,680	24,244	24,899	25,222	25,474	25,824
change		(194)	1,564	655	323	252	350
Kindergarten ***	1,865	1,826	1,962	2,025	2,067	2,105	2,145
Grade 1 ****	2,047	2,086	2,044	2,192	2,261	2,315	2,353
Grade 2	1,936	2,024	2,063	2,022	2,170	2,240	2,291
Grade 3	2,036	1,938	2,022	2,060	2,024	2,170	2,236
Grade 4	1,937	2,033	1,933	2,016	2,057	2,021	2,163
Grade 5	1,897	1,890	1,986	1,887	1,970	2,011	1,971
Grade 6	1,838	1,942	1,948	2,045	1,953	2,021	2,066
Grade 7	1,726	1,822	1,923	1,940	2,044	1,933	1,991
Grade 8	1,819	1,717	1,811	1,912	1,928	2,037	1,930
Grade 9	1,660	1,802	1,708	1,799	1,901	1,920	2,026
Grade 10	1,780	1,681	1,827	1,736	1,825	1,926	1,940
Grade 11	1,742	1,783	1,679	1,823	1,739	1,830	1,929
Grade 12	1,802	1,789	1,828	1,724	1,869	1,791	1,881
Total Enrollment	24,085	24,333	24,734	25,181	25,808	26,320	26,922
Yearly Increase		248	401	447	627	512	602
Yearly Increase		1.03%	1.65%	1.81%	2.49%	1.98%	2.29%
Cumulative Increase		**248**	**649**	**1,096**	**1,723**	**2,235**	**2,837**

* Number of Individual Students (10/1/09 Headcount).

** County Live Births estimated based on OFM projections. 2013 and prior year birth rates are actual births 5 years prior to enrollment year.

*** Kindergarten enrollment is calculated at 7.55% of County Live Births plus anticipated developments.

**** First Grade enrollment is based on District's past history of first grade enrollment to prior year kindergarten enrollment.

Enrollment History *

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
County Live Births **	21,817	21,573	21,646	22,212	22,007	22,487	21,778	21,863	22,431	22,874
Kindergarten / Live Birth	6.96%	7.48%	7.26%	7.45%	7.54%	7.71%	8.21%	7.76%	7.95%	8.15%
										7.65%
Kindergarten	1,518	1,613	1,572	1,654	1,660	1,734	1,789	1,696	1,783	1,865
Grade 1	1,781	1,730	1,804	1,761	1,825	1,846	1,916	1,959	1,903	2,047
Grade 2	1,818	1,799	1,744	1,834	1,755	1,881	1,860	1,901	2,020	1,936
Grade 3	1,777	1,882	1,818	1,760	1,863	1,792	1,870	1,853	1,934	2,036
Grade 4	1,838	1,807	1,871	1,870	1,781	1,868	1,776	1,857	1,901	1,937
Grade 5	1,983	1,823	1,807	1,873	1,871	1,775	1,810	1,753	1,854	1,897
Grade 6	1,845	1,956	1,833	1,838	1,866	1,872	1,726	1,825	1,738	1,838
Grade 7	1,808	1,812	1,919	1,857	1,829	1,828	1,818	1,692	1,805	1,726
Grade 8	1,839	1,813	1,813	1,917	1,886	1,807	1,806	1,811	1,673	1,819
Grade 9	1,843	1,850	1,803	1,822	1,889	1,860	1,765	1,755	1,782	1,660
Grade 10	1,975	1,846	1,841	1,802	1,889	1,887	1,824	1,763	1,739	1,780
Grade 11	1,866	1,890	1,801	1,812	1,700	1,853	1,856	1,811	1,728	1,742
Grade 12	1,703	1,855	1,849	1,831	1,900	1,799	1,881	1,890	1,909	1,802
Total Enrollment	23,594	23,676	23,475	23,631	23,714	23,802	23,697	23,566	23,769	24,085
Yearly Change		82	(201)	156	83	88	(105)	(131)	203	316

* October 1st Headcount

** Number indicates actual births 5 years prior to enrollment year.

Average increase in the number of students per year	**55**
Total increase for period	**491**
Percentage increase for period	**2%**
Average yearly increase	**0.23%**

Table 2

2009-2010 Inventory and Capacities of Existing Schools

*	Juanita Area	Address	Capacity (w/ portables)
25	Frost Elementary	11801 NE 140th	426
03	Juanita Elementary	9635 NE 132nd	299
04	Keller Elementary	13820 108th NE	473
26	Muir Elementary	14012 132nd NE	460
06	Discovery Community School	12801 84th NE	92
06	Sandburg Elementary	12801 84th NE	598
02	Thoreau Elementary	8224 NE 138th	414
63	Finn Hill Jr. High	8040 NE 132nd	558
60	Environmental & Adventure School	8040 NE 132nd	126
67	Kamiakin Jr. High	14111 132nd NE	726
82	Juanita High School	10601 NE 132nd	1,380
	Kirkland Area		
07	Bell Elementary	11212 NE 112th	414
96	Community School	11133 NE 65th	69
16	Franklin Elementary	12434 NE 60th	460
09	Kirk Elementary	1312 6th Street	472
10	Lakeview Elementary	10400 NE 68th	449
15	Rose Hill Elementary	8044 128th NE	415
18	Rush Elementary	6101 152nd NE	437
14	Twain Elementary	9525 130th NE	552
96	International Community School	11133 NE 65th	390
65	Kirkland Jr. High	430 18th Avenue	610
84	Northstar Jr. High	12033 NE 80th	105
69	Rose Hill Jr. High	13505 NE 75th	654
61	Stella Schola	13505 NE 75th	84
80	Best High School	10903 NE 53rd St	224
84	Lake Washington High	12033 NE 80th	1,380
	Redmond Area		
53	Alcott Elementary	4213 228th NE	598
19	Audubon Elementary	3045 180th NE	437
46	Dickinson Elementary	7040 208th NE	518
24	Einstein Elementary	18025 NE 116th	437
46	Explorer Community School	7040 208th NE	92
22	Mann Elementary	17001 NE 104th	391
23	Redmond Elementary	16800 NE 80th	438
21	Rockwell Elementary	11125 162nd NE	506
41	Rosa Parks Elementary	22845 NE Cedar Park Cresent Dr	575
32	Wilder Elementary	22130 NE 133rd	552
74	Evergreen Jr. High	6900 208th NE	864
71	Redmond Jr. High	10055 166th NE	908
85	Redmond High School	17272 NE 104th	1,431
	Sammamish Area		
54	Blackwell Elementary	3225 205th PL NE	552
52	Carson Elementary	1035 244th Ave NE	506
57	McAuliffe Elementary	23823 NE 22nd	644
58	Mead Elementary	1725 216th NE	587
56	Smith Elementary	23305 NE 14th	621
77	Inglewood Jr. High	24120 NE 8th	1,095
78	Renaissance Jr. High	400 228th NE	84
86	Eastlake High School	400 228TH NE	1,526

* Note: See Table 4a for District Map. Locations indicated by numbers stated in this column.

* Note: "Standard capacity" does not include capacity for special programs as identified in Section III

Inventory of Undeveloped Land

*Site # **	*Area*	*Address*	*Jurisdiction*	*Status*
	Juanita Area			
	None			
	Kirkland Area			
27	Elementary	10638 – 134th Ave. NE	Redmond	In reserve ***
	Redmond Area			
28	Elementary	172nd NE & NE 122nd	King County	In reserve ***
31	Elementary	Redmond Ridge East	King County	In reserve ***
33	Elementary	194th NE above NE 116th	King County	In reserve ***
59	Elementary	Main & 228th NE	Sammamish	In reserve ***
73	Undetermined	4213 – 228th NE	King County	In reserve ***
75	Undetermined	22000 Novelty Hill Road	King County	In reserve ***
90	Undetermined	NE 95th & 195th NE	King County	In reserve ***
91	Undetermined	NE 95th Street & 173rd Place NE	King County	In reserve ***
99	Bus Satellite	22821 Redmond-Fall City Road	King County	In reserve ***

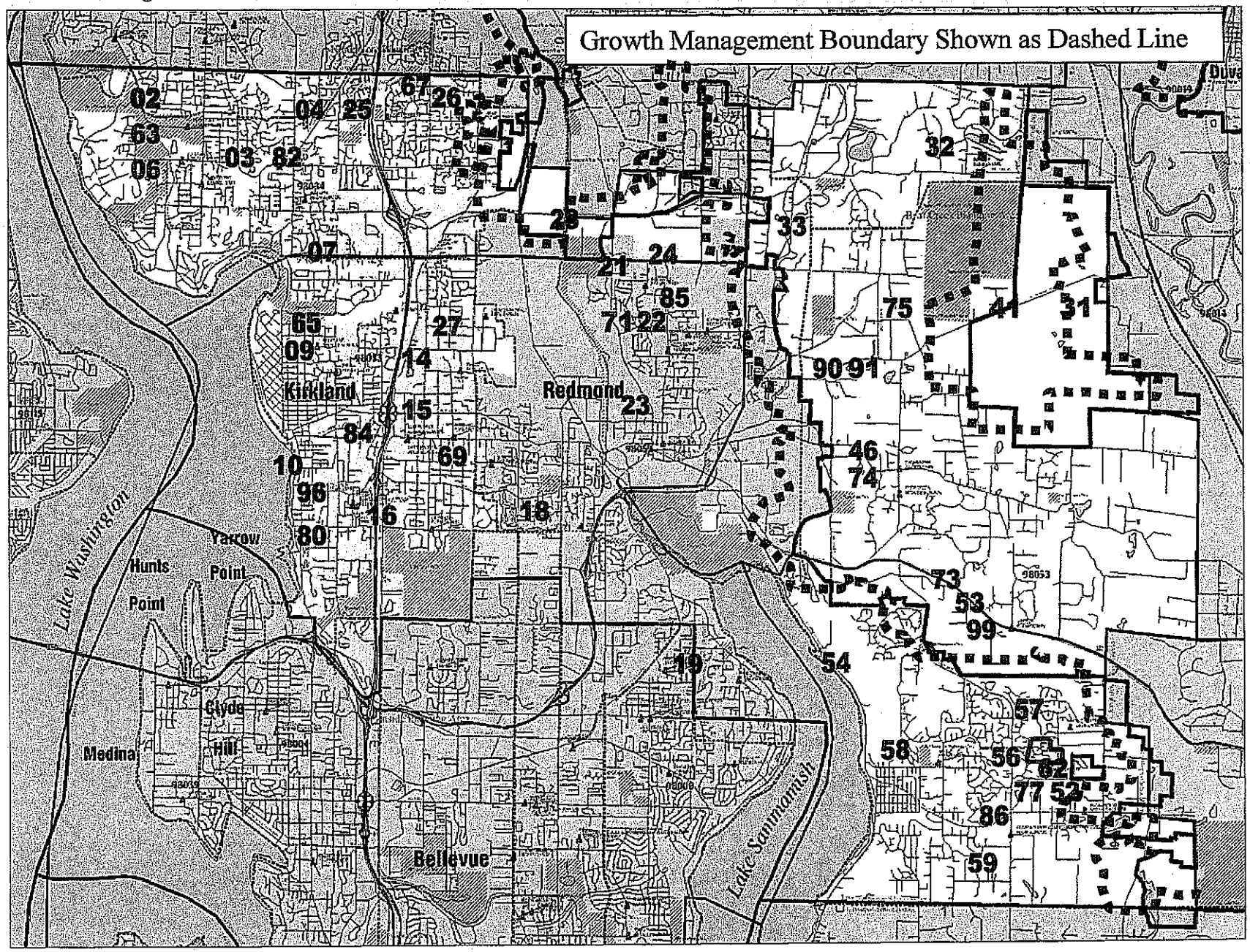
Footnotes

"*" = See Table 4a for a District map. Locations indicated by numbers stated in this column.

"***" = "In reserve" refers to sites owned by the District. While the District does not anticipate construction school facilities on these sites within these six years, they are being held for the District's long term needs.

Lake Washington School District

Capital Facility Plan 2010-2015



August 23, 2010

Table 4a

Projected Capacity to House Students

	2009	2010	2011	2012	2013	2014	2015
Permanent Capacity	22,566						
New Construction*:							
Redmond Ridge East Elementary #31							414
North Redmond Elementary #28							414
Modernization:							
Finn Hill Jr. #63			67				
Lake Washington High School #84			120				
Muir Elementary #26				(46)			
Rush Elementary #18					(23)		
Sandburg Elementary #06				(184)			
Rose Hill Jr. #69					146		
Keller Elementary #04				(59)			
Permanent Capacity Subtotal (Permanent + SS)	22,566	22,566	22,753	22,464	22,587	22,587	23,415
Total Enrollment	24,085	24,333	24,734	25,181	25,808	26,320	26,922
Permanent Surplus / (Deficit Capacity)	**(1,519)**	**(1,767)**	**(1,981)**	**(2,717)**	**(3,221)**	**(3,733)**	**(3,507)**
Transitional Capacity [Relocatables]	3,063	2,948	2,833	2,718	2,603	2,488	2,373
Change in number of Classrooms**	(5)	(5)	(5)	(5)	(5)	(5)	(5)
Total Surplus / Deficit Capacity	1,544	1,181	852	1	(618)	(1,245)	(1,134)
Total Permanent and Transitional Capacity	25,629	25,514	25,586	25,182	25,190	25,075	25,788

*New schools and additional permanent capacity through modernization.

**Note: Numbers of relocatables (portables) to be removed from capacity (decrease avg. of 23 students per portable).

Six-Year Finance Plan

		2010	2011	2012	2013	2014	2015	Total	Local	Est Secured State	Unsecured Local *
Site 84	Mod - Lake Washington High		88,878,000					88,878,000	82,580,833	6,297,167	
Site 63	Mod - Finn Hill Junior		53,600,000					53,600,000	50,600,000	3,000,000	
Site 26	Mod - Muir Elementary			27,825,000				27,825,000	26,025,000	1,800,000	
Site 06	Mod- Sandburg Elementary			30,555,000				30,555,000	28,755,000	1,800,000	
Site 04	Mod - Keller Elementary			29,242,500				29,242,500	27,442,500	1,800,000	
Site 18	Mod - Rush Elementary				31,920,000			31,920,000	30,120,000	1,800,000	
Site 69	Mod - Rose Hill Junior				69,195,000			69,195,000	65,195,000	4,000,000	
Site 96	Mod - ICS/Community				15,277,500			15,277,500	13,477,500	1,800,000	
Site 07	Mod - Bell Elementary				33,285,000			33,285,000	31,485,000	1,800,000	
Site 31	New - Redmond Ridge East El						30,532,868	30,532,868	0	0	30,532,868
Site 28	New - North Redmond El						31,282,868	31,282,868	0	0	31,282,868
	Portables	500,000						500,000	0	0	500,000
	Totals	$500,000	$142,478,000	$87,622,500	$149,677,500	$0	$61,815,736	$442,093,736	$355,680,833	$24,097,167	$62,315,736

* These are expected to be secured through Impact and Mitigation Fees. (Calculation of estimated impact fees are shown in Appendix B & C.)
** Monies for Redmond Ridge East & North Redmond El have not been secured, monies for all other projects have been secured

Note 1: Dollars are adjusted for expected inflation.
Note 2: Phase II school modernization (2006-2014) financing is based on a bond measure approved in February 2006.

Attachment 3

From: Kimball, Chip
Sent: Friday, December 11, 2009 9:17 AM
To: Dave Ramsay (DRamsay@ci.kirkland.wa.us)
Cc: jlauinger@ci.kirkland.wa.us; jmcbride@ci.kirkland.wa.us; dasher@ci.kirkland.wa.us; mburleigh@ci.kirkland.wa.us; jgreenway@ci.kirkland.wa.us; thodgson@ci.kirkland.wa.us; bsternoff@ci.kirkland.wa.us; citycouncil@ci.kirkland.wa.us
Subject: Impact Fee Request Withdrawal

To: Dave Ramsey, City Manager
Cc: Kirkland City Council

From: Dr. Chip Kimball, Superintendent, Lake Washington School District
Re: Impact Fee request

For many months the City of Kirkland has been contemplating whether to put in place a school impact fee ordinance to partially address the impact that new construction has on the local school system. This fee helps fund the construction required to house new students generated by these developments. This is a complex issue that must be addressed philosophically, practically, and politically.

The school district has made the argument philosophically that if a development has an impact on the school system, that purchasers of that development should bear the burden of a portion of that impact (calculated at 50% of impact). School impact fees are commonly practiced, including fees that are currently collected in Redmond, Sammamish, and King County. Recently the City of Kirkland postponed a decision on requested impact fees to conduct a public hearing on the issue.

When considering impact fees, there will always be a debate regarding the responsibility of the burden for new construction. Developers will argue that they cannot remain competitive with impact fees adding to the cost of their developments. It is understandable that they would work towards reducing their costs.

Citizens will argue that new development should pay for new costs and that the entire citizenry should not be held responsible for those impacts. There are other complexities related to impact fees, including equity among developers (small vs. large), the effort involved in SEPA appeals and the overall desire for high quality schools.

This is an interesting and complex debate. It is a debate that should be conducted so that all parties can actively participate and good information can be considered by the City. I am looking forward to participating in this debate and developing a reasonable and equitable solution.

But we are in an unique time in our community and our country. We are experiencing unprecedented economic challenges. Our businesses are struggling, there is fear of the unknown in our community and it is my belief that we need to do everything possible to help the economic recovery of our cities and our region. As a community leader, I am committed to helping do our part.

As a result, I am requesting a <u>withdrawal of the Lake Washington request for a school impact fee ordinance at this time.</u> While I believe that an ordinance should be considered, I believe it is in the best interest of the community at large to postpone this consideration until economic indicators are more

favorable. At that time, I believe the city will be better positioned to conduct this important community debate.

Thank you for your consideration.

_____
Dr. Chip Kimball, Superintendent
Lake Washington School District
(425) 702-3257
ckimball@lwsd.org
www.lwsd.org

Lake Washington School District No. 414

P.O. Box 97039
Redmond, WA 98073
425 702-3257
www.lwsd.org

DR. CHIP KIMBALL
Superintendent

JANENE FOGARD
Deputy Superintendent

BOARD OF DIRECTORS
Jackie Pendergrass, President
Ravi Shahani, Vice President
Nancy Bernard
Douglas Eglington
Christopher Carlson

September 8, 2010

The Honorable John Marchione
Mayor's Office, 4NEX
City of Redmond
PO Box 97010
Redmond, WA 98073-9710

RE: Request for Redmond City Council Action - School Impact Fees

Dear Mayor McBride:

The City of Redmond collects school impact fees on behalf of the Lake Washington School District. As you know, the City of Redmond Planning Commission and City Council began to review updated school impact fees in the fall of 2009. (The City has not updated its school impact fee rates since 2006.) That review was suspended at the request of the District in recognition of the then-existing economic circumstances. At this time, the District respectfully requests that the City renew its review of the update to the school impact fee rates.

The District recently updated its Capital Facilities Plan. The 2010 Plan contains the following school impact fee amounts: $6,250 for single family dwelling units and $1,732 for multi-family dwelling units. These amounts represent 50% of the calculated unfunded school capacity need related to students generated from new single family or multi-family dwelling units. Please note that the District's Capital Facilities Plan and fees are updated on an annual basis.

We look forward to working with the City of Redmond on this matter. Please let me know if we can provide additional information at this time.

Sincerely,

Chip Kimball
Superintendent

cc: Rob Odle, City of Redmond, Director of Planning & Community Development
Terry Marpert, City of Redmond, AICP, Principal Planner
Forrest Miller, LWSD Director of Facilities & Transportation
Denise Stiffarm, K&L Gates LLP

Council Meeting: 09/21/2010
Agenda: New Business
Item #: 11. b.

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

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: September 10, 2010

Subject: Planning Commission Member Request

RECOMMENDATION:

Council review Ms. Sutter's request and provide direction to staff.

BACKGROUND DISCUSSION:

Ms. Patti Sutter was appointed to the remainder of an unexpired term on the Planning Commission in September of last year. That term will expire at the end of March 2011. The Kirkland Municipal Code and Council's current rules of procedure include an eligibility requirement of City residency. Ms. Sutter has moved out of the Kirkland city limits, into the annexation area, which will become part of the City in June 2011.

Ms. Sutter asks whether Council can make an exception to the rules allowing her to remain on the Commission. Assuming Ms. Sutter would also intend to apply for reappointment at the end of the current term, this issue would arise again at that time. Accommodation of Ms. Sutter's request would require a revision to the Kirkland Municipal Code (KMC).

It is worth noting that when the City Council added representation by residents of the annexation area to the Planning Commission, there were more applicants than seats authorized. It is possible that if the Council proposes to change the Kirkland Municipal Code to allow Ms. Sutter to serve, that additional annexation area residents may request the opportunity to compete for this position.

Staff is seeking direction as to whether we should acknowledge Ms. Sutter's departure and commence a recruitment to fill the remainder of the term or prepare an ordinance to amend the KMC.

August 27, 2010
8808 128th Avenue NE
Kirkland, WA 98033

City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

Mayor McBride, Council Members,

I am sad to inform you that I will be moving from the City of Kirkland effective September 14, 2010. I understand that will make me ineligible to sit on the Planning Commission. I will be moving to the annexation area.

I was appointed to the Planning Commission on September 1, 2009 to fill an unexpired term ending on March 31, 2011. During this time I have come to have great respect for the work the Planning Commission does. I am continually amazed at the expertise of the Commission Members and the incredible work done by the City Staff.

Currently the Commission is involved in several major projects; The SMP Amendments for the Annexation Area, Houghton and Lakeview Neighborhood Plans, and Miscellaneous Zoning Code Amendments to name a few. If there is anyway possible to remain on the Planning Commission to complete my term and help provide for continuity of these projects I would be very honored to do so.

I look forward to your decision in this matter.

Respectfully,

Patti Sutter

Patti Sutter
206-915-9134

CC
Eric Shields
Paul Stewart
C. Ray Allshouse
City Clerk

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathi Anderson, City Clerk
Tracey Dunlap, Director, Finance and Administration
Robin Jenkinson, City Attorney

Date: September 10, 2010

Subject: Council Procedures – Board & Commission Appointment Process

RECOMMENDATION:

City Council considers amending the rules of procedure for board and commission appointments and provides direction to staff regarding any changes to the current practices or procedures.

BACKGROUND DISCUSSION:

The City Council earlier indicated an interest in revising the board and commission recruitment, interview and appointment process. Three issues cited in particular were a process for the selection of applicants to be interviewed when there is a large field of applicants, clarification of the maximum term length a member may serve, and criteria for considering removal of a member.

Current practice is for the full Council to interview all applicants. Council procedures also allow for the use of a screening process by the full Council in open meeting, or by a Council subcommittee appointed by the Mayor.

Term limitations have been set at "no… more than two full four-year terms" which in practice has been interpreted in two ways; either a member who is appointed to fill an unexpired term remainder is still eligible for two "full" terms, or a member cannot be reappointed to a term that will take him/her past the eight year total of two full terms. An unexpired term can range from nearly the full four years to less than six months. Council has indicated a desire to clarify this language.

Council does not specify in their procedures any process for removal of a member. However, there is a requirement for attendance at 80% of all meetings within a 12-month period which, if not met, would apparently be grounds for removal. There are also existing criteria set for considering re-appointments, which could also be used as standards to be met in considering a request for removal (see attachment).

Options

Council may continue their current recruitment process or, alternatively, Council may choose to discuss and vote in open meeting which applicants to interview from those who apply. Another option is to appoint a subcommittee to review all applications and recommend which, and how many, applicants to interview. This could be a standing subcommittee, or a new subcommittee chosen each time a new recruitment is needed. Council could also choose to amend their procedures to allow staff to screen applicants to be interviewed.

In regard to term limitations, Council may wish to amend their procedures to clarify the language in favor of one of the two recent interpretations, or some other option not yet brought forward.

Procedures could be amended to include more specific criteria for removal of a member, including lack of attendance, and a process for doing so. This might involve a formal vote or recommendation from the board for consideration by the City Council.

Based on direction from the Council, staff will prepare a resolution making appropriate edits to the Council Rules of Procedure for adoption at an upcoming Council meeting.

For your information, attached is a table of some local Cities' processes for applicant selection and section 5.1 from Council's current procedures.

City	Process
Auburn	No written process. Mayor makes appointments which are presented to Council for confirmation at regular meeting.
Bothell	Full Council interviews and makes appointments. Council has option to not interview and appoint after application review only, but has not utilized it.
Mountlake Terrace	Council subcommittee conducts interviews, full Council reviews recommendations in study session, followed by appointments in regular meeting.
Redmond	Staff reviews applications and makes interview recommendations to Mayor. Mayor, staff and board chair conduct interviews. Full Council interviews Mayor's recommended candidate(s), followed by appointments in regular meeting.
Shoreline	Council subcommittee interviews and makes recommendations for appointments by full Council.
Woodinville	Council subcommittee interviews and makes recommendations for appointments by full Council.

5.1 APPOINTMENT AND REAPPOINTMENT POLICY

It shall be the policy of the Kirkland City Council to make appointments to official advisory boards or commissions generally in accordance with the following:

Applicability/Definition
For the purposes of this policy, the term advisory board shall include the following appointed bodies:

Cultural Council
Design Review Board
Disability Board
Human Services Advisory Committee
Kirkland Senior Council
Library Board
Lodging Tax Advisory Council
Park Board
Planning Commission
Transportation Commission

Eligibility
Relatives or family members of Councilmembers will not be eligible to serve on City advisory boards. Members of the family of a City employee who works in a department, that provides staff assistance or support to an advisory board, shall not be eligible to serve on that board .

Non-Discrimination
The Council shall not discriminate on the basis of an applicant's race, ethnic background, creed, age*, sex, marital status, sexual orientation, or sensory or physical handicap in the making of appointments.

*City Council has made age a qualification for specific seats on certain advisory bodies.

Concurrent Offices
At no time shall any person serve concurrently as a member of more than one of the above listed City boards.

Terms
Appointments shall be made for four-year terms. Terms shall expire on the 31st of March of the applicable year. A member being appointed to fill a vacant position shall be appointed to fill the vacancy for the remainder of the unexpired term.

Term Limitations
No individual shall serve more than two full four-year terms as a member of a City of Kirkland appointed advisory board.

Attendance
Appointees shall attend 80% of all meetings in any 12-month period for which there is no prearranged absence, but in any case shall attend no less than 60% of all meetings unless waived by the City Council.

Appointment / Reappointment

An open competitive process will be used to fill vacancies. City Council will initiate an open and competitive application process and solicit applicants for the position(s). All advisory board members completing their term and who are interested in reappointment will be required to go through the open competitive process.

Application Process

Openings for advisory board positions shall be widely advertised in local newspapers, as well as other means available and appropriate for this purpose. If an incumbent is eligible to apply for reappointment, this information shall be included in the announcement. Applicants shall be required to complete a City application form provided for this purpose, and to submit a completed application by the specified recruitment deadline. Late applications will not be accepted; however, the City Council may choose to extend an application deadline, if necessary, to obtain a sufficient number of applicants for consideration. Copies of all applications will be provided to the City Council.

Criteria for Reappointment

Information will be sought from the Board/Committee Chairs and the City Manager (or appropriate staff) when considering reappointments. Reappointments are based on the following criteria:

Minimum performance - attendance, incumbent reads the materials, has a basic understanding of the issues and participates in discussion.

Performance - has well-thought-out arguments, logically presented, and is a good advocate. Shows ability to analyze complex issues and to judge issues on substantive grounds. Understands difference between quasi-judicial and legislative matters.

Personal relations - has good understanding of relative roles of Council, Commissioners and staff and is sensitive to staff's job. Is generally respectful of others' viewpoints. Is a good team player, shows willingness to compromise, work toward a solution, without sacrificing his/her own principles.

Growth/improvement - has shown personal and/or intellectual growth in the position. Has shown improved performance, has taken advantage of continuing education opportunities or other indicia of growth or improvement.

Public benefit - reappointment provides a benefit to the commission as a body; provides or enhances balance on the commission geographically and/or philosophically.

Appointment Process

Upon receipt of applications, the Council may choose to interview all applicants or in the event of a large number of applicants, use a screening process to reduce the number of candidates for interview. The Council may establish criteria for screening. Preliminary screening may be performed by the Council serving as a committee of-the-whole, or by a Council subcommittee appointed by the Mayor for this purpose. In the event a subcommittee is utilized to screen applicants, non-subcommittee Councilmembers will be invited to convey their comments and questions regarding the qualifications of the applicants to the screening committee.

Interviews of applicants shall be conducted in open session. The chairperson of the respective advisory board (or a representative) will also be invited to attend the interviews, and may participate in the process to the degree desired by the Council. Upon completion of the interviews, the Council will convene in executive session to discuss the qualifications of candidates, as provided for by law. The Council shall make its appointment in open session. Following appointment, the appointee, as well as all other candidates, will be notified in writing of the Council's decision.

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kari Page, Neighborhood Services Coordinator

Date: September 9, 2010

Subject: Norkirk Neighborhood Meetings with the City Council

RECOMMENDATION:

City Council will choose topics for their short introductory statements and finalize the meeting agenda for the upcoming meeting with the Norkirk Neighborhood.

BACKGROUND:

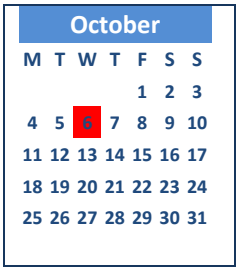
As part of the City Council's continuing effort to remain in touch with the interests and needs of the community, the Council will meet with the Norkirk Neighborhood on Wednesday, October 6, 2010 at Heritage Hall, 203 Market Street. The informal "casual conversations" will begin at 6:45 p.m. with the general meeting starting at 7:00 p.m. Staff will continue to structure the format of the meeting and invitations similar to the last City Council meeting with South Rose Hill/Bridle Trails (unless instructed by Council to change).

The agenda for the October 6 meeting is as follows:

6:45-7:00 p.m.	Informal Casual Conversations
7:00-7:05 p.m.	Welcome and Introduction - Mayor Joan McBride
7:05-7:10 p.m.	Comments from the Neighborhood Association Board
7:10-7:30 p.m.	Introductions from City Council members
7:30-8:45 p.m.	General Discussion and Questions from Audience
8:45 p.m.	Social Time

The schedule below outlines the timeline for receiving the questions and answers in advance of the meeting. If you have any suggestions or changes to this schedule, please let us know.

	Task	Date
	Council Meeting (finalize agenda)	September 21
	Residents Receive Mailing	September 13-19
	Directors Answer Questions	September 20-27
	City Council Receives Questions and Answers	September 30
	Meeting date	October 6



The Norkirk board provided the following list of topics they would like answered. These questions will be added to the list of questions and answers and be distributed at the meeting and posted online.

1. Provide an update on Parkplace and downtown developments.
2. Discuss neighborhood transportation issues, including walk routes, and sidewalk improvements. What improvements are planned? Can a 4-way stop and crosswalk be added to the intersection of 4th Street and 19th Avenue?
3. Provide an update on Eastside Rail Corridor. What can the average citizen do to make it happen?
4. Explain what the City is doing to stimulate economic development. What can the Council do to make Kirkland more inviting for family-friendly businesses?
5. Give an update and timeline on annexation.
6. Clarify if the City is considering an off leash dog park in Crestwoods Park?

If you have any questions, feel free to contact Kari Page, Neighborhood Outreach Coordinator at 425-587-3011 or kpage@ci.kirkland.wa.us.