
CITY OF KIRKLAND

CITY COUNCIL



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

Vision Statement

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

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AGENDA

KIRKLAND CITY COUNCIL MEETING

City Council Chamber
Tuesday, November 17, 2015
6:00 p.m. – Study Session
7:30 p.m. – Regular Meeting

COUNCIL AGENDA materials are available on the City of Kirkland website www.kirklandwa.gov. Information regarding specific agenda topics may also be obtained from the City Clerk's Office on the Friday preceding the Council meeting. You are encouraged to call the City Clerk's Office (425-587-3190) or the City Manager's Office (425-587-3001) if you have any questions concerning City Council meetings, City services, or other municipal matters. The City of Kirkland strives to accommodate people with disabilities. Please contact the City Clerk's Office at 425-587-3190. If you should experience difficulty hearing the proceedings, please bring this to the attention of the Council by raising your hand.

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

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

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

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*
 - a. 2015-2020 Capital Improvement Program
4. *EXECUTIVE SESSION*
 - a. To Review the Performance of a Public Employee
5. *HONORS AND PROCLAMATIONS*
6. *COMMUNICATIONS*
 - a. *Announcements*
 - b. *Items from the Audience*
 - c. *Petitions*
7. *SPECIAL PRESENTATIONS*
 - a. Rotary Club of Kirkland and Kirkland Parks Foundation Donations: Waverly Beach Park Community Picnic Shelter
 - b. Community Emergency Response Team (CERT) Winter 2015 Graduation #20

QUASI-JUDICIAL MATTERS

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

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

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

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

8. CONSENT CALENDAR

- a. Approval of Minutes:* (1) November 4, 2015
(2) November 4, 2015

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

c. General Correspondence

d. Claims

e. Award of Bids

- (1) Waverly Beach Park Renovation Phase 1 Project, Nordland Construction NW, Nordland, WA

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

h. Other Items of Business

- (1) Resolution R-5168, Adopting the 20-Year Forest and Natural Areas Restoration Plan.
- (2) Report on Procurement Activities

9. PUBLIC HEARINGS

a. Preliminary Property Tax Levies:

- (1) Resolution R-5167, Making a Declaration of Substantial Need for Purposes of Setting the Limit Factor for the Property Tax Levy for 2016
- (2) Ordinance O-4500, Establishing the Amount of Property Taxes to be Levied for the Year 2016, the Second Year of the City of Kirkland's 2015-2016 Fiscal Biennium.
- (3) Ordinance O-4501, Establishing the Amount of Property Taxes to be Levied for the Year 2016, to Pay the Fire District 41 Debt Service Assumed as a Result of Annexation of the North Juanita, Finn Hill, and Kingsgate Neighborhoods on June 1, 2011.

b. 2015-2016 Mid-Biennial Budget

10. UNFINISHED BUSINESS

- a. Resolution R-5169, Approving a City of Kirkland Legislative Agenda to be Addressed to the 2016 Session of the State Legislature.*

b. Impact Fee Update Adoption:

- (1) Ordinance O-4502 and its Summary, Relating to Transportation Impact Fees and Amending Chapter 27.04 of the Kirkland Municipal Code.
- (2) Ordinance O-4503 and its Summary, Relating to Park Impact Fees and Amending Chapter 27.06 of the Kirkland Municipal Code.
- (3) Ordinance O-4504, Relating to School Impact Fees and Amending Sections 27.08.030 and 27.08.150 of the Kirkland Municipal Code.

c. Resolution R-5170, Adopting an Updated Comprehensive Parks, Recreation, and Open Space Plan for the City of Kirkland.

d. Resolution R-5171, Adopting the Transportation Master Plan.

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

11. NEW BUSINESS

12. REPORTS

a. City Council Reports

- (1) Finance and Administration Committee
- (2) Legislative Committee
- (3) Planning, and Economic Development Committee
- (4) Public Safety Committee
- (5) Public Works, Parks and Human Services Committee
- (6) Tourism Development Committee
- (7) Regional Issues

b. City Manager Reports

- (1) Calendar Update

ITEMS FROM THE AUDIENCE

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

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Deputy City Manager
Tom Mikesell, Financial Planning Manager
Neil Kruse, Senior Financial Analyst

Date: November 5, 2015

Subject: 2015 to 2020 Capital Improvement Program

RECOMMENDATION:

City Council continues discussion and provides direction for finalizing the 2015-2020 Capital Improvement Program (CIP), which is scheduled to be adopted with the 2015-2016 Mid-Biennial Budget Adjustments at the December 8th City Council meeting.

BACKGROUND:

The Council was presented with the Preliminary 2015-2020 CIP at the July 21, 2015 and August 3, 2015 study sessions and held a public hearing on September 1, 2015. The following changes to the Preliminary 2015-2020 CIP include those identified by staff in the September memo and Council direction in that meeting. As discussed in the September memo, projects were analyzed and adjusted to align with the Transportation Master Plan (TMP), subarea plans, Capital Facilities Plan, and other efforts. Additional events have also resulted in changes, all of which are summarized as follows:

TRANSPORTATION

Previously Identified/Council Directed:

- **Finn Hill Emergency Vehicle Access Connection (ST 0086)** — Project has been moved from funded back to the unfunded list as called for in R-5163.
- **Cross Kirkland Corridor Connection – NE 52nd Street Sidewalk (NM 0007 000)** — Project was moved from unfunded to funded as a result of a grant award of \$1,036,900. Project name was changed to more accurately reflect the nature of the project and the cost was increased from \$1,086,000 to \$1,136,900 as a result of refined project estimates and to account for grant-ineligible expenses. Since the last meeting, a City match of \$100,000 has been identified and is recommended to be funded from REET 2 reserves.
- Juanita Drive Corridor projects were analyzed and re-structured to optimize external funding opportunities as follows:
 - **Juanita Drive Multi-Modal (On-Street) Improvements (NM 0112)** — Funded project re-numbered to NM 0090 001 to tie to other Juanita Drive projects; project amount remains \$500,000.
 - **Juanita Drive Bicycle & Pedestrian Improvements (NM 090 100)** — Unfunded project added (\$10,650,000).
 - **Juanita Drive Auto Improvements (ST 0089)** — Unfunded project added (\$6,600,000).
- **Rose Hill Pedestrian Path (NM 0116)**—Project added for acquisition/development of pedestrian path in the South Rose Hill neighborhood to improve connectivity up to maximum funding of \$100,000, funded from REET 1 Reserves.

Subsequent Changes:*Funded*

- **Annual Street Preservation Program One-time Project** (ST 0006 002) – Project for paving to complete the 85th Street Corridor projects increased from \$1,469,000 to \$1,622,000 per memo to Council on September 1st. Funding is \$1,122,000 from a federal grant and \$500,000 from the Street Preservation Program projects.
- **100th Avenue NE Roadway Improvements** (ST 0083 102) – Project cost increased from \$5,000,000 to \$10,485,000. The original budget was for phase 1 only. The full estimated project costs are being used to align with the Transportation Master Plan and the City's Capital Facilities Plan documents; external funding will be sought in conjunction with the completion of the project's design phase (ST 0083 101).
- **Citywide School Walk Route Enhancements** (NM 0087) – Added funding of \$500,000 from REET 1 Reserves in 2016 to prepare for responding to Lake Washington School District's recently completed new school walk route plan.
- **Sound Transit 3 Project Study** (PT 0001 100) – New project funded from REET 1 reserves as approved by City Council at the September 15th Council meeting to study the implications of proposed Sound Transit 3 projects in Kirkland, develop and analyze alternatives, and advance the City's interest with regard to Sound Transit 3 investments (\$250,000).

Unfunded

A substantial effort was undertaken after completion of the Transportation Master Plan (TMP) and impact fee rate study to align with the projects in the CIP and Capital Facilities Plan (CFP). The project changes summarized below reconcile the 20-year TMP project assumptions with the funded and unfunded CIP lists, excluding major unfunded projects that fall outside the 20-year period and would only be completed with substantial external revenue.

- **120th Avenue NE Roadway Improvements** (ST 0063) – Project scope reduced from 5-lane to 3-lane minimizing the need for property acquisition. Project cost reduced from \$8,988,500 to \$4,500,000 based on the modified scope.
- **NE 120th Street Roadway Improvements (West Section)** (ST 0072) – Project cost increased from \$5,870,000 to \$15,780,600 due to an enhanced scope consistent with the Cross Kirkland Corridor Master Plan and resultant updated cost estimate.
- **Crosswalk Upgrade Program** (NM 0012 999) – New unfunded project to provide crosswalk improvements such as pedestrian flashing beacons, improved lighting or traffic islands at uncontrolled crosswalks as well as improvements for pedestrian safety at signalized intersections (\$4,100,000).
- **CKC to Redmond Central Connector** (NM 0081) – Project description changed with a new scope to eliminate the need for property acquisition; project costs changed from \$3,656,000 to \$1,500,000 due to scope modification.
- **Cross Kirkland Roadway Crossings** (NM 0086 003) – New unfunded project for additional crossings for the Cross Kirkland Corridor (\$3,370,000).
- **City Greenway Network** (NM 113 999) – New unfunded projects for completion of the City Greenways Network (\$4,450,000).
- **On-Street Bicycle Network** (NM 8888 100) – New unfunded project to add and improve bicycle facilities (\$4,400,000).
- **Sidewalk Completion Project** (NM 9999 100) – New unfunded project to complete sidewalk improvements on one side of school walk routes, principal arterials and in top two categories of 10-minute neighborhoods. (\$6,096,800).
- **100th Avenue NE/NE 132nd Street Intersection Improvements** (TR 0083) – Project cost corrected from \$3,178,100 to \$3,201,000.

- **NE 124th St/124th Ave NE Intersection Improvements** (TR 0091) – Project cost decreased from \$3,503,300 to \$1,598,000. Original budget estimate included an assumption of specific improvements required of an active railroad crossing, i.e., Burlington Northern Railroad, which is no longer the case since the City has acquired the property as the CKC. In addition, project cost estimates were recently updated in conjunction with a grant application process.
- **NE 116th Street/124th Ave NE Northbound Dual Left Turn Lanes** (TR 0092) – Project cost reduced from \$1,717,000 to \$1,375,000 due to revised cost estimates in conjunction with a grant application process.
- **Kirkland ITS Implementation Phase II and Phase IIB** (TR 0111 001 and TR 0111 002) – Projects have been deleted as an outcome of consolidation efforts on all ITS (Intelligent Transportation System) projects as well as the awaiting of an outcome of a new ITS study set for 2017 (\$1,189,000 and \$2,644,000).
- **Slater Avenue NE (132nd Avenue NE)/NE 124th Street** (TR 0123) – New unfunded projects to improve level of service at this intersection (\$2,124,000).
- **116th Avenue NE/NE 124th Street Intersection Improvements** (TR 0124) – New unfunded projects to improve level of service at this intersection (\$1,081,000).
- **Intelligent Transportation System (ITS) Improvements Phase IV** (TR 0125) – New unfunded project as a placeholder for future ITS improvements that will be an outcome of the completion of an ITS Study in 2017 (\$2,620,000).

The preliminary CIP summarized CIP projects in three categories: funded in the first six years, unfunded within year 7-20 funding, and unfunded that would only occur with substantial new/external funding. The following projects fall outside the 20-year TMP window and are included in the third category:

- **132nd Avenue NE Roadway Improvements** (ST 0056) \$25,170,000
- **NE 130th Street Roadway Improvements** (ST 0062) \$10,000,000
- **124th Avenue NE Roadway Extension** (ST 0064) \$30,349,000
- **120th Avenue NE Roadway Extension** (ST 0073) \$16,392,000

As a result of aligning projects as mentioned earlier, two projects previously in the new/external funding category were moved to the unfunded within year 7-20 category:

- **124th Avenue NE Roadway Improvements** (ST 0059) \$10,000,000 and
- **Cross Kirkland Non-Motorized Improvements** (NM 0086) – Project cost was also reduced from \$80,400,000 to \$65,742,000 due to an assessment of overlap with other CKC-specific projects, such as the Cross Kirkland Roadway Crossings.

		6-Year Funded CIP	Unfunded Future City Revenues	Unfunded External/New Revenue	Total CIP
Preliminary 2015-2020 Transportation CIP Update		95,592,200	130,077,900	172,311,000	397,981,100
ST 0086	Finn Hill Emergency Vehicle Access Connection	(900,000)	900,000		-
NM 0007	Cross Kirkland Corridor Connection-NE 52nd Street Sidewalk	1,136,900	(1,086,000)		50,900
NM 0112 000	Juanita Drive Multi-Modal (On-Street) Improvements	(500,000)			(500,000)
NM 0090 001	Juanita Drive Multi-Modal (On-Street) Improvements	500,000			500,000
NM 0090 100	Juanita Drive Bicycle & Pedestrian Improvements		10,650,000		10,650,000
ST 0089	Juanita Drive Auto Improvements		6,600,000		6,600,000
NM 0116	Rose Hill Pedestrian Path	100,000			100,000
ST 0006 002	Annual Street Preservation Program One-time Project	153,000			153,000
ST 0083 102	100th Ave NE Roadway Improvements	5,485,000			5,485,000
NM 0087	Gtywide School Walk Route Enhancements	500,000			500,000
PT 0001 100	Sound Transit 3 Project Study	250,000			250,000
ST 0063	120th Avenue NE Roadway Improvements		(4,488,500)		(4,488,500)
ST 0072	NE 120th St Roadway Improvements (West Section)		9,910,600		9,910,600
NM 0012-999	Crosswalk Upgrade program		4,100,000		4,100,000
NM 0081	CKC to Redmond Central Connector		(2,156,000)		(2,156,000)
NM 0086 003	Cross Kirkland Corridor Roadway Crossings		3,370,000		3,370,000
NM 0113 999	Gtywide Greenway Network		4,450,000		4,450,000
NM 8888 100	On-street Bicycle Network		4,400,000		4,400,000
NM 9999 100	Sidewalk completion program		6,096,800		6,096,800
TR 0083	100th Ave NE/NE 132nd Street Intersection Improvements		22,900		22,900
TR 0091	NE 124th St/124th Ave NE Intersection Improvements		(1,905,300)		(1,905,300)
TR 0092	NE 116th St/124th Ave NE N-bound Dual Lft Turn Lanes		(342,000)		(342,000)
TR 0111 001	Kirkland ITS Implementation Phase II		(1,189,000)		(1,189,000)
TR 0111 002	Kirkland ITS Implementation Phase IIB		(2,644,000)		(2,644,000)
TR 0123	Slater Avenue NE (132nd Avenue NE)/NE 124th Street		2,124,000		2,124,000
TR 0124	116th Avenue NE/NE 124th Street Intersection Improvements		1,081,000		1,081,000
TR 0125	Kirkland ITS Implementation Phase 4		2,620,000		2,620,000
ST 0059	124th Avenue NE Roadway Improvements (North Section)		10,000,000	(10,000,000)	-
NM 0086	Cross Kirkland Corridor Non-Motorized Improvements		65,742,000	(80,400,000)	(14,658,000)
Subtotal Changes to Preliminary 2015-2020 Transportation CIP		6,724,900	118,256,500	(90,400,000)	34,581,400
Proposed 2015-2020 Transportation CIP		102,317,100	248,334,400	81,911,000	432,562,500

PARKS

Previously Identified/Council Directed:

- **Juanita Heights Park Expansion** (PK 00135 200) — Project was added for land acquisition adjacent to Juanita Heights Park, funded from REET 1 Reserves (\$200,000).
- **Dock Renovations** (PK 0125) — Project has been removed from the unfunded list since a similar project exists as PK 0133 100.
- **Dock & Shoreline Renovations** (PK 0133 100) — Funded project has been revised to include \$2 million of unfunded cost in future years based on the engineer's estimate of future dock renovation needs in the Parks, Recreation and Open Space Plan. In addition, \$75,000 from the funded 2015 project has been reallocated to fund dock repairs as part of the Waverly Beach Park Renovation (CPK 0087 100).

Subsequent Change:

Funded

- **Waverly Beach Park Renovation** (PK 0087 100) – Project cost increased from \$1,334,500 to \$1,557,015 as a result of recent bid results. Funded from shifting \$75,000 of Park Levy funding from Dock & Shoreline Renovations projects mentioned previously and use of \$38,500 from REET 1 reserves. Also includes funding adjustments in external donations (reduced by \$16,000), use of General Fund Park reserves (\$25,000), and as detailed in the funding request memo in the March 3, 2015 Council meeting, use of funding from Playground Replacement PK 066 project (\$100,000).
- **Peter Kirk Pool Liner Replacement** (PK 0123 100) – New funded project to replace pool liner, which is at the end of its useful life, funded from REET 1 reserves (\$125,000).

		6-Year Funded CIP	Unfunded Future City Revenues	Unfunded External/New Revenue	Total CIP
Preliminary 2015-2020 Parks CIP		21,441,500	58,825,000	67,000,000	147,266,500
PK 0135 200	Juanita Heights Park Expansion	200,000			200,000
PK 0125 000	Dock Renovations		(250,000)		(250,000)
PK 0133 100	Dock & Shoreline Renovations	(75,000)	2,000,000		1,925,000
PK 0087 100	Waverly Beach Park Renovations	222,515			222,515
PK 0123 100	Peter Kirk Pool Liner Replacement	125,000			125,000
Subtotal Changes to Preliminary 2015-2020 Parks CIP		472,515	1,750,000	-	2,222,515
Proposed 2015-2020 Parks CIP		21,914,015	60,575,000	67,000,000	149,489,015

PUBLIC SAFETY

Previously Identified/Council Directed:

- **Emergency Generators** (PS 0080) — One generator per biennium for a total of 3 in the 6-year CIP have been added at a total cost of \$180,000 funded by General Fund contributions.

Stocking containers at two Community Points of Distributions (CPOD) per year is presented as a mid-biennial budget adjustment in the General Fund operating budget.

Subsequent Changes:

Funded

- **Power Cots** (PS 0078) – Project cost increased from \$71,400 to \$234,300 due to adjusting the number purchased from two to six in order to equip all of the City's front line aid cars. Added funding from King County EMS Levy of \$95,800 which has recently become available and the balance from the Fire Equipment Sinking Fund Reserve.
- **Fire Strategic Plan Implementation Station Improvements** was changed to **Fire Station 27 Property Acquisition** (PS 3003) – Project cost was increased from \$1,013,000 to \$2,500,000 to allow purchase of property for new station 27 as called for in R-5163. Additional project funding is a combination of repurposing funding from moving the Finn Hill Emergency Vehicle Access project (CST 0086) to unfunded (\$900,000) and recommendation of additional use of REET 1 reserves (\$772,153) as a net amount to re-balance fire station projects. Final property acquisition costs may be higher or lower than this amount depending on which final properties are identified.

FACILITIES

Previously Identified/Council Directed:

- **City Hall Renovations** (GG 0035 100) — Project cost increased by \$750,000 for seismic improvements, funded from increasing the planned debt issuance as approved by Council at the September 1st meeting.
- **City Hall South Lot parking facility** – (TR-0118) – Council previously allocated \$600,000 for "general parking lot improvements", particularly at the South Lot of City Hall. Final estimates for the cost of developing the South Lot were not available at the time this memo was drafted but will be available at the November 17 Council meeting.

Subsequent Changes:

Funded

- **Facilities Life Cycle Projects** (GG 008, 09, 10, 12) – Net reduction of \$95,400 is a housekeeping adjustment to reflect actual planned 2015 life cycle projects.
- **City Hall Furnishings** project numbering revised from GG 0035 101 to GG 035 201 to align with revised project phasing plan.
- The following projects that relate to the City Hall Renovation, and are separately funded as discussed in previous City Hall briefings, have been added:

- **Council Chamber/Lobby Furnishings** (GG 035 202) – Project added to purchase furnishings for the Council Chamber, lobby and Customer Service area funded from Facilities reserves (\$180,000).
- **City Hall Lower Level Demolition** (GG 0035 300) – Project added for demolition work performed under a job order contract (JOC) in the former Police Department area on the lower level of City Hall funded from Facilities rental property reserves (\$68,000).

*TECHNOLOGY***Subsequent Change:***Unfunded*

- **Business Intelligence/Standard Reporting Tool** (IT 0602) – Project cost increased from \$78,400 to \$132,200 based on revised cost estimates.

		6-Year Funded CIP	Unfunded Future City Revenues	Unfunded External/New Revenue	Total CIP
Preliminary 2015-2020 Public Safety, IT & General Gov't CIP		32,123,400	2,554,000	42,693,700	77,371,100
PS 0080	Emergency Generators	180,000			180,000
PS 0078	Power Cots	162,900			162,900
PS 3003	Fire Strategic Plan Implementation Station Improvements	(1,013,000)			(1,013,000)
PS 3003	Fire Station 27 Property Acquisition	2,500,000			2,500,000
GG 0035 100	City Hall Renovations	750,000			750,000
GG 0008	Electrical, Energy Management & Lighting Systems	(11,600)			(11,600)
GG 0009	Mechanical/HVAC Systems Replacements	(37,000)			(37,000)
GG 0010	Painting, Ceilings, Partition & Window Replacements	(26,500)			(26,500)
GG 0012	Flooring Replacements	(20,300)			(20,300)
GG 0035 202	Council Chamber/Lobby Furnishings	180,000			180,000
GG 0035 300	City Hall Lower Level Demolition	68,000			68,000
IT 0602	Business Intelligence/Standard Reporting Tool		53,800		53,800
total Changes to Preliminary 2015-2020 Public Safety, IT & General Gov't CIP		2,732,500	53,800	-	2,786,300
Proposed 2015-2020 Public Safety, IT & General Gov't CIP		34,855,900	2,607,800	42,693,700	80,157,400

The following changes to utility projects were identified since the last meeting:

SURFACE WATER

Staff is currently reconciling the projects in the proposed CIP with those in the Surface Water Master Plan; recommended shifts in project amounts and/or timing will be brought forward during the review of the CIP in 2016.

Unfunded

- **132nd Square Park Stormwater Retrofit** (SD 0107) – New project to provide water quality treatment, flow control and infiltration at 132nd Square Park (\$4,510,000). This project will implement one of the two projects identified in the Totem Lake/Juanita Creek Basin Stormwater Retrofit Conceptual Design. A grant application has been submitted, but results won't be known until next spring. This project will be coordinated with a park project for field renovations (PK 0134).

		6-Year Funded CIP	Unfunded CIP	Total CIP
Adopted 2015-2020 Surface Water Preliminary CIP		13,600,900	17,257,000	30,857,900
SD 0107	132nd Square Park Stormwater Retrofit		4,510,000	4,510,000
Subtotal Changes to Preliminary 2015-2020 Surface Water CIP		-	4,510,000	4,510,000
Proposed 2015-2020 Surface Water CIP		13,600,900	21,767,000	35,367,900

*WATER/SEWER**Funded*

- **Kirkland Way Watermain Replacement** (WA 0161) – Project cost increased from \$310,000 to \$400,000 due to revised estimates.

- **2nd Street South Watermain Replacement (WA 0163)** – New project to replace approximately 400 feet of pipe (\$290,000). The project will be designed and constructed in tandem with an ongoing (2015) sewermain replacement project occurring in the same street.
- **Annual Watermain Replacement Program (WA 8888)** – Annual placeholder program budget adjusted from \$549,400 to \$359,400 to balance 6-year CIP program with projected revenues.
- **Annual Water Pump Station/System Upgrade Program (WA 9999)** – Annual placeholder program budget adjusted from \$549,400 to \$359,400 to balance 6-year CIP program with projected revenues.

		6-Year Funded CIP	Unfunded Future City Revenues	Unfunded External/New Revenue	Total CIP
Preliminary 2015-2020 Water/Sewer CIP		32,924,600	42,780,000	21,681,000	97,385,600
WA 0161	Kirkland Way Watermain Replacement	90,000			90,000
WA 0163	2nd Street South Watermain Replacement	290,000			290,000
WA 8888	Annual Watermain Replacement Program	(190,000)	190,000		-
WA 9999	Annual Water Pump Station/System Upgrade Pgm	(190,000)	190,000		-
Subtotal Changes to Preliminary 2015-2020 Water/Sewer CIP		-	380,000	-	380,000
Proposed 2015-2020 Water/Sewer CIP		32,924,600	43,160,000	21,681,000	97,765,600

Funding Change Summary

The preliminary CIP identified REET reserves that were un-programmed and available toward additional projects. Since that time, REET revenues in 2015 have come in higher than budget due to the strong real estate market. The table below summarizes the proposed additional uses of these revenues in the final CIP.

2015-2020 CIP Funding Additions

REET 1 Reserves		
Unprogrammed Resources Identified in Preliminary CIP		4,872,384
Additional 2015 Revenue Estimated		1,789,500
Subsequent Uses		
PT 0001 100	Sound Transit 3 Project Study	250,000
NM 0087	Citywide School Walk Route Enhancements	500,000
NM 0116	Rose Hill Pedestrian Path	100,000
PK 0087 100	Waverly Beach Park Renovations	38,515
PK 0123 100	Peter Kirk Pool Liner Replacement	125,000
PK 0135 200	Juanita Heights Park Property Acquisition	200,000
PS 3003	Fire Station 27 Property Acquisition	772,153
Subtotal Additional REET 1 Reserves Use		1,985,668
Revised REET 1 Reserve Balance		4,676,216
REET 2 Reserves		
Unprogrammed Resources Identified in Preliminary CIP		-
Additional 2015 Revenue Estimated		1,789,500
Subsequent Uses		
NM 0073	JFK Non-motorized Program (2013-14 CIP)	30,000
NM 0007	Cross Kirkland Corridor Connection-NE 52nd St Sidewalk	100,000
NM 0087	Citywide School Walk Route Enhancements	500,000
Subtotal REET 2 Reserves Use		630,000
Revised REET 2 Reserve Balance		1,159,500

The revised category balances are recommended to remain in the REET reserve balance to be available for future projects, especially those related to public safety, when the CIP is updated in the spring of 2016.

Summary/Next Steps

The overall funded CIP total is \$205,612,515 for the six-year period. A summary of the proposed CIP reflecting the changes detailed in this memo is included as Attachment A. Unless otherwise directed, this reflects the Final 2015-2020 CIP that will be brought forward at the December 8th City Council meeting for adoption. The Council will also adopt the Capital Facilities Plan and Comprehensive Plan at this meeting.

Proposed 2015-2020 Capital Improvement Program

	6-year Funded CIP	Unfunded Future City Revenues	External/New Revenues	Total CIP
Transportation	102,317,100	248,334,400	81,911,000	432,562,500
Parks	21,914,015	60,575,000	67,000,000	149,489,015
Public Safety	10,902,600	369,100	42,693,700	53,965,400
General Government				
Technology	7,765,700	2,238,700	-	10,004,400
Facilities	16,187,600	-	-	16,187,600
Subtotal	159,087,015	311,517,200	191,604,700	662,208,915
Surface Water Mgmt	13,600,900	21,767,000	-	35,367,900
Water/Sewer	32,924,600	43,160,000	21,681,000	97,765,600
Utilities Subtotal	46,525,500	64,927,000	21,681,000	133,133,500
Grand Total Proposed CIP	205,612,515	376,444,200	213,285,700	795,342,415
Preliminary CIP	195,682,600	251,493,900	303,685,700	750,862,200
Difference	9,929,915	124,950,300	(90,400,000)	44,480,215

Unfunded Projects Requiring Debt or External Financing Contributions		
Transportation		
ST 0056	132nd Avenue NE Roadway Improvements	25,170,000
ST 0062	NE 130th Street Roadway Improvements	10,000,000
ST 0064	124th Avenue NE Roadway Extension	30,349,000
ST 0073	120th Avenue NE Roadway Extension	16,392,000
	Transportation Subtotal	81,911,000
Public Safety		
PS 3002-3007	Fire Station Modernization Projects	42,693,700
	Public Safety Subtotal	42,693,700
Parks		
PK 0122 100	Community Recreation Facility Construction	67,000,000
	Parks Subtotal	67,000,000
Utilities		
SS 0077	West Of Market Sewermain Replacement	21,681,000
	Utilities Subtotal	21,681,000
Total All Programs		213,285,700

An update to the "Suggest A Project" program is included as Attachment B.

TRANSPORTATION PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 Total	Funding Sources						
										Current Revenue	Street Levy	Impact Fees	Walkable Kirkland	Reserve	External/Pending Source	
ST 0006	Annual Street Preservation Program		1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	10,500,000	10,444,000					56,000	
ST 0006 002	Annual Street Preservation Program-One-time Project	200,500	1,421,500						1,421,500						500,000	921,500
ST 0006 003	Street Levy Street Preservation		2,300,000	2,300,000	2,326,000	2,352,000	2,379,000	2,406,000	14,063,000		14,063,000					
ST 0070+#	120th Ave NE/Totem Lake Plaza Roadway Improvements			3,000,000					3,000,000							3,000,000
ST 0080	Annual Striping Program		350,000	400,000	400,000	500,000	500,000	500,000	2,650,000	2,650,000						
ST 0083 101	100th Avenue NE Roadway Design		1,065,200	2,144,000					3,209,200	45,000			544,200			2,620,000
ST 0083 102	100th Avenue NE Roadway Improvements						5,000,000	5,485,000	10,485,000	607,000			1,375,000	80,000	56,000	8,367,000
ST 0087	6th Street South Corridor Study		150,000						150,000	150,000						
ST 0088	Arterial Streetlight LED Conversion			900,000					900,000						900,000	
ST 9999	Regional Inter-Agency Coordination		82,000	82,000	82,000	82,000	82,000	82,000	492,000	492,000						
NM 0006 100	Street Levy-Safe School Walk Routes		150,000						150,000		150,000					
NM 0006 200	Street Levy-Pedestrian Safety		150,000	150,000	150,000	150,000	150,000	150,000	900,000		900,000					
NM 0006 201	Neighborhood Safety Program Improvements		200,000	200,000	200,000	200,000	200,000	200,000	1,200,000				1,200,000			
NM 0007+	Cross Kirkland Corridor Connection-NE 52nd Street Sidewalk			682,000	454,900				1,136,900						100,000	1,036,900
NM 0012	Crosswalk Upgrade Program		70,000				50,000	50,000	170,000	170,000						
NM 0012 001	NE 116th Street Crosswalk Upgrade				200,000	230,000			430,000	394,000				36,000		
NM 0012 002	NE 124th Street Crosswalk Upgrade			80,000					80,000	-					80,000	
NM 0012 003	132nd Avenue NE Crosswalk Upgrade					250,000			250,000	250,000						
NM 0024 301	King County Eastside Rail Acquisition in North Kirkland					300,000	300,000		600,000	600,000						
NM 0057	Annual Sidewalk Maintenance Program		200,000	200,000			200,000	200,000	800,000	732,600					67,400	
NM 0084	South Kirkland TOD/CKC Multi-Modal Connection	246,000	2,021,400	132,600					2,154,000	25,400					924,600	1,204,000
NM 0086 001	NE 124th St/124th Ave NE Pedestrian Bridge Design			750,000	750,000				1,500,000	575,000			741,100	90,800	93,100	
NM 0086 002	NE 124th St/124th Ave NE Pedestrian Bridge Construction			4,060,000	7,300,000	7,300,000			11,360,000	826,000			3,276,800			7,257,200
NM 0087+	Citywide School Walk Route Enhancements			1,000,000	864,200	869,000	450,000	400,000	3,583,200	363,000	450,000		348,200	1,572,000		850,000
NM 0087 001	North Kirkland/JFK School Walk Route Enhancements						500,000	500,000	1,000,000	14,600	300,000		100,000			585,400
NM 0089+	Lake Front Pedestrian and Bicycle Improvements		106,400	893,600					1,000,000				11,000			989,000
NM 0090+	Juanita Drive 'Quick Wins'		200,800	485,800	663,400				1,350,000				62,600			1,287,400
NM 0090 001+	Juanita Drive Multi-Modal (On-Street) Improvements							500,000	500,000	75,000					200,000	
NM 0092	Active Transportation Plan Update				75,000				75,000	75,000						
NM 0095	124th Avenue NE Sidewalk Improvements			420,000	630,000				1,050,000	578,600		41,800	200,000		229,600	
NM 0098	Kirkland Way Sidewalk Improvements					2,120,000			2,120,000	420,000					500,800	1,199,200
NM 0109	Citywide Trail Connections (Non-CKC)							275,000	275,000				275,000			
NM 0109 001	Finn Hill Connections					250,000			250,000				125,000			
NM 0109 002	Lake Front Promenade Design Study							75,000	75,000	75,000						
NM 0110	Citywide Accessibility Transition Plan			50,000					50,000						50,000	
NM 0110 001	Citywide Accessibility Improvements					100,000	100,000	100,000	300,000	100,000			100,000	100,000		
NM 0113	Citywide Greenways Networks							250,000	250,000	-		125,000	-	125,000		
NM 0113 001	Citywide Greenways Network Project-NE 75th Street			250,000	250,000				500,000	50,000		407,500	-	42,500		
NM 0113 002	Citywide Greenways Network Project-128th Avenue NE					400,000	400,000		800,000	182,000		70,000		98,000		450,000
NM 0114	CKC Bridge Connecting to Houghton Shopping Center		175,000						175,000						175,000	
NM 0115	CKC Emergent Projects Opportunity Fund			100,000					100,000						100,000	
NM 0116	Rose Hill Pedestrian Path		100,000						100,000						100,000	
PT 0001 000	Citywide Transit Study		-		300,000				300,000	150,000		150,000			-	
PT 0001 100	Sound Transit 3 Project Study		250,000						250,000	-					250,000	
TR 0079 001#	NE 85th St/114th Ave Intersection Improvements Phase II				1,800,000				1,800,000	-					-	1,800,000
TR 0082+#	Central Way/Park Place Center Traffic Signal				200,000				200,000	-					-	200,000
TR 0099+#	120th Ave/Totem Lake Way Intersection Improvements			2,845,500					2,845,500	-					-	2,845,500
TR 0100 100+#	6th Street & Central Way Intersection Improvements Phase 2				1,866,800				1,866,800	-					-	1,866,800
TR 0103+#	Central Way/4th Street Intersection Improvements				31,000				31,000	-					-	31,000
TR 0104+#	6th Street/4th Ave Intersection Improvements				580,000				580,000	-					-	580,000
TR 0105+#	Central Way/5th Street Intersection Improvements				564,000				564,000	-					-	564,000
TR 0109+#	Totem Lake Plaza/Totem Lake Blvd Intersection Imprv.			1,500,000					1,500,000	-					-	1,500,000
TR 0110+#	Totem Lake Plaza/120th Ave NE Intersection Imprv.			1,500,000					1,500,000	-					-	1,500,000
TR 0116	Annual Signal Maintenance Program			150,000	150,000	150,000	200,000	200,000	850,000	200,000					650,000	
TR 0117	Citywide Traffic Management Safety Improvements				100,000	100,000	100,000	100,000	400,000	-					400,000	
TR 0117 001	Flashing Yellow Signal Head Safety Improvements			50,000					50,000	-					50,000	
TR 0117 002	Vision Zero Safety Improvement			50,000	50,000	50,000	50,000	50,000	250,000	50,000					200,000	
TR 0117 003	Neighborhood Traffic Control			50,000		50,000		50,000	150,000	34,000					116,000	
TR 0118	General Parking Lot Improvements			500,000	100,000				600,000	-					600,000	
TR 0119	Kirkland Citywide Intelligent Transportation System Study				75,000				75,000	35,000					40,000	
TR 0120	Kirkland Intelligent Transportation System Phase 3					450,000	450,000	450,000	1,350,000	81,400			50,000	85,000		1,133,600
TR 0122	Totem Lake Intersection Improvements			6,000,000					6,000,000	-		3,000,000				3,000,000
Total Funded Transportation Projects			446,500	10,742,300	28,615,500	18,672,300	17,653,000	12,861,000	13,773,000	102,317,100	20,444,600	15,863,000	10,360,000	2,400,000	8,461,000	44,788,500

Notes
Italics = Modification in timing and/or cost (see Project Modification/Deletion Schedule for more detail)
Bold = New projects
 += Moved from unfunded status to funded status
 -= Moved from funded status to unfunded status
 # = Projects to be funded with development-related revenues

TRANSPORTATION PROJECTS

Unfunded Projects in the Transportation Master Plan:

Project Number	Project Title	Total
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 0063	120th Avenue NE Roadway Improvements	4,500,000
ST 0072	NE 120th Street Roadway Improvements (West Section)	15,780,600
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
ST 0081	Totem Lake Area Development Opportunity Program	500,000
ST 0086	Finn Hill Emergency Vehicle Access Connection	900,000
ST 0089	Juanita Drive Auto Improvements	6,600,000
NM 0001	116th Ave NE (So. Sect.) Non-Motorz'd Facil-Phase II	3,378,000
NM 0012 999	Crosswalk Upgrade Program	4,100,000
NM 0024 201	Cross Kirkland Corridor Opportunity Fund	500,000
<i>NM 0026</i>	<i>NE 90th Street Sidewalk (Phase II)</i>	<i>706,200</i>
NM 0030	NE 90th Street/I-405 Pedestrian/Bicycle Overpass	3,740,700
NM 0031	Crestwoods Park/CKC Corridor Ped/Bike Facility	2,505,000
NM 0032	93rd Avenue Sidewalk	1,047,900
NM 0036	NE 100th Street Bike lane	1,644,300
NM 0037	130th Avenue NE Sidewalk	833,600
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)	840,000
<i>NM 0048</i>	<i>NE 60th Street Sidewalk</i>	<i>500,000</i>
NM 0049	112th Ave NE Sidewalk	527,600
NM 0050	NE 80th Street Sidewalk	859,700
NM 0054	13th Avenue Sidewalk	446,700
NM 0055	122nd Ave NE Sidewalk	866,700
NM 0058	111th Avenue Non-Motorized/Emergency Access Connection	2,000,000
NM 0061	NE 104th Street Sidewalk	1,085,000
NM 0062	19th Avenue Sidewalk	814,200
NM 0063	Kirkland Way Sidewalk	414,500
NM 0071	NE 132nd Street Sidewalk Improvement	363,000
<i>NM 0072</i>	<i>NE 132nd Street Sidewalk at Finn Hill Middle School</i>	<i>840,000</i>
NM 0074	90th Ave NE Sidewalk	353,400
NM 0075	84th Ave NE Sidewalk	4,052,800
NM 0076	NE 140th St Sidewalk - Muir Elem Walk Rt Enhan. Phase 1	1,131,000
NM 0077	NE 140th St Sidewalk - Keller Elem Walk Rt Enhan. - N	1,185,000
NM 0078	NE 140th St Sidewalk - Keller Elem Walk Rt Enhan. - S	747,000
NM 0079	NE 140th St Sidewalk - Muir Elem Walk Rt Enhan. Phase 2	648,000
NM 0080	Juanita-Kingsgate Pedestrian Bridge at I-405	4,500,000
<i>NM 0081</i>	<i>CKC to Redmond Central Connector</i>	<i>1,500,000</i>
<i>NM 0086</i>	<i>Cross Kirkland Corridor Non-motorized Improvements</i>	<i>65,742,000</i>
NM 0086-003	CKC Roadway Crossings	3,370,000
<i>NM 0088</i>	<i>NE 124th Street Sidewalk</i>	<i>376,000</i>
NM 0090-100	Juanita Drive Bicycle and Pedestrian Improvements	10,650,000
NM 0097	132nd NE Sidewalk	732,000
NM 0101	7th Avenue Sidewalk	208,000
NM 0102	NE 120th Street Sidewalk	548,000
NM 0103	120th Avenue NE Sidewalk	556,000
NM 0104	NE 122nd Place/NE 123rd Street Sidewalk	1,294,000
NM 0105	120th Avenue NE Sidewalk	812,000
NM 0106	Citywide CKC Connection	360,000
NM 0107	CKC to Downtown Surface Connection	2,000,000
NM 0113 999	Citywide Greenway Network	4,450,000
NM 8888 100	On-street Bicycle Network	4,400,000
NM 9999 100	Sidewalk completion program	6,096,800
Subtotal Unfunded ST and NM Projects		203,972,400

Project Number	Project Title	Total
PT 0002	Public Transit Speed and Reliability Improvements	500,000
PT 0003	Public Transit Passenger Environment Improvements	500,000
TR 0067	Kirkland Way/CKC Bridge Abutment/Intersection Imprv	6,917,000
<i>TR 0083"</i>	<i>100th Ave NE/NE 132nd Street Intersection Improvements</i>	<i>3,201,000</i>
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 0090 [#]	Lake Washington Blvd/NE 38th Place Intersection Imp	500,000
TR 0091	NE 124th St/124th Ave NE Intersection Improvements	1,598,000
TR 0092	NE 116th St/124th Ave NE N-bound Dual Lft Turn Lanes	1,375,000
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 0106 [#]	6th Street/7th Avenue Intersection Improvements	89,400
TR 0108 [#]	NE 85th Street/124th Ave NE Intersection Improvements	889,000
TR 0114	Slater Avenue NE Traffic Calming - Phase I	247,000
TR 0123	Slater Avenue NE (132nd Avenue NE)/NE 124th Street	2,124,000
TR 0124	116th Avenue NE/NE 124th Street Intersection Improvements	1,081,000
TR 0125	Kirkland ITS Implementation Phase 4	2,620,000
Subtotal Unfunded PT/TR Projects		44,362,000
Total Unfunded Transportation Master Plan (ST, NM, TR, and PT) Projects		248,334,400

Unfunded Projects Outside of the Transportation Master Plan:

Project Number	Project Title	Total
ST 0056	132nd Avenue NE Roadway Improvements	25,170,000
ST 0062	NE 130th Street Roadway Improvements	10,000,000
ST 0064	124th Avenue NE Roadway Extension	30,349,000
ST 0073	120th Avenue NE Roadway Extension	16,392,000
Subtotal Unfunded Transportation Projects Outside of Master Plan		81,911,000
Total Unfunded Transportation Projects		330,245,400

Notes*Italics = Modification in timing and/or cost***Bold = New projects**

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" = Moved from funded status to unfunded status

= Projects to be funded with development-related revenues

2015-2020 Preliminary Capital Improvement Program

SURFACE WATER MANAGEMENT UTILITY PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 Total	Funding Source			
										Current Revenue	Reserve	Debt	External Source
<i>SD 0047</i>	<i>Annual Replacement of Aging/Failing Infrastructure</i>		200,000		200,000	200,000	200,000	200,000	1,000,000	1,000,000			
<i>SD 0048</i>	<i>Cochran Springs / Lake Washington Blvd Crossing Enh.</i>	520,000	971,500	478,500					1,450,000	1,450,000			
<i>SD 0049+</i>	<i>Forbes Creek/108th Ave NE Fish Passage Imp</i>						230,400	179,600	410,000	410,000			
<i>SD 0063+</i>	<i>Everest Creek - Slater Ave at Alexander St</i>							360,000	360,000	360,000			
<i>SD 0067</i>	<i>NE 129th Place/Juanita Creek Rockery Repair</i>	115,500	370,000						370,000	132,100			237,900
<i>SD 0076</i>	<i>NE 141st Street/111th Avenue NE Culvert Repair</i>	181,500		76,100	683,900				760,000	760,000			
<i>SD 0077</i>	<i>Goat Hill Storm Drainage Repair</i>	153,700	168,000	672,000					840,000	840,000			
<i>SD 0078</i>	<i>Billy Creek Ravine Stabilization Phase II</i>	87,600	43,000	187,000					230,000	230,000			
<i>SD 0081</i>	<i>Neighborhood Drainage Assistance Program (NDA)</i>		50,000		50,000		50,000		150,000		150,000		
<i>SD 0084+</i>	<i>Market St, Central to 12th Ave</i>						224,000	696,000	920,000	920,000			
SD 0086	99th Place NE Stormwater Pipe Replacement		390,000						390,000	2,000	388,000		
SD 0087	Silver Spurs Flood Reduction				70,000				70,000	70,000			
SD 0088	Comfort Inn Pond Modifications			407,000	240,000				647,000	310,000			337,000
SD 0089	NE 142nd Street Surface Water Drainage Improvements				160,000				160,000	160,000			
SD 0090	Goat Hill Drainage Ditch and Channel Stabilization					320,000			320,000	320,000			
SD 0091	Holmes Point Drive Pipe Replacement		40,000	260,400	199,600				500,000	500,000			
SD 0092	Juanita Creek Culvert				140,600	519,400			660,000	660,000			
SD 0093	Pleasant Bay Apartments Line Replacement				106,900	203,100			310,000	310,000			
SD 0094	NE 114th Place Stormline Replacement							260,000	260,000	260,000			
SD 0095	NE 141st Street Stormwater Pipe Installation					170,000			170,000	170,000			
SD 0096	CKC Emergent Projects Surface Water Opportunity Fund			100,000					100,000		100,000		
SD 0097	Champagne Creek Stabilization					339,500	440,500		780,000	780,000			
SD 0098	Champagne Creek Stormwater Retrofit					120,000			120,000	120,000			
SD 0099	Goat Hill Drainage Conveyance Capacity						259,200	370,800	630,000	630,000			
SD 0100	Brookhaven Pond Modifications						301,900	313,600	615,500	615,500			
SD 0105	Property Acquisition Opportunity Fund			50,000	50,000	50,000	50,000	50,000	250,000		250,000		
SD 0106	CKC Surface Water Drainage at Crestwoods Park Permitting Study		40,000						40,000	40,000			
SD 0106 001	CKC Surface Water Drainage at Crestwoods Park Design/Construction			300,000	700,000				1,000,000		500,000		500,000
<i>SD 8888</i>	<i>Annual Streambank Stabilization Program</i>		44,200						44,200	44,200			
<i>SD 9999</i>	<i>Annual Surface Water Infrastructure Replacement Program</i>		44,200						44,200	44,200			
Total Funded Surface Water Management Utility Projects		1,058,300	2,360,900	2,531,000	2,601,000	1,922,000	2,016,000	2,170,000	13,600,900	11,138,000	1,388,000	0	1,074,900

Notes

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Bold = New projects

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" = Moved from funded status to unfunded status

E-pa SURFACE WATER MANAGEMENT UTILITY PROJECTS

Unfunded Projects:

Project Number	Project Title	Total
SD 0045	Carillon Woods Erosion Control Measures	549,600
<i>SD 0046</i>	<i>Regional Detention in Forbes and Juanita Creek Basins</i>	<i>10,000,000</i>
SD 0050	NE 95th Street/126th Avenue NE Flood Control Measures	55,900
<i>SD 0051"</i>	<i>NE 95th Street/126th Avenue NE Flood Control Measures</i>	<i>1,290,900</i>
SD 0052	Forbes Creek/Slater Avenue Embankment Stabilization	139,700
<i>SD 0053"</i>	<i>Forbes Creek/Coors Pond Channel Grade Controls</i>	<i>424,200</i>
SD 0054	Forbes Creek/Cross Kirkland Corridor 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
<i>SD 0058"</i>	<i>Surface Water Sediment Pond Reclamation (Phase II)</i>	<i>851,000</i>
SD 0061	Everest Park Stream Channel/Riparian Enhancements	1,095,500
SD 0062	Stream Flood Control Measures at Kirkland Post Office	345,400
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 0074	Streambank Stabilization Program – NE 86th Street	640,200
SD 0085 001	Cross Kirkland Water Quality	920,000
SD 0107	132nd Square Park Stormwater Retrofit Project	4,510,000
Subtotal Unfunded Surface Water Management Utility Projects		21,855,400
<i>Funding Available from Annual Programs for Candidate Projects</i>		<i>88,400</i>
Net Unfunded Surface Water Management Utility Projects		21,767,000

Notes

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" = Moved from funded status to unfunded status

**City of Kirkland
2015-2020 Preliminary Capital Improvement Program**

WATER/SEWER UTILITY PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 Total	Funding Source			
										Current Revenue	Reserve	Debt	External Source
WA 0102	<i>104th Ave NE Watermain Replacement</i>						525,000	161,000	686,000	686,000			
WA 0115 001	Water System Telemetry Upgrade		200,000						200,000	200,000			
WA 0134	<i>5th Ave S / 8th St S Watermain Replacement</i>							553,000	553,000	553,000			
WA 0150	6th Street Watermain Replacement	372,500	148,000						148,000	148,000			
WA 0151	7th Avenue S Watermain Replacement	325,000	53,000						53,000	53,000			
WA 0152	4th Street Watermain Replacement		440,000						440,000	440,000			
WA 0153	3rd Street Watermain Improvement			440,000	317,000				757,000	757,000			
WA 0154	4th Street Watermain Replacement Phase 2			290,000	174,000				464,000	464,000			
WA 0155	120th Avenue NE Watermain Improvement				437,000	273,000			710,000	710,000			
WA 0156	122nd Avenue NE Watermain Improvement				505,600	190,400			696,000	696,000			
WA 0157	8th Avenue W Watermain Improvement					421,800	288,200		710,000	710,000			
WA 0158	NE 112th Street Watermain Improvement						365,000		365,000	365,000			
WA 0159	NE 113th Place Watermain Improvement					373,000			373,000	373,000			
WA 0160	126th Avenue NE Watermain Improvement							990,000	990,000	990,000			
WA 0161	Kirkland Way Watermain Replacement		90,000	310,000					400,000	310,000	90,000		
WA 0162	LWB Watermain Replacement at Cochran Springs		260,000						260,000		260,000		
WA 0163	2nd Street South Watermain Replacement		290,000						290,000		290,000		
<i>WA 8888</i>	<i>Annual Watermain Replacement Program</i>		359,400						359,400		359,400		
<i>WA 9999</i>	<i>Annual Water Pump Station/System Upgrade Pgm</i>		359,400						359,400		359,400		
<i>SS 0051+</i>	<i>6th Street S Sewermain Replacement</i>							884,000	884,000	884,000			
<i>SS 0052+</i>	<i>108th Avenue NE Sewermain Replacement</i>				865,800	2,861,800	1,624,400		5,352,000	4,652,800	699,200		
<i>SS 0062+</i>	<i>NE 108th Street Sewermain Replacement</i>					766,000	3,677,200	1,966,800	6,410,000	5,708,400	701,600		
<i>SS 0069+</i>	<i>1st Street Sewermain Replacement</i>			958,900	2,861,100				3,820,000	2,420,000	1,400,000		
<i>SS 0070+</i>	<i>5th Street Sewermain Replacement</i>			419,500	864,500				1,284,000	1,284,000			
<i>SS 0071+</i>	<i>6th Street Sewermain Replacement</i>			287,000					287,000	287,000			
<i>SS 0072+</i>	<i>Kirkland Avenue Sewermain Replacement</i>							850,000	850,000	850,000			
<i>SS 0073</i>	<i>Rose Point Sewer Lift Station Replacement</i>		1,450,000	1,110,000					2,560,000	2,560,000			
<i>SS 0078</i>	<i>5th Avenue S Sewermain Replacement</i>	188,900	38,000						38,000	38,000			
<i>SS 0079</i>	<i>3rd Avenue S & 2nd Street S Sewermain Replacement</i>		865,400	361,600					1,227,000	1,227,000			
<i>SS 0082+</i>	<i>3rd & Central Way Sanitary Sewer Crossing</i>			300,000					300,000	300,000			
<i>SS 8888</i>	<i>Annual Sanitary Pipeline Replacement Program</i>		549,400						549,400	528,800	20,600		
<i>SS 9999</i>	<i>Annual Sanitary Pump Station/System Upgrade Pgm</i>		549,400						549,400	528,800	20,600		
Total Funded Water/Sewer Utility Projects		886,400	5,652,000	4,477,000	6,025,000	4,886,000	6,479,800	5,404,800	32,924,600	28,723,800	4,200,800	0	0

Notes

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E-page **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)	1,386,000
WA 0098	126th Ave NE/NE 83rd & 84th St/128th Ave NE Watermain Replacement	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 Replacement	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 Replacement	1,303,000
WA 0113	116th Ave NE/NE 70th-NE 80th St Watermain Replacement	2,222,100
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 Replacement	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 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	785,000
<i>WA 0145"</i>	<i>6th Street South Watermain Replacement</i>	<i>585,100</i>
WA 0146	6th Street/Kirkland Way Watermain Replacement	693,000
WA 0147	106th Avenue NE Watermain Replacement	661,500
WA 0149	Lake Washington Blvd Watermain Replacement	655,000
SS 0068	124th Avenue NE Sewermain Replacement	1,315,000
SS 0077	West Of Market Sewermain Replacement	21,681,000
<i>SS 0080"</i>	<i>20th Avenue Sewermain Replacement"</i>	<i>812,000</i>
SS 0083	111th Avenue NE Sewer Main Rehabilitation	725,000
SS 0084	Reclaimed Water (Purple Pipe) Opportunity Fund	5,000,000
Subtotal Unfunded Water/Sewer Utility Projects		66,658,600
Funding Available from Annual Programs for Candidate Projects		1,817,600
Net Unfunded Water/Sewer Utility Projects		64,841,000

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PARK PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 Total	Funding Source				
										Current Revenue	Park Levy	Reserve	Impact Fees	External Source
PK 0049	Open Space, Pk Land & Trail Acq Grant Match Program		100,000						100,000			100,000		
PK 0066	Park Play Area Enhancements		50,000	50,000	50,000	50,000	75,000	75,000	350,000	300,000			50,000	
PK 0087 100	Waverly Beach Park Renovation	739,000	818,015						818,015		75,000	643,015		75,000
PK 0087 101+	Waverly Beach Park Renovation Phase 2						250,000	1,000,000	1,250,000		873,000		377,000	
PK 0119 002	Juanita Beach Park Development Phase 2				100,000	1,208,000			1,308,000	678,000			130,000	500,000
PK 0119 100	Juanita Beach Bathhouse Replacement & Shelter		200,000	1,000,000					1,200,000		1,200,000			
PK 0121	Green Kirkland Forest Restoration Program		125,000	75,000	75,000	75,000	75,000	75,000	500,000	450,000				50,000
PK 0123	Peter Kirk Pool Liner Replacement			125,000					125,000			125,000		0
PK 0133 100	Dock & Shoreline Renovations		175,000	250,000				250,000	925,000		925,000			
PK 0133 200	City-School Playfield Partnership		850,000		500,000	500,000			1,850,000		1,000,000			850,000
PK 0133 300	Neighborhood Park Land Acquisition				750,000	750,000	750,000	734,000	2,984,000		2,250,000		734,000	
PK 0133 400	Edith Moulton Park Renovation	200,000	600,000	200,000					800,000		600,000		200,000	
PK 0133 401	Edith Moulton Park Renovation Phase 2			1,115,000					1,115,000	135,000	200,000	0	780,000	
PK 0134	132nd Park Playfields Renovation	75,000	509,600	127,400					637,000	509,600			127,400	
PK 0135 200	Juanita Heights Park Expansion			200,000					200,000			200,000		
PK 0138	Everest Park Restroom/Storage Building Replacement	75,000					708,000		708,000	708,000				
PK 0139 200	Totem Lake Park Master Plan & Development (Phase I)	120,000	125,000	535,000	1,084,000				1,744,000	660,000			584,000	500,000
PK 0139 300	Totem Lake Park Development Phase 2					800,000	1,000,000	1,000,000	2,800,000				2,800,000	
PK 0146	CKC North Extension Trail Development					250,000	750,000		1,000,000				1,000,000	
PK 0147	Parks Maintenance Center					250,000	500,000	750,000	1,500,000	1,425,000			75,000	
Total Funded Park Projects		1,209,000	3,552,615	3,677,400	2,559,000	3,883,000	4,358,000	3,884,000	21,914,015	4,865,600	7,123,000	#####	6,857,400	1,975,000

Notes

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Unfunded Projects:

Project Number	Project Title	Total
PK 0056 100	Forbes Lake Park Trail Improvements Phase 2	4,000,000
PK 0095 100	Heritage Park Development - Phase III & IV	2,500,000
PK 0097	Reservoir Park Renovation	500,000
PK 0108	McAuliffe Park Development	7,000,000
PK 0114	Mark Twain Park Renovation	750,000
<i>PK 0114 101"</i>	<i>Mark Twain Park Renovation (Design)</i>	<i>75,000</i>
<i>PK 0116</i>	<i>Lee Johnson Field Artificial Turf Installation</i>	<i>1,750,000</i>
PK 0119 200	Juanita Beach Park Development (Phase 3)	10,000,000
<i>PK 0122 100</i>	<i>Community Recreation Facility Construction</i>	<i>67,000,000</i>
<i>PK 0124"</i>	<i>Snyder's Corner Park Site Development</i>	<i>1,000,000</i>
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
<i>PK 0131"</i>	<i>Park and Open Space Acquisition Program</i>	<i>3,000,000</i>
<i>PK 0133 100</i>	<i>Dock & Shoreline Renovations</i>	<i>2,000,000</i>
PK 0135 100	Juanita Heights Park Expansion	1,000,000
PK 0136	Kingsgate Park Master Planning and Park Development	1,150,000
PK 0139 101	Totem Lake Park Acquisition	3,000,000
PK 0139 400	Totem Lake Park Development - Phase 3	13,000,000
PK 0141 000	South Norway Hill Park Improvements	750,000
PK 0142 000	Doris Cooper Houghton Beach Park Restroom Replacement	850,000
PK 0143 000	Marsh Park Restroom Replacement	700,000
PK 0144 000	Cedar View Park Improvements	150,000
PK 0145 000	Environmental Education Center	2,000,000
Total Unfunded Parks Projects		127,575,000

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2015-2020 Preliminary Capital Improvement Program

PUBLIC SAFETY PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 Total	Funding Source			
										Reserve	Debt	External Source	
FIRE													
<i>PS 0062</i>	<i>Defibrillator Unit Replacement</i>							176,900	176,900	176,900			
<i>PS 0066</i>	<i>Thermal Imaging Cameras</i>						76,500		76,500	76,500			
<i>PS 0076</i>	<i>Personal Protective Equipment</i>						573,100		573,100	573,100			
PS 0078	Power Cots		234,300						234,300	138,500		95,800	
PS 0080	Emergency Generators			60,000		60,000		60,000	180,000	180,000			
<i>PS 2000</i>	<i>Fire Equipment Replacement</i>		26,100	46,700	19,500	55,700	20,900	25,000	193,900	193,900			
POLICE													
<i>PS 1000</i>	<i>Police Equipment Replacement</i>		144,000	118,200	92,200	77,500	71,500	177,500	680,900	680,900			
FACILITIES													
PS 3001	Fire Station 25 Renovation				3,787,000				3,787,000	3,787,000			
PS 3002	Fire Station 24 Property Acquisition			2,500,000					2,500,000	2,500,000			
PS 3003	Fire Station 27 Property Acquisition				2,500,000				2,500,000	2,500,000			
Total Funded Public Safety Projects			0	404,400	2,724,900	6,398,700	193,200	742,000	439,400	10,902,600	10,806,800	0	95,800

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E-page **Public Safety Unfunded Projects:**

Project Number	Project Title	Total
FIRE		
PS 0068	Local Emergency/Public Communication AM Radio	119,100
POLICE		
PS 1200	Police Strategic Plan Implementation	250,000
FACILITIES		
PS 3002 002	Fire Station 24 Replacement	10,133,300
PS 3004	Fire Station 21 Expansion & Remodel	3,885,400
PS 3005	Fire Station 22 Expansion & Remodel	5,812,600
PS 3006	Fire Station 26 Expansion & Remodel	6,763,900
PS 3007	Fire Station 27 Replacement	16,098,500
Total Unfunded Public Safety Projects		43,062,800

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2015-2020 Preliminary Capital Improvement Program

GENERAL GOVERNMENT PROJECTS - Technology

Funded Projects:

Project Number	Project Title	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 Total	Funding Source		External Source
										Reserves/ Prior Yr	Debt	
<i>IT 0100</i>	<i>Network Server Replacements</i>		36,000	23,800	164,500	57,000	36,000	60,000	377,300	377,300		
<i>IT 0110</i>	<i>Network Infrastructure</i>		49,000	46,600	51,100	47,600	114,000	896,600	1,204,900	1,204,900		
<i>IT 0120</i>	<i>Network Storage, Backup & Archiving</i>		18,400	20,100	80,000	1,099,400		18,400	1,236,300	1,236,300		
<i>IT 0130</i>	<i>Network Phone Systems</i>		395,000					251,500	646,500	646,500		
<i>IT 0140</i>	<i>Network Security</i>			55,000		75,000	30,000	30,000	190,000	190,000		
<i>IT 0200</i>	<i>Geographic Information Systems</i>		250,000	275,000	275,000	285,000	285,000	285,000	1,655,000	1,655,000		
<i>IT 0402</i>	<i>Financial System Replacement</i>					150,000	-		150,000	150,000		
<i>IT 0500</i>	<i>Copier Replacements</i>		72,000	15,000	39,000	30,500	34,000	34,600	225,100	225,100		
<i>IT 0601</i>	<i>Help Desk System Replacement Phase 2</i>		66,000						66,000	66,000		
<i>IT 0702</i>	<i>EAM Maintenance Management System Replacement</i>	177,600	639,700	422,300	205,600				1,267,600	1,267,600		
<i>IT 0802</i>	<i>Recreation Registration System Replacement</i>			83,000					83,000	83,000		
<i>IT 0903</i>	<i>Wireless in Parks Phase 2</i>		200,000						200,000	-		200,000
IT 0904	Council Chamber Video System		464,000						464,000	464,000		
Total Funded General Gov. Projects - Technology		177,600	2,190,100	940,800	815,200	1,744,500	499,000	1,576,100	7,765,700	7,565,700	0	200,000

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Technology Unfunded Projects:

Project Number	Project Title	Total
IT 0201	GIS Community Information Portal	100,000
IT 0301	Open Data Solution Implementation	229,800
IT 0302	Paperless Court Systems	217,400
IT 0303	Sharepoint and Trim Upgrade	176,000
<i>IT 0402</i>	<i>Financial System Replacement</i>	<i>1,286,300</i>
<i>IT 0602</i>	<i>Business Intelligence/Standard Reporting Tool</i>	<i>132,200</i>
IT 0701	Fleet Management Systems Replacement	80,000
<i>IT 0902</i>	<i>Customer Relationship Management System</i>	<i>17,000</i>
Total Unfunded General Government Projects - Technology		2,238,700

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**City of Kirkland
2015-2020 Preliminary Capital Improvement Program**

GENERAL GOVERNMENT PROJECTS - Facilities

Funded Projects:

Project Number	Project Title	Prior Year(s)	2015	2016	2017	2018	2019	2020	2015-2020 Total	Funding Source				
										Current Revenue	Reserve	Debt	External Source	
GG 0008	<i>Electrical, Energy Management & Lighting Systems</i>		49,400	10,000		39,000	49,000		147,400		147,400			
GG 0009	<i>Mechanical/HVAC Systems Replacements</i>		-		177,000	229,000	199,000	79,000	684,000		684,000			
GG 0010	<i>Painting, Ceilings, Partition & Window Replacements</i>		119,500	111,000	174,000	166,000	28,000	76,000	674,500		674,500			
GG 0011	<i>Roofing, Gutter, Siding and Deck Replacements</i>			32,000	379,000	142,000		75,000	628,000		628,000			
GG 0012	<i>Flooring Replacements</i>		91,700	21,000	73,000	69,000	41,000	210,000	505,700		505,700			
GG 0035 100	<i>City Hall Renovation</i>	2,050,000	9,700,000						9,700,000		2,446,738	5,753,262	1,500,000	
GG 0035 201	City Hall Furnishings		600,000						600,000		600,000			
GG 0035 202	Council Chamber/Lobby Furnishings		180,000						180,000		-			
GG 0035 300	City Hall Lower Level Demolition		68,000						68,000		-			
GG 0037 002	<i>Maintenance Center Expansion</i>	1,500,000	3,000,000						3,000,000		3,000,000	-	-	
Total Funded General Government Projects - Facilities			3,550,000	13,808,600	174,000	803,000	645,000	317,000	440,000	16,187,600	-	8,686,338	5,753,262	1,500,000

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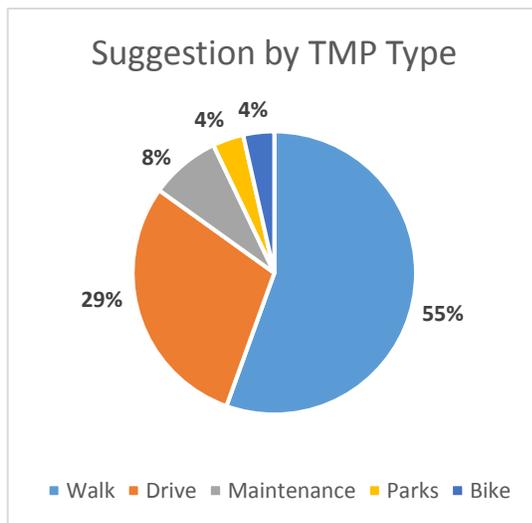
Suggest A Project

Status Update

The interactive Suggest a Project map is the central clearing house for all capital project suggestions made by residents. This tool has been a popular means of communication for Kirkland residents, resulting in over five hundred requests. The volume of input indicates the success of the program in terms of soliciting public input, but the unanticipated number of requests has been difficult for staff to manage. Public Works staff is now meeting monthly to review the status of these requests for better coordination and tracking between the operations and capital projects divisions.

Policies set forth in the draft Transportation Master Plan (TMP) provided the criteria for funding suggestions in the "Suggest a Project" data base. The following is a summary of the status of these requests (in particular how they relate to the Preliminary 2015-2020 CIP).

Suggestion by Type (aligned with the Transportation Master Plan)



- Walk 55%**
- Crosswalk
- Sidewalk
- Accessibility
- Trails/Trail Connections
- Street Lights
- Benches
- Operations

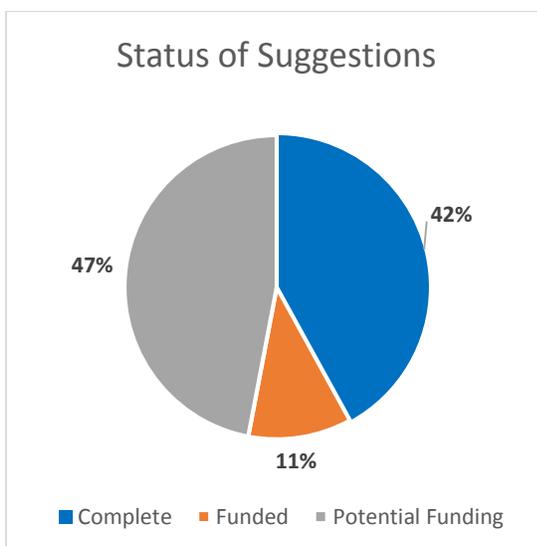
- Drive 29%**
- Safety
- Capacity
- Efficiency
- Parking
- Calming

- Maintenance 8%**
- Surface Water
- Sight Distance
- Pavement Marking
- Signal
- Pavement
- Sidewalk

- Parks 4%**
- Trails
- Acquisition
- playground equipment

- Bike 4%**
- On street
- Support

Status of Suggestions



- Complete 36%**
- Complete, or complete by end of 2015 (139 requests)
- Operations and maintenance (85 requests)

- Funded 11%**
- Neighborhood Safety Program Funded (40 requests)
- Funded in Preliminary 2015-2020 CIP
 - Funded 2016 (13 requests)
 - Funded 2017 (2 requests)
 - Funded 2018 (4 requests)

- Potential Funding 53%**
- Unfunded in Preliminary 2015-2020 CIP (42 requests)
- Street preservation CIP ST 006 (19 requests)
- School walk route grant or CIP NM 0087 (36 requests)
- Juanita Drive Corridor Quick Wins or CIP NM 0090 100 (34 requests)
- Neigh Safety Program & Neigh Traffic Control (118 Requests)
- Lower priority CIP (25 requests)



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director
Michael Cogle, Deputy Director

Date: November 9, 2015

Subject: Special Presentation: Rotary Club of Kirkland and Kirkland Parks Foundation
Donations: Waverly Beach Park Community Picnic Shelter

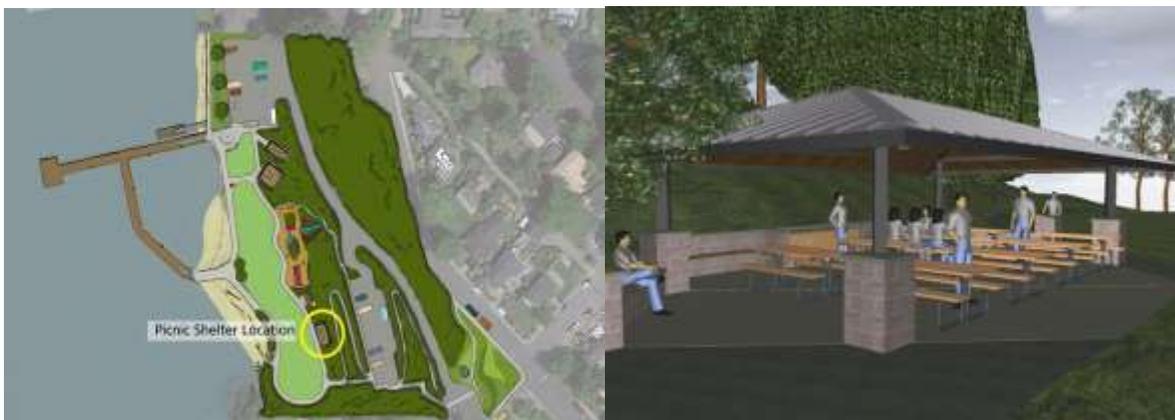
RECOMMENDATION

That the City Council receives a presentation of donations from the Rotary Club of Kirkland and the Kirkland Parks Foundation for the Waverly Beach Park Community Picnic Shelter.

BACKGROUND DISCUSSION

The Rotary Club of Kirkland and the Kirkland Parks Foundation have each raised funds to support construction of a new community picnic shelter at Waverly Beach Park. The picnic shelter will be built as part of the park renovation project scheduled to be completed in 2016.

Representatives of each organization will attend the City Council meeting of November 17 to present the City with their donations to the project.



**CITY OF KIRKLAND****123 Fifth Avenue, Kirkland, WA 98033 425.587.3000**
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Pattijean Hooper, Ph.D., Manager, Office of Emergency Management

Date: April 24, 2015

Subject: Community Emergency Response Team #20 Graduation

The Community Emergency Response Team Training (CERT) Program educates people about disaster preparedness for hazards that may impact their area and trains them in: disaster preparedness, fire safety, disaster medical operations, light search and rescue, the incident command system, and disaster psychology.

The members of CERT class 19 are ready for graduation. But before that commences there should be a moment for accolades. On behalf of the City of Kirkland, we should thank each for making the time to prioritize this important civic engagement activity. CERT training supports the goals of the Office of Emergency Management and more importantly all community members!

In today's world, schedules are full and occupied with school, work, family, and many options for volunteering. That these community members chose to educate themselves to help others in times of need speaks volumes to their values and commitment to community building. The information learned can assist neighbors, visitors, the workplace, and even professional responders in times of crisis. Although we never hope to have to call on these skills; in a time of need CERT training will help Kirkland respond and recover from the incident at hand.

This CERT class was trained by community volunteers and firefighters. Thanks to firefighter Ed Kinney, and lead trainer Christina Brugman, and the volunteer instructional staff: Jen Mahan, Todd Bancroft, and Janice Christian. It is important to acknowledge the enthusiasm and commitment of this CERT instructional team. The resources and capabilities of this team keeps CERT alive and well and serving the Kirkland community.

CERT has conducted its training at the Kirkland Seventh-day Adventist Church. This beautiful facility was an excellent venue for participants. We appreciate the support Senior Pastor Tim Peterson, and the partnership building with the faith-based community.

At the City Council meeting, Pattijean Hooper, the Emergency Manager will explain the CERT program, ask the graduates to stand and read each graduates name. CERT graduates will shake hands with the Mayor, and then the Council members. The group will leave and assemble in the Peter Kirk Room downstairs where they will receive helmets, CERT backpacks, and attend a reception in the teams honor.

Community Emergency Response Team Training Class # 20 (Winter 2015) GRADUATION LIST	
Name	Neighborhood
Bickford, Philip	Totem Lake
Bierwagen, Sam	Juanita
Bohreer, Jason	Juanita
Bouw, Nicolette	Norkirk
Cook, Leroy	Everest
DeFriel, Mary	Moss Bay
Denney, Kristen	Norkirk
Dickson, Stephanie	Lakeview
Dolce, Augusto	Non resident
Ellard, James	Moss Bay
Gash, Todd	Norkirk
Gray, Kathy	Non-resident
Grohn, Lucas	Market
Hill, David	Moss Bay
Johnston, Scott	Finn Hill
Kirilov, Stanimir	
Kirilova, Svetlana	
Kirkland, Kimberley	Highlands
Landvogt, Andrea	Lakeview
Leader, Gary	Houghton
Melton, Brett	Finn Hill
Norby, Chris	Juanita
Palermo, Jen	Finn Hill
Parker, Tricia	Totem Lake
Ringstrom, Titti	Moss Bay
Rock, Sarah	Non resident
Shelby, Bill	Norkirk
Swift, Jennifer	Moss Bay
Tjoelker, Joy	Kingsgate
Vanderschoot, Leanne	Houghton

KIRKLAND CITY COUNCIL SPECIAL MEETING

Minutes

November 4, 2015

1. CALL TO ORDER

Mayor Walen called the Special Meeting of the Kirkland City Council to order at 5:00 p.m.

2. ROLL CALL

Members Present: Mayor Amy Walen, Deputy Mayor Penny Sweet, Councilmembers Jay Arnold, Dave Asher, Shelley Kloba, Doreen Marchione, and Toby Nixon.

3. PARK BOARD COMMISSION INTERVIEWS

- a. Jennifer Armenta
- b. Eric Carlson
- c. Richard Chung

4. SELECTION AND APPOINTMENT OF PARK BOARD MEMBER

Following discussion of the applicants' qualifications, Councilmember Asher moved to appoint Richard Chung to the Park Board for the remainder of an unexpired term ending March 31, 2016; and to select Jennifer Armenta as an alternate appointee should an additional vacancy arise within the next six months on the Park Board. Deputy Mayor Sweet seconded the motion, which passed unanimously.

5. ADJOURNMENT

The November 4, 2016 Special Meeting of the Kirkland City Council was adjourned at 5:35 p.m.

City Clerk

Mayor



KIRKLAND CITY COUNCIL SPECIAL MEETING MINUTES
November 4, 2015

1. CALL TO ORDER

The Kirkland City Council were called to order beginning with a study session at 6:00 p.m.

2. ROLL CALL

ROLL CALL:

Members Present: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

Members Absent: None.

3. STUDY SESSION

a. 2015-2016 Mid-Biennial Budget Update

Joining Councilmembers for this discussion were City Manager Kurt Triplett, Deputy City Manager Tracey Dunlap, Director of Finance and Administration Michael Olson, and Financial Planning Manager Tom Mikesell.

4. EXECUTIVE SESSION

None.

5. HONORS AND PROCLAMATIONS

None.

6. COMMUNICATIONS

a. Announcements

b. Items from the Audience

Mark McDonald
Steve Gamble
Jason Nelson
Betty Bonnett
Dennis Reddinger
Gary Greenberg

c. Petitions

7. SPECIAL PRESENTATIONS

a. Transit Options on the Cross Kirkland Corridor Update

Public Works Director Kathy Brown provided an update on the technical work and the draft outreach plan related to Sound Transit 3 candidate projects, including Bus Rapid Transit options on the Cross Kirkland Corridor and on I-405.

8. CONSENT CALENDAR

a. Approval of Minutes: October 20, 2015

b. Audit of Accounts:

Payroll \$2,906,790.29

Bills \$4,074,972.94

run #1463 checks #566001 - 566139

run #1464 checks #566140 - 566160

run #1465 checks #566161 - 566165

c. General Correspondence

d. Claims

Claims received from Matt Essig, Jim Johnson, and Bill Raff were acknowledged via approval of the Consent Calendar.

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

(1) 2015 Annual Striping Program, Stripe Rite, Sumner, WA.

The contracted work was accepted via approval of the Consent Calendar.

g. Approval of Agreements

(1) Resolution R-5165, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING A CONTRACT BETWEEN THE MUNICIPAL RESEARCH AND SERVICES CENTER AND THE CITY OF KIRKLAND FOR CITY PARTICIPATION IN THE SMALL WORKS, CONSULTANT AND VENDOR ROSTERS."

h. Other Items of Business

(1) Resolution R-5166, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AMENDING THE 2014 SURFACE WATER MASTER PLAN

TO INCLUDE THE TOTEM LAKE/JUANITA CREEK BASIN STORMWATER
RETROFIT CONCEPTUAL DESIGN PROJECT FINAL REPORT."

(2) Furniture Contract Amendment

An increase to the City Hall Remodel Project furniture contract (CON 15/349) for \$68,700 to include purchasing new furniture for both the Public Works Maintenance Center and the City Hall Annex, was approved via approval of the Consent Calendar.

(3) Report on Procurement Activities

Motion to Approve the Consent Calendar.

Moved by Deputy Mayor Penny Sweet, seconded by Councilmember Dave Asher

Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

9. PUBLIC HEARINGS

None.

10. UNFINISHED BUSINESS

a. 2015 Comprehensive Plan: Nelson/Cruikshank Citizen Amendment Request

Planning Manager Jeremy McMahan reviewed the discussion to date and options for Council consideration and next steps.

Motion to Direct staff that the study area outlined for the Nelson/Cruikshank citizen amendment request, as part of the comprehensive plan, be zoned medium density with a height restriction of 25 feet and the larger setbacks as discussed in the staff recommendation, and the zone to the south to maintain the height restrictions as currently in place.

Moved by Councilmember Dave Asher, seconded by Deputy Mayor Penny Sweet

Vote: Motion carried 4-3

Yes: Councilmember Dave Asher, Councilmember Doreen Marchione, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

No: Councilmember Jay Arnold, Councilmember Shelley Kloba, and Councilmember Toby Nixon.

Council recessed for a short break.

11. NEW BUSINESS

a. Draft 2016 State Legislative Priorities Agenda

Intergovernmental Relations Manager Lorrie McKay reviewed the proposed draft agenda, responded to questions and received Council direction.

Motion to Approve a request from the City of Seattle to add the City's logo and Mayor Walen's signature to a letter addressed to state senate leadership in support of tools to preserve affordable housing.

Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione

Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

b. King County Solid Waste Transfer Station Plan

Solid Waste Programs Supervisor John MacGillivray provided a briefing on the King County Solid Waste Transfer plan and the potential impacts of the plan and upcoming King County Council action could affect eastside cities.

12. REPORTS

a. City Council Reports

(1) Finance and Administration Committee

Chair Marchione reported on an overview of the Mid-Biennial Budget and an overview of the proposed reorganization of the Public Works Department.

(2) Legislative Committee

Chair Asher referenced the draft 2016 state legislative priorities agenda presented by Intergovernmental Relations Manager Lorrie McKay as Item 11.a.

(3) Planning, and Economic Development Committee

None.

(4) Public Safety Committee

Chair Sweet reported that they have not met but mentioned the Kirkland Police Department's response to area schools on October 1, 2015 following the news of the Umpqua Community College shooting.

(5) Public Works, Parks and Human Services Committee

Chair Kloba reported on an update on the activities related to the implementation of the plastic bag ban; an update on the Metro long-range

plan and service guidelines; an update on Sound Transit 3; a report on Phase II of the Juanita Beach project; and a list of upcoming topics for future meetings.

(6) Tourism Development Committee

None.

(7) Regional Issues

Councilmembers shared information regarding a recent Cascade Water Alliance meeting; the Puget Sound Regional Council Executive Board meeting; a meeting of the Eastside Rail Corridor Advisory Council; an Association of Washington Cities Legislative Priorities Committee meeting with CEO Peter King and Director of Government Relations Dave Williams; the Sound Cities Association Networking Dinner where State Representative Larry Springer was honored with a City Champion award; a meeting of the King County Regional Transit Committee; the Kirkland Alliance of Neighborhoods meeting with the City of Kirkland Planning Commission; the Seattle Times LiveWire "Gridlocked" transportation forum; an Evergreen Hill Neighborhood Association meeting; the Lake Washington Institute of Technology Bright Futures Benefit Breakfast; the National League of Cities Congress of Cities and Exposition; a Lake Washington Schools Foundation Advisory Council meeting; the City of Kirkland VIVA Volunteers Fair; the upcoming Sound Cities Association Public Issues Committee meeting; the upcoming deadline for nominations for Sound Cities Association Regional committees; the Seattle Metropolitan Chamber of Commerce Regional Leadership Conference; an update on I-405 tolling; the upcoming National League of Cities Congressional City Conference in March 2016.

b. City Manager Reports

Assistant City Manager Tracey Dunlap provided an update on the Inovus community solar project. City Manager Kurt Triplett requested and received Council's authorization to draft a letter to King County to inform them of the City's appointment of Deputy Mayor Sweet to the Emergency Medical Services advisory board; and an update on a meeting with Google about the transit options on the Cross Kirkland Corridor.

(1) Calendar Update

City Manager Kurt Triplett proposed a time on November 17 to interview candidates for the Tourism Development Committee; a community update meeting on Sound Transit 3 at the Kirkland Justice Center on November 19; an upcoming summit on January 9 hosted by the Eastside Rail Corridor Advisory Council; a reminder to the Council that the upcoming meetings will have a number of items for adoption and consequently will have large agenda packets that may need to be broken up and linked differently for

publication. Councilmembers Asher and Arnold and Mayor Walen volunteered to serve on the new ad-hoc Council Committee for transportation. City Manager Kurt Triplett also shared that earlier in the day the King County Committee of the Whole passed an ordinance to go before the King County Council on November 9 to authorize removal of the tracks along the Eastside Rail Corridor.

13. ITEMS FROM THE AUDIENCE

None.

14. ADJOURNMENT

The Kirkland City Council Special Meeting of November 4, 2015 was adjourned at 10:31 p.m.

City Clerk

Mayor



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Aparna Khanal, P.E., Project Engineer
David Snider, P.E., Capital Projects Manager
Michael Cogle, Deputy Director, Parks and Community Services
Kathy Brown, Public Works Director

Date: November 6, 2015

Subject: WAVERLY BEACH PARK RENOVATION PHASE 1 PROJECT - AWARD OF CONTRACT

RECOMMENDATION:

It is recommended that City Council award a contract for the construction of the Waverly Beach Park Renovation Phase 1 Project to Nordland Construction NW, of Nordland, WA, in the amount of \$916,515.00, including sales tax.

As the original construction budget is \$803,000, it is further recommended that City Council approve supplemental funding for the project by authorizing \$75,000 from PK0133100, the Dock & Shoreline Renovation Program, and an additional \$38,515 from REET 1 reserves.

By taking action on this memo during approval of the consent calendar, City Council is awarding the construction contract for the Waverly Beach Park Renovation Phase 1 Project and authorizing the supplemental funding request.

BACKGROUND DISCUSSION:

Waverly Beach Park is one of Kirkland's oldest parks, dating back to the early 20th century. On the shores of Lake Washington, the park is a popular destination for Kirkland residents and features a swimming beach, pier, playground, picnic amenities, restrooms, and parking. Fishing and non-motorized boating are popular year-round activities in the park.

Renovation of Waverly Beach Park was identified as a priority project as part of Kirkland's voter-approved 2012 Park Levy. A long-range renovation plan (**Attachment 1**) for the park was completed in 2014. Identified improvements for the first phase of park improvements include; demolition and clearing, earthwork, asphalt paving, concrete paving, curbs and walls, storm drainage utilities, play area renovation, pier renovation, site furnishing installation, picnic shelter, irrigation and landscape, shoreline protection, and beach expansion. The picnic shelter is jointly-funded with generous contributions from the Rotary Club of Kirkland and the Kirkland Parks Foundation. A construction budget of \$803,000 was previously approved by the Council but the Engineer's estimate for the project construction came in at \$895,000.

Project Bidding

Because the Engineer's estimate for the construction cost exceeded the previously approved budget, the project was divided up into a "base bid" and several bid alternates to see how many phases of the project could be accomplished with the existing budget based on the bids. The Project was first advertised for contractor bids on October 13, 2015. The bid opening occurred on October 29 with five bids received, as shown in table below:

Contractor	Total Base Bid	Total Additive Alternative
<i>Engineer's Estimate</i>	<i>\$655,000.00</i>	<i>\$240,000.00</i>
Nordland Construction NW	\$629,625.00	\$286,890.00
Allied Construction	\$738,030.00	\$246,648.75
Welwest Construction	\$717,225.00	\$281,962.50
A-1 Landscaping and Construction	\$742,102.31	\$313,170.00
Paul Brothers Construction	\$856,207.17	\$325,243.24

In addition to a Base Bid, four separate bid alternates were requested from the contractors for (1) pier deck replacement at the north terminus; (2) pier deck replacement at the north leg approach; (3) the picnic shelter; and (4) playground expansion. A graphic depicting the location of the additive bid alternates is provided as **Attachment 2**, and a detailed breakdown of bids received by the City is provided as **Attachment 3**.

Bid Award Recommendation

The base bid and additive alternates still exceeded the construction budget. Staff evaluated several project alternatives that would have remained within budget. These included not doing the new playground or delaying the dock renovation. However, since Waverly Beach Park needs to be closed for the base bid construction, it would be more efficient and less impactful to the community to accomplish all the work at the same time. Therefore staff recommends that the City accept the base bid as well as all four bid alternates from Nordland Construction NW (Nordland) in the total amount of \$916,515. Nordland is the responsive low bidder and staff has confirmed that Nordland meets all bidding criteria for City Public Works contracts.

Total bid award to Nordland is as follows (all prices include sales tax):

\$ 629,625	Base Bid
\$ 35,040	Alternate C-1a Pier Deck Replacement – north terminus
\$ 38,325	Alternate C-2a Pier Deck Replacement – north leg approach
\$ 147,825	Alternate C-3a Picnic Shelter
\$ 65,700	Alternate C-4a Playground Expansion
\$916,515	Total Bid Award

In addition to the construction contract award amount, by its action the City Council will also approve Nordland's submitted unit pricing for any unanticipated import or export of soil as follows (all prices include sales tax):

\$43.80/cubic yard - Bid Schedule B-1 Unit price to provide and install selected imported fill dirt

\$43.80/cubic year - Bid Schedule B-2 Unit price to excavate, haul, and dispose of unsuitable soils

Project Funding

In order to award the bid at the amount recommended, the project budget will need to be amended. **Attachment 4 and Attachment 5** provide an overall project budget summary and status report, including revenue sources and anticipated project expenses.

Staff requests that the project budget be supplemented by a total of \$113,515, as follows:

\$75,000	Allocated from PK0133100 Dock & Shoreline Renovation CIP Project
\$38,515	Allocated from available REET 1 Reserves

A fiscal note detailing this request is provided as **Attachment 6**.

Construction Schedule

The permitting process for this Project is complete and has included coordination with Washington State Departments of Ecology and Fish and Wildlife; U.S. Army Corp of Engineers; Muckleshoot Tribe; and the City of Kirkland Planning Department, as the project involves working within and near the Lake Washington shoreline. A City of Kirkland building permit has also been secured.

The Project schedule shows a total construction period of 104 working days. It is anticipated that the physical work will start in early to mid-December with Waverly Beach Park closed during all construction activities. The project is scheduled to be completed prior to the summer of 2016 for park re-opening.

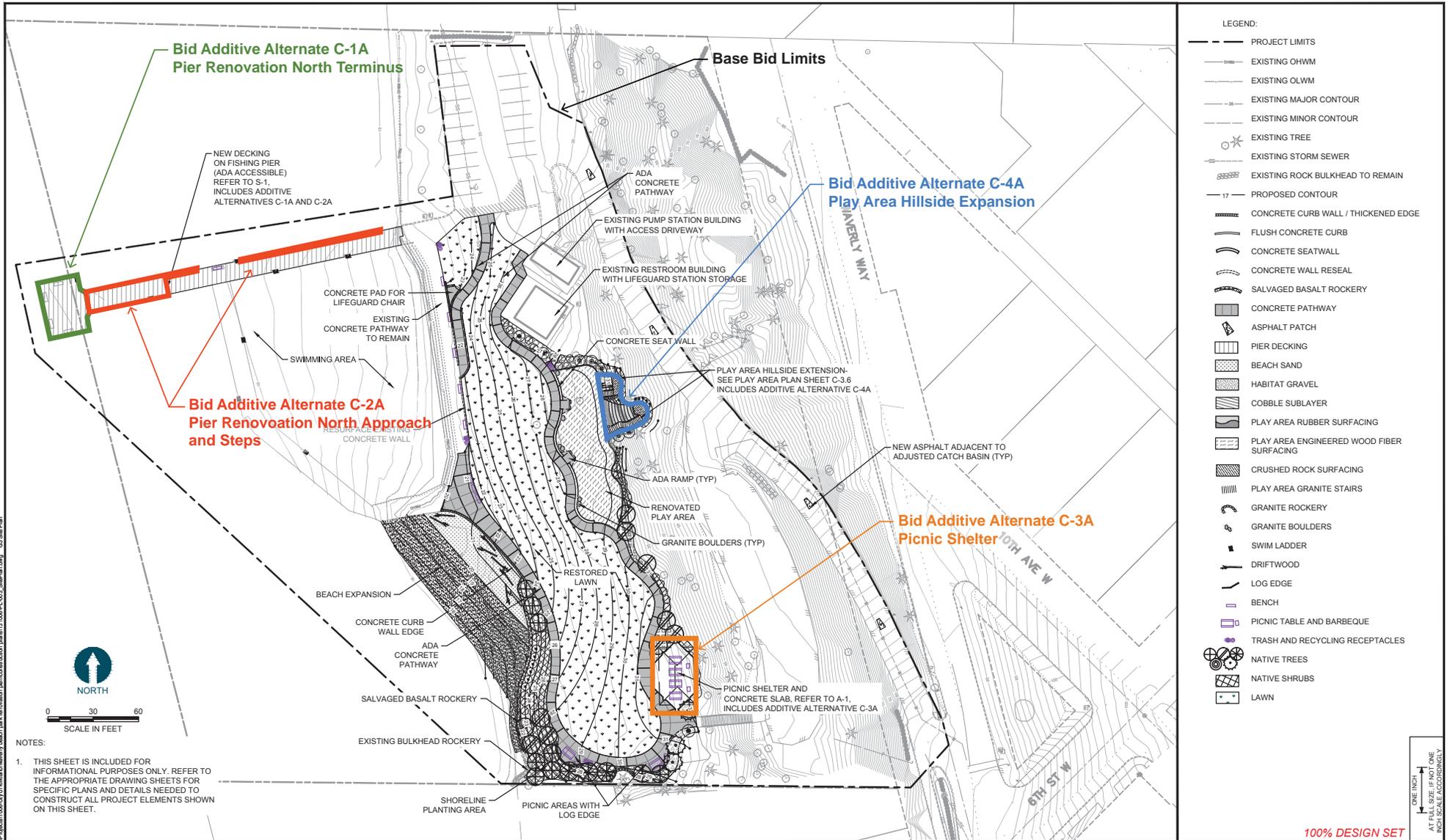
With a contract award, staff will begin its public outreach for the Project with informational mailers being sent to adjacent and nearby residents, together with regular updates to the Kirkland Capital Improvement Project website.

Attachment 1 – Park Renovation Plan
Attachment 2 – Bid Alternate Graphic
Attachment 3 – Bid Tabulation
Attachment 4 – Project Budget Summary
Attachment 5 – Project Budget Report
Attachment 6 – Fiscal Note

Attachment 1



Attachment 2



- LEGEND:**
- PROJECT LIMITS
 - - - - - EXISTING OHWM
 - - - - - EXISTING OLWM
 - - - - - EXISTING MAJOR CONTOUR
 - - - - - EXISTING MINOR CONTOUR
 - EXISTING TREE
 - EXISTING STORM SEWER
 - EXISTING ROCK BULKHEAD TO REMAIN
 - - - - - PROPOSED CONTOUR
 - CONCRETE CURB WALL / THICKENED EDGE
 - FLUSH CONCRETE CURB
 - CONCRETE SEATWALL
 - CONCRETE WALL RESEAL
 - SALVAGED BASALT ROCKERY
 - CONCRETE PATHWAY
 - ASPHALT PATCH
 - PIER DECKING
 - BEACH SAND
 - HABITAT GRAVEL
 - COBBLE SUBLAYER
 - PLAY AREA RUBBER SURFACING
 - PLAY AREA ENGINEERED WOOD FIBER SURFACING
 - CRUSHED ROCK SURFACING
 - PLAY AREA GRANITE STAIRS
 - GRANITE ROCKERY
 - GRANITE BOULDERS
 - SWIM LADDER
 - DRIFTWOOD
 - LOG EDGE
 - BENCH
 - PICNIC TABLE AND BARBEQUE
 - TRASH AND RECYCLING RECEPTACLES
 - NATIVE TREES
 - NATIVE SHRUBS
 - LAWN

NOTES:

- THIS SHEET IS INCLUDED FOR INFORMATIONAL PURPOSES ONLY. REFER TO THE APPROPRIATE DRAWING SHEETS FOR SPECIFIC PLANS AND DETAILS NEEDED TO CONSTRUCT ALL PROJECT ELEMENTS SHOWN ON THIS SHEET.

100% DESIGN SET

ONE INCH = 1' AT FULL SIZE IF NOT ONE INCH SCALE ACCORDINGLY

	<p>123 5th Ave. Kirkland, WA 98033 (425) 587-3800</p>		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="5">REVISIONS</th> </tr> <tr> <th>REV</th> <th>DATE</th> <th>BY</th> <th>APP'D</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	REVISIONS					REV	DATE	BY	APP'D	DESCRIPTION																					<p>DESIGNED BY: A. SPOONER/P. HUMMEL DRAWN BY: M. DOOG, HEWETT CHECKED BY: P. HUMMEL, RICE APPROVED BY: P. HUMMEL SCALE: 1" = 30' DATE: OCTOBER 2015</p>	<p>WAVERLY BEACH PARK RENOVATION - PHASE 1</p> <p>COMPOSITE SITE PLAN</p>	<p>G-3</p> <p>SHEET NO. 3 OF 28</p>
REVISIONS																																				
REV	DATE	BY	APP'D	DESCRIPTION																																

CITY OF KIRKLAND
Waverly Beach Park Renovation PK-00870-100
BID TABULATION
10/29/2015 @ 2pm

Item No.	Item Description	Engineer Estimate	Apparent Low	2nd	3rd	4th	5th
			Norland Construction	Allied Construction	Welwest Construction	A-1 Landscaping & Construction	Paul Brothers, Inc.
SCHEDULE A			Price:	Price:	Price:	Price:	Price:
A-1	All Base Bid Work		\$575,000.00	\$674,000.00	\$655,000.00	\$677,719.00	\$781,924.36
	Washington State Sales Tax - 9.5%		\$54,625.00	\$64,030.00	\$62,225.00	\$64,383.31	\$74,282.81
	Total, Unit Price A-1	\$655,000.00	\$629,625.00	\$738,030.00	\$717,225.00	\$742,102.31	\$856,207.17
SCHEDULE C							
C-1a	Additive Alternate C-1a: Pier deck replacement, north leg terminus		\$32,000.00	\$17,500.00	\$45,000.00	\$31,000.00	\$49,844.66
	Washington State Sales Tax - 9.5%		\$3,040.00	\$1,662.50	\$4,275.00	\$2,945.00	\$4,735.24
	Total, Add. Alt C-1a:	\$39,000.00	\$35,040.00	\$19,162.50	\$49,275.00	\$33,945.00	\$54,579.90
C-2a	Additive Alternate C-1a: Pier deck replacement, north leg approach, and pier step renovation and deck replacement, north leg		\$35,000.00	\$26,650.00	\$63,000.00	\$42,000.00	\$64,670.63
	Washington State Sales Tax - 9.5%		\$3,325.00	\$2,531.75	\$5,985.00	\$3,990.00	\$6,143.71
	Total, Add. Alt C-2a:	\$48,000.00	\$38,325.00	\$29,181.75	\$68,985.00	\$45,990.00	\$70,814.34
C-3a	Additive Alternate C-3a: Picnic shelter, concrete slab, and walls		\$135,000.00	\$122,500.00	\$84,500.00	\$128,000.00	\$105,555.40
	Washington State Sales Tax - 9.5%		\$12,825.00	\$11,637.50	\$8,027.50	\$12,160.00	\$10,027.76
	Total, Add. Alt C-3a:	\$110,000.00	\$147,825.00	\$134,137.50	\$92,527.50	\$140,160.00	\$115,583.16
C-4a	Additive Alternate C-4a: Hillside slides, rubberized surfacing, stone steps and associated work		\$60,000.00	\$58,600.00	\$65,000.00	\$85,000.00	\$76,955.10
	Washington State Sales Tax - 9.5%		\$5,700.00	\$5,567.00	\$6,175.00	\$8,075.00	\$7,310.73
	Total, Add. Alt C-4a:	\$43,000.00	\$65,700.00	\$64,167.00	\$71,175.00	\$93,075.00	\$84,265.83
	<i>Total Additive Alternate</i>		\$286,890.00	\$246,648.75	\$281,962.50	\$313,170.00	\$325,243.24
	Total Bid (Schedule A, B, C)	\$895,000.00	\$916,515.00	\$984,678.75	\$999,187.50	\$1,055,272.31	\$1,181,450.41

Waverly Beach Park Renovation Phase 1 (PK 0087 100)

<u>Funding Sources:</u>	Budgeted Amount:	Actual/Request Amount:
Original CIP Funding	\$239,000	\$239,000
2012 Parks Levy	\$500,000	\$500,000
March 2015 Supplemental Funding from City Council	\$429,500	\$429,500
Snyder's Corner Project (PK0124) Repurposing (Council Approved March 2015)	\$75,000	\$75,000
Park Furnishings Donation Account	\$25,000	\$25,000
Playground Replacement CIP Project Fund (PK 0066)	<u>\$100,000</u>	\$100,000
NEW REQUEST: Dock & Shoreline CIP Project Fund (PK0133100)		\$75,000
NEW REQUEST: Supplemental Funding REET 1		<u>\$38,515</u>
Subtotal City Funds	\$1,368,500	\$1,482,015
Community Picnic Shelter Contributions (Rotary, Park Foundation)	Subtotal Other Funds	<u>\$91,000</u> <u>\$75,000</u>

REVENUES

Total: **\$1,459,500** **\$1,557,015**

Project Budget:

	Original Amount:	Projected Amount:
Construction Contract Budget	\$803,000	\$916,515
Project Contingency	\$73,000	\$60,000
Design & Engineering Services	\$411,894	\$411,894
Owner-Supplied Park Furnishings	\$25,000	\$25,000
1% for Art	\$8,000	\$8,000
Permits, Other Costs, Reimbursables, Shelter Planning	\$15,606	\$15,606
City Project Management Costs	\$73,000	\$70,000
Construction Inspection Services	<u>\$50,000</u>	\$50,000

EXPENSES:

Total: **\$1,459,500** **\$1,557,015**

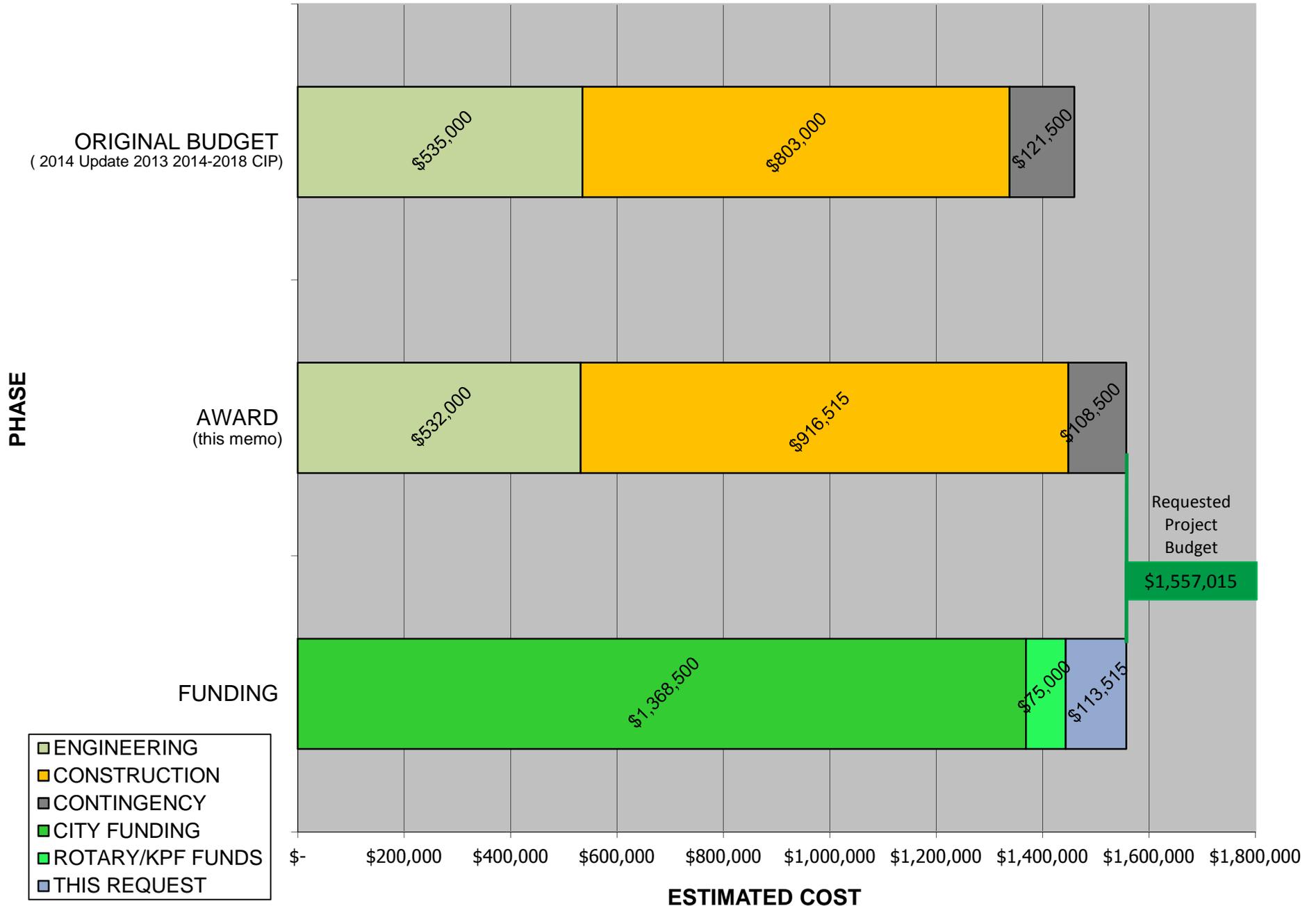
BID AWARD OPTIONS:

<u>Apparent Low Bid (Norland Construction)</u>	<u>All Items</u>	Add Shelter Only	Add Shelter & Pier Decking
Staff Recommendation	Base Bid	\$ 629,625	\$ 629,625
	Add 1 (Pier North Terminus)	\$ 35,040	\$ 35,040
	Add 2 (Pier North Approach & Steps)	\$ 38,325	\$ 38,325
	Add 3 (Picnic Shelter)	\$ 147,825	\$ 147,825
	Add 4 (Playground Expansion)	\$ 65,700	\$ -
	Total:	\$ 916,515	\$ 850,815
	Original Budget:	<u>\$ 803,000</u>	<u>\$ 803,000</u>
	Needed:	\$113,515	(\$25,550) \$47,815

(surplus)

**WAVERLY BEACK PARK RENOVATION PHASE 1 PROJECT
(CPK - 0087100)**

PROJECT BUDGET REPORT



FISCAL NOTE

CITY OF KIRKLAND

Source of Request							
Jennifer Schroder, Director of Parks & Community Services							
Description of Request							
Request for additional funding for Waverly Beach Park Renovations (CPK 0087 100) as described in the attached memo. Funding of \$38,515 from REET 1 Reserves and \$75,000 from the Dock & Shoreline Renovations project (CPK 0133 100) for a total request of \$113,515.							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$38,515 from REET 1 reserve. This reserve is fully able to fund this request. Reappropriation of funding for Dock & Shoreline Renovations project (CPK 0133 100). The expected project balance is fully able to fund this request.							
Recommended Funding Source(s)							
	Description	2016 Est End Balance	Prior Auth. 2015-16 Uses	Prior Auth. 2015-16 Additions	Amount This Request	Revised 2016 End Balance	2016 Target
<i>Reserve</i>	REET 1 Reserves	8,697,813	847,967	0	38,515	7,811,331	1,732,329
	Prior Authorized Uses of REET 1 Reserves: Waverly Beach Park Renovations Request #1 (\$429,500); 2011 LTGO Bonds Defeasance (\$41,467); Cross Kirkland Corridor Enhanced Maintenance (\$127,000); Sound Transit Project 3 Study (\$250,000). Uses do not reflect all proposed uses in the 2015-2020 CIP adoption. No prior authorized additions.						
<i>Revenue/Exp Savings</i>							
<i>Other Source</i>	Expected available project balance from Dock & Shoreline Renovations project (CPK 0133 100) from the 2013-2015 program is sufficient to fund this request.						
Other Information							
Prepared By	Neil Kruse, Senior Financial Analyst				Date	November 10, 2015	

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director of Parks and Community Services
Sharon Rodman, Green Kirkland Partnership Supervisor

Date: November 6, 2015

Subject: 20-Year Forest and Natural Areas Restoration Plan Adoption

Recommendation

It is recommended that City Council approves the Resolution that adopts the City's 2015 20-Year Forest and Natural Areas Restoration Plan.

Background**Need for Updated 20-Year Forest and Natural Areas Restoration Plan**

In 2013, the King Conservation District approved a grant application from the City's Green Kirkland Partnership (GKP) Division for \$50,000 to produce an updated 20-Year Forest and Natural Areas Restoration Plan. This is an update to the forest restoration plan that had been previously approved by City Council Resolution in February 2008. The previous Plan needed to be updated to include new neighborhoods that were annexed in 2011, and the updated Plan includes a reassessment of areas currently enrolled in restoration.

In 2014, GKP contracted with Forterra to develop the updated Plan over a two year period. GKP intends to use the updated Plan as a tool, resource, and roadmap to guide the Partnership in the restoration, maintenance, and stewardship of 487 acres of Kirkland's valuable forest and natural area parkland. It will be used to prioritize restoration projects within available resources and to seek out additional resources.

After receiving and including public comment during the first quarter of 2015, through an online survey and hosting an Open House on March 24th, the draft Plan was presented for review to the Park Board on June 10th, and to the City Council on August 3rd. Park Board and City Council review comments have been completed and included.

In response to Council comments and to finalize the document, the following changes were made to the draft 20-Year Forest and Natural Areas Restoration Plan:

1. Can the Plan build in language for desirable survival rates for native plants planted, for tracking restoration success?
 - Added: "Monitoring may be as simple as neighborhood volunteers patrolling park trails to find invasive species, or it could involve regular measuring and documentation of various site characteristics and plant survivorship rates"

- Added: "One component of monitoring is to track plant survival rates. Plant survivorship thresholds are outlined in park level stewardship plans and may vary depending on site conditions or habitat type."
2. Include a sentence on ethnobotanical use of native plants, such as edible plants.
 - Added: "These experiences also help people learn more about the environment and local natural history, and further their connection to, understanding of, and appreciation for forests and natural areas. Natural areas serve as a living classroom where adults and children can participate in educational and cultural experiences, such as learning about the ethnobotanical uses of native plants, including edible plants. "
 3. Remove "logged" for volunteer hours and replace with a word that doesn't have tree logging connotations.
 - Logged replaced with recorded.
 4. Include more about funding upfront.
 - Added to Executive Summary: "The plan outlines a strategy of gradually increasing the budget over time. Funding will come from a variety of sources, primarily through the 2012 Parks Levy. Additional funding sources will include grants, foundations, and partnerships with other government and non-profit organizations to leverage resources."
 5. Does the Plan include anything about nuisance wildlife?
 - Not within the scope of the document
 6. Can the Plan include more about what to do about illegal activity, and the safety of Stewards and volunteers?
 - Added: "The city has policies and procedures in place to ensure the safety of park visitors and volunteers."
 7. Emphasize that typically each Steward works specifically in a particular park and has detailed knowledge of that park and its geographic location.
 - Added: "Stewards become resident experts on the park where they lead restoration."

The 2015 [20-Year Forest and Natural Areas Restoration Plan](#) is available on the City website.

NOTE: This Plan document is provided in Adobe Acrobat PDF  format. It is recommended you [download Adobe Acrobat Reader](#) (a free program) to view the Plan. For more information or if you are having issues with the PDF files [visit our PDF format help page](#).

The final draft Plan was received by the Park Board on October 14th and the Park Board unanimously recommended that the City Council adopt the Plan.

Next Steps:

Following adoption, implementation of the 20-Year Plan will take place through the work of Green Kirkland Partnership staff, partners, and volunteers. Staff will report annually to Council on implementation progress. GKP will create annual plans, five-year implementation plans, and conduct a 10-year evaluation and update of the strategic plan and benchmarks. The mid-plan status report will be shared with partners and stakeholders.

RESOLUTION R-5168

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND
ADOPTING THE 20-YEAR FOREST AND NATURAL AREAS RESTORATION
PLAN.

1 WHEREAS, healthy sustainable forests and natural areas provide
2 a natural way to filter stormwater runoff, remove carbon from the air,
3 and provide important recreation opportunities for City residents to
4 connect with nature; and

5
6 WHEREAS, the City Council passed Resolution 4689 on February
7 19, 2008, adopting the City's 20-Year Forest Restoration Plan for 372
8 acres of forested natural parkland; and

9
10 WHEREAS, the City of Kirkland in 2011 annexed the Finn Hill,
11 Kingsgate and North Juanita Neighborhoods; and

12
13 WHEREAS, the annexation resulted in a City-wide increase of 115
14 acres of forested and other natural parks and open space which include
15 areas in decline from invasion by non-native plant species; and

16
17 WHEREAS, the Department of Parks and Community Services
18 updated the City's 2008 20-Year Forest Restoration Plan to the 20-Year
19 Forest and Natural Areas Restoration Plan incorporating the new
20 neighborhoods and guiding restoration of the City's forested and other
21 natural areas; and

22
23 WHEREAS, the Park Board reviewed the City's 20-Year Forest and
24 Natural Areas Restoration Plan on October 14, 2015; and

25
26 WHEREAS, in public meeting, the City Council considered the
27 written report and recommendation of the Park Board.

28
29 NOW, THEREFORE, be it resolved that the City Council of the City
30 of Kirkland hereby approves the City's 20-Year Forest and Natural Areas
31 Restoration Plan.

32
33 Passed by majority vote of the Kirkland City Council in open
34 meeting this 17th day of November, 2015.

Signed in authentication thereof this 17th day of November, 2015.

MAYOR

Attest:

City Clerk



CITY OF KIRKLAND

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Barry Scott, Purchasing Agent

Date: November 5, 2015

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF NOVEMBER 17, 2015.

This report is provided to apprise the Council of recent and upcoming procurement activities where the cost is estimated or known to be in excess of \$50,000. The "Process" column on the table indicates the process being used to determine the award of the contract.

The City's major procurement activities initiated since the last report, dated October 22, 2015, are as follows:

	Project	Process	Estimate/Price	Status
1.	Cochran Springs Creek/Lake Washington Blvd Crossing Improvement	Invitation for Bids	\$1,100,000 – \$1,250,000	Advertised on 11/3 with bids due on 11/17.
2.	Totem Lake Park Development-Phase	A&E Roster Process	\$98,437	Contract awarded to the Berger Partnership of Seattle based on qualifications per RCW 39.80.
3.	City Pedestrian Safety Improvements Project	Invitation for Bids	\$200,000	Advertised on 11/6 with bids due on 11/20.

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: Michael Olson, Director of Finance and Administration
Tom Mikesell, Financial Planning Manager

Date: November 3, 2015

Subject: Property Tax Levy Finding of Substantial Need

RECOMMENDATION:

Council adopt the attached resolution establishing a finding of substantial need to allow the property tax levy to increase 1% consistent with the adopted 2016 budget.

BACKGROUND DISCUSSION:

On September 28, 2015, the Department of Revenue released the rate of inflation for property taxes due in 2016 (Attachment 1). The Implicit Price Deflator (IPD) used to determine the property tax limit factor is 0.251 percent (0.251%).

For taxing districts with a population of 10,000 or more, the limit factor is the lesser of 101% or 100% plus inflation as measured by the IPD. However, with a finding of substantial need and supermajority council approval, larger taxing districts can adopt a limit factor up to a maximum of 101%. In order to increase the limit factor to 101%, a resolution or ordinance must be adopted by the district's governing body. Because the City Council is a legislative authority comprised of more than four members, the ordinance or resolution must be approved by a majority plus one. The limit factor authorized by the ordinance or resolution is for one year only, but the additional levy authority will be added to the City total dollar limit.

The adopted 2016 budget assumed that the City would implement the optional levy increase of 1%. Absent this increase, Staff estimates revenues will not meet budgeted levels in 2016. To carry out this increase, the City Council will need to adopt the resolution establishing a finding of substantial need. If no finding of substantial need is adopted, the property tax revenues for 2016 would be reduced by \$201,326. This reduction would affect the General Fund, the Parks Maintenance Fund and the 2012 Parks and Roads Levies, and would also translate into a permanent loss of property tax revenues in future years.

As discussed at the November 4, 2015 Study Session on the 2015-2016 Mid-Biennial Budget, there are a number of local caveats and uncertainties to consider in the determination of substantial need, including:

- The short term loss of sales tax revenues from Totem Lake Mall and Parkplace business during construction in 2016; and,
- The expiration of the Annexation Sales Tax Credit (\$4 million in 2016) in 2021.

In addition, Resolution R-5163, adds on-going funding of a fourth firefighter at station 25 in 2017 (for future station 24) totaling approximately \$450,000.

At the conclusion of the Study Session, the Council requested that a resolution establishing a finding of substantial need be brought back to the November 17 Council meeting. Also as a result of the Study Session discussion, the two preliminary property tax levy ordinances were drafted with the assumption that the finding of substantial need will be approved and the optional one percent levy increase is included. If the Council does not approve the resolution, both ordinances will need to be adjusted down to the Implicit Price Deflator increase of 100.251%.



STATE OF WASHINGTON
DEPARTMENT OF REVENUE

September 28, 2015

Dear County Assessors:

What is the rate of inflation (IPD rate) for 2016?

The rate of inflation (IPD rate) for property taxes due in 2016 is **0.251 percent**.

What is the limit factor for 2016 provided the taxing district adopts a resolution/ordinance authorizing an increase over the prior year's levy?

For the state and taxing districts with populations of 10,000 or greater, the limit factor for property taxes due in 2016 is **100.251 percent**. The limit factor for these districts is defined as 100 percent plus the lesser of the rate of inflation or 1 percent.

For taxing districts with populations under 10,000, the limit factor for property taxes due in 2016 is **101 percent**.

How is the rate of inflation (IPD rate) calculated?

The rate of inflation is the percent change in the implicit price deflator for personal consumption as published by the Bureau of Economic Analysis by September 25th.

The most recent publication available on September 25th was the September publication. For this reason, we used the quarterly values to calculate the percent change in implicit price deflator for personal consumption for taxes due in 2015.

We calculate the percent change by dividing the Quarter 2 2015 number by the Quarter 2 2014 number, subtracting one, and then multiplying by 100. We used the following values in the calculation this year:

Quarter 2 2014	109.114
Quarter 2 2015	109.388

If you have any questions, please contact me.

Sincerely,

Valerie Torres
Tax Policy Specialist
Research & Fiscal Analysis
Department of Revenue

cc: County Treasurers

RESOLUTION R-5167

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND
MAKING A FINDING OF SUBSTANTIAL NEED FOR PURPOSES OF
SETTING THE LIMIT FACTOR FOR THE PROPERTY TAX LEVY FOR 2016.

1 WHEREAS, RCW 84.55.0101 provides that a taxing jurisdiction
2 may levy taxes in an amount that does not exceed the limit factor
3 multiplied by the highest levy of the most recent three years plus
4 additional amounts resulting from new construction and improvements
5 to property; and
6

7 WHEREAS, under RCW 84.55.005(2)(c), the limit factor for a
8 taxing jurisdiction with a population of 10,000 or over is the lesser of
9 101 percent or 100 percent plus inflation; and
10

11 WHEREAS, RCW 84.55.005(1) defines "inflation" as the
12 percentage of change in the implicit price deflator for personal
13 consumption expenditures for the United States as published for the
14 most recent 12-month period by the Bureau of Economic Analysis of the
15 federal Department of Commerce in September of the year before the
16 taxes are payable; and
17

18 WHEREAS, "inflation" for July 2015 is 0.251 percent and the limit
19 factor is 100.251 percent, meaning the taxes levied in the City of
20 Kirkland in 2015 for collection in 2016 will decrease from the budgeted
21 level except for the amounts resulting from new construction and
22 improvements to property; and
23

24 WHEREAS, RCW 84.55.0101 provides for use of a limit factor of
25 up to 101 percent with a finding of substantial need by a majority of
26 the Council Members plus one; and
27

28 WHEREAS, the adopted 2016 budget assumed that the City
29 would implement the optional levy increase of one percent; and
30

31 WHEREAS, if no finding of substantial need is adopted, the
32 property tax revenues for 2016 would be reduced by \$201,326; and
33

34 WHEREAS, Resolution R-5163 supports the addition of an
35 ongoing firefighter position at Fire Station 25 in 2017, for deployment
36 at the new Fire Station 24 when it is constructed, which represents a
37 new on-going cost; and
38

39 WHEREAS, the City faces short and long term revenue losses,
40 including reduced sales taxes from Totem Lake and Parkplace during
41 construction activities and the expiration of the Annexation Sales Tax
42 Credit in 2021.
43

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

46 Section 1. A finding is made of substantial need under RCW
 47 84.55.0101, which authorizes a limit factor of 101 percent for the
 48 property tax levy for 2016, due to the need to maintain and enhance
 49 ongoing public safety services, including the addition of an ongoing
 50 firefighter position at Fire Station 25, and to maintain the City's
 51 budgeted level of revenues in 2016 recognizing the short term revenue
 52 loss posed by construction at Totem Lake and Parkplace and the longer
 53 term financial challenge presented by the expiration of the Annexation
 54 Sales Tax Credit in 2021.

55
 56 Passed by majority vote of the Kirkland City Council plus one in
 57 open meeting this _____ day of _____, 2015.

58
 59
 60 Signed in authentication thereof this ____ day of _____,
 61 2015.

MAYOR

Attest:

City Clerk



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Michael Olson, Director of Finance and Administration
Tom Mikesell, Financial Planning Manager

Date: November 4, 2015

Subject: PRELIMINARY 2015 PROPERTY TAX LEVY PUBLIC HEARING AND ADOPTION

RECOMMENDATION:

City Council conduct a public hearing and adopt the following ordinances levying property taxes for the year 2016:

1. Ordinance 4500 establishing the preliminary regular levy for the City of Kirkland and the excess levy for the pre-annexation City; and
2. Ordinance 4501 establishing the levy for the area previously served by Fire District 41 to pay debt service on the district's outstanding bonds.

Both ordinances assume that the Council adopts a resolution declaring a "finding of substantial need" to allow the full optional one percent increase as was requested by the Council at the November 4 Council study session.

BACKGROUND DISCUSSION:

Washington State law requires a public hearing on revenue sources that must include consideration of possible increases in property tax revenues (RCW 84.55.120). A public hearing on the City's property tax levy is scheduled for November 17. Following the public hearing, the City Council will be asked to establish the City's preliminary property tax levy by adopting Ordinance 4500 and the levy to support annual debt service for the Fire District's outstanding debt for 2016 by adopting Ordinance 4501.

The attached ordinances are required in order to meet the December 4 deadline established by the King County Council for submission of levy amounts. Each year the County prepares a levy worksheet for cities and other taxing districts that establishes the maximum levy capacity (within legal limits) and the amount of new construction valuation. The City cannot accurately calculate the amount of the levy until the final worksheet is received. The County estimates that the final levy worksheets will be available either by the last week of November or the first week of December. Since the date of the final levy worksheet is unknown, an ordinance needs to be passed that establishes a maximum amount of property taxes the City expects to levy in

2016. We use a maximum amount since the County will allow us to submit a final levy amount that is lower than the preliminary amount but not higher. Consequently, the preliminary property tax levy is typically higher than the final levy will be. The final levy will be calculated when the City receives its final levy worksheet from King County and will be brought forward for adoption at the December 8 City Council meeting.

It should be noted that the property tax levies need to be established annually even though the Council has adopted a budget for the 2015-2016 biennium. Accordingly, the attached ordinances establish levies for 2016, the second year of the biennium.

The following discussion explains how the preliminary levy numbers were calculated for both the City and the Fire District.

1. REGULAR AND EXCESS LEVY FOR THE CITY OF KIRKLAND

This section explains how the preliminary levy numbers in Ordinance 4500 were calculated for each of the variable factors in the City's levy. There are two components to the City's property tax levy — the regular levy, which funds operating costs, and the excess levy, which funds debt service on voter-approved bonds (which only applies within the pre-annexation boundary).

Regular Levy for City

For budgeting purposes there are three factors that make up the 2016 regular levy:

- i. The base levy, which also includes:
 - a. The 2002 levy lid lift for Parks Maintenance;
 - b. The 2012 levy lid lift for City Street Maintenance and Pedestrian Safety; and,
 - c. The 2012 levy lid lift for City Parks Maintenance, Restoration and Enhancement.
- ii. The optional one percent increase
- iii. The new construction levy

The Base Levy

The basis for calculating the 2016 levy is the 2015 regular levy of \$26,879,307, which is comprised of four broad budget components, including:

- The base levy for General Fund and the Street Fund;
- The 2002 Parks Maintenance Levy Lid Lift;
- The 2012 Street Maintenance and Pedestrian Safety Levy Lid Lift; and,
- The 2012 City Parks Maintenance, Restoration, and Enhancement Levy Lid Lift.

In addition any minor levy corrections, made by the King County Assessor, are added to the base levy. These corrections totaled \$48,855 in 2015; the Assessor does not include this amount as part of the 2015 regular levy when calculating the optional increase.

Optional Levy Increase

The 2015-2016 Budget assumes the optional increase of one percent in 2016. For taxing districts with a population of 10,000 or more the limit factor is the lesser of 101% or 100% plus inflation as measured by the Implicit Price Deflator. However, with a finding of substantial need and supermajority council approval, larger taxing districts can adopt a limit factor up to a maximum of 101%. The City Council will also consider a finding of substantial need calling for the one percent optional increase on November 17.

In 2016, a one percent increase in the regular levy equates to \$268,793, which is split between the four budget components as shown in the following table. Note that if there is no finding of substantial need, the increase would be reduced to 0.251% (a reduction of \$201,326 to the base levy).

Budget Component	2015 Amount	One Percent	2016 Amount
General Fund & Street Fund	20,337,690	203,377	20,541,066
2002 Parks Maintenance Levy	1,249,812	12,498	1,262,311
2012 Streets Levy	2,965,737	29,657	2,995,394
2012 Parks Levy	2,326,068	23,261	2,349,329
Total	26,879,307	268,793	27,148,100

Levy Corrections

In some years, corrections to the previous year's levy are made and the King County Assessor's Office re-levies these refunds by adding the amount refunded to the upcoming year's levy. These refunds are in addition to the one percent increase (RCW 84.69.020). In 2016, the Assessor will be re-levying \$68,645 in refunds making the levy plus one percent amount for the City equal to \$27,216,745.

New Construction

New construction represents additional property taxes to be received from the construction of new buildings and additions to existing structures. The new construction levy increases revenue to the City but does not increase the tax levy on existing taxpayers. The new construction levy is calculated by dividing the new construction valuation by \$1,000 and multiplying the result by the current year's regular levy tax rate¹ (\$1.45895 per \$1,000 of assessed valuation). The preliminary new construction valuation for the 2016 levy (as of October 28, 2015) is \$287,282,555 which translates into a new construction levy of \$419,131 ($\$287,282,555/\$1,000 \times \1.45895). Over the past several years, the increase in new construction levy as a percentage of each year's total base regular levy has ranged between 0.34 percent and 4 percent. The estimated 2016 new construction levy of \$419,131 (as of October 28, 2015) is 1.54% percent of the total base regular levy for 2016.

For preliminary levy purposes in the preliminary ordinance (O-4500) only, new construction valuation is shown at \$1,257,393, which is triple the October 28, 2015 figure. This is done to ensure that all new construction amounts will be available. The final new construction levy will not be known until the City receives its final levy worksheet from King County in December, and will likely be closer to the October 28 figure of \$419,131. Once the final levy worksheet is received, staff will adjust the 2016 property tax levy accordingly and submit a final ordinance for Council approval on December 8, 2015.

The new construction levy is allocated proportionately across the four areas that receive property tax funding. The table below shows how much would be distributed based on the new construction levy provided by the Assessor on October 28, 2015, as well as the amount (triple the Assessor's estimate) used in the preliminary ordinance (O-4500).

¹ Levy rate per the Preliminary Levy Limit Worksheet from the King County Assessor's Office.

Budget Category	Levy with Optional One Percent Increase	Addition From New Construction	Assessor's Preliminary 2016 Levy
Base Levy (General Fund & Street Fund)*	20,609,711	317,127	20,926,838
2002 Parks Maintenance Levy	1,262,311	19,488	1,281,799
2012 Streets Levy	2,995,394	46,245	3,041,639
2012 Parks Levy	2,349,329	36,271	2,385,600
Subtotal	27,216,745	419,131	27,635,876
Artificially High New Construction Increment		838,262	838,262
Total	27,216,745	1,257,393	28,474,138

* Base Levy includes the \$68,645 refund correction.

Excess Levy for Pre Annexation City

The total excess levy for the City, which relates to voted debt paid within the pre-annexation boundaries, will increase in by \$4,075 in 2016 based on the payment schedule for the outstanding voted debt; in 2016 this amount will be \$574,065. Annexation voters did not approve the assumption of voted bond indebtedness, therefore the excess levy will only be applied on the taxable assessed value of properties within the pre-annexation boundaries of the City. This translates to a rate per \$1,000 assessed value of \$0.04001.

Trends in Assessed Valuation

Assessed valuation is composed of new construction and revaluation of existing properties. Preliminary figures from King County dated October 28, 2015, indicate that compared to 2015, total assessed valuation increased by 9.82 percent. Of this amount, 1.56 percent is due to new construction.

For estimating purposes, in the preliminary levy only, new construction valuation is shown at triple the October 2015 figures to ensure that all new construction amounts will be available. It should be noted that the preliminary new construction figure from King County does not include the State utility assessed valuation, which has not been finalized yet.

The change in valuation does not in itself generate additional revenue for the City. If the Council took no optional increase in the levy and the assessed valuation increases, it would have the effect of lowering the rate applied to each \$1,000 of assessed valuation. Conversely, if the assessed valuation decreases, it results in an increase in the rate applied to each \$1,000 of assessed valuation, since the levy is set as a total dollar amount, which is divided by the assessed valuation.

Preliminary Levy Rates

Based on the preliminary levy worksheet, an intentionally high estimate for new construction (\$1,257,393), the one percent optional increase, the 2002 Parks Maintenance Levy, and the 2012 street and parks levies, the regular levy tax rate for the City would decrease from \$1.45895 per \$1,000 of assessed valuation in 2015 to \$1.40509 in 2016. The rate per \$1,000 decreases because the total assessed valuation (AV) for the City has increased by 9.82 percent over the same period. This rate applies to all parcels in Kirkland.

The excess levy rate, which applies for properties within the pre-annexation boundaries, is decreasing from \$0.04336 to \$0.04001 based on the increase in assessed valuation in the pre-annexation portion of the City.

Levy Type	Levy Amount	Applicable AV	Levy Rate
Regular Levy Rate	28,474,138	÷ \$20,264,998,234/1,000	\$1.40509
Excess Levy Rate	574,065	÷ \$14,349,569,263/1,000	\$0.04001

2. FIRE DISTRICT 41 DEBT SERVICE LEVY

When annexation of the Juanita, Finn Hill, and Kingsgate neighborhoods became effective on June 1, 2011, Fire District 41, which served a majority of that area, was assumed by the City. The District's outstanding debt remains in place until it is retired. With the assumption of the District, the City Council has assumed the role of governing body with the authority to levy taxes to pay the outstanding debt service. For 2016, the City needs to collect \$470,572 to pay the debt service. King County as a whole has a 98 percent collection rate on tax levies, therefore, the City is setting a levy of \$480,176 ($\$470,572 \div 98$ percent) to pay debt service in 2016.

This levy approved by Ordinance 4501 establishes a levy of \$480,176 for the area previously served by Fire District 41 to pay debt service. This translates to a rate per \$1,000 assessed value of \$0.10255 on the properties within the North Juanita, Finn Hill and Kingsgate areas previously served by Fire District 41. Annexation area residents previously served by Fire District 41 will pay 2016 property taxes at the City of Kirkland regular levy rate (excluding voted debt service) plus the District's levy rate required to repay the District's outstanding debt.

Levy Type	Levy Amount	Applicable AV	Levy Rate
Fire District 41 Levy Rate	480,176	÷ \$4,682,355,430/1,000	\$0.10255

3. SUMMARY

Since the annexation was approved by less than a 60 percent majority of voters, the residents of the annexation area did not assume the existing City's voted indebtedness and therefore will not pay the excess levy rate. In fact, tax payers within the City's boundaries have three separate levy rates based on their location (note that the preliminary rates shown are higher than the expected final rates that will be adopted on December 8):

1. Property owners within the pre-annexation City will pay the regular levy rate of \$1.40509 and the excess levy of \$0.04001 for a total of \$1.44510;
2. Property owners within the annexation area previously served by Fire District 41 will pay the regular levy rate of \$1.40509 and the excess levy of \$0.10255 to repay the District debt for a total of \$1.50764; and
3. Property owners within the annexation area previously served by Fire Districts 36 (Woodinville) and 34 (Redmond) will pay the regular levy rate of \$1.40509 only.

While the total dollar amount of the levy is fixed, the final rate per \$1,000 of AV can change based on the final AV at the time King County finalizes the levy rates (in early 2016). A final levy will be prepared for Council approval at the December 8 regular meeting.

Levy Type	Pre-Annexation City	New Neighborhoods Previously served by FD-41	New Neighborhoods Previously Served by Woodinville or Redmond
Regular Levy Rate	\$1.40509	\$1.40509	\$1.40509
Excess levy Rate	\$0.04001	N/A	N/A
FD-41 Debt Levy	N/A	\$0.10255	N/A
Est. Prelim. Levy Rate	\$1.44510	\$1.50764	\$1.40509

Preliminary Levy Recap:

	Amount
2015 Regular Levy	26,879,307
Optional 1 percent Increase	268,793
New Construction*	1,257,393
Other Adjustments^	68,645
Total Regular Levy	28,474,138
Excess Levy	574,065
Total 2016 Preliminary Levy	29,048,203

* New construction levy is set at triple the latest new construction levy amount and will be reduced to the actual new construction allowance when final information is received from King County.

^ Other adjustments include re-levy for prior-year refunds and any levy corrections or omissions.

Adoption of the preliminary property tax levies on November 17 is required in order to meet the King County deadline of December 4 to submit levy amounts. The final levy amount will be calculated based on the final property tax levy worksheet from King County, which is expected in the last week of November or early December. The final levy will be brought forward for Council action at the December 8 meeting.

ORDINANCE O-4500

AN ORDINANCE OF THE CITY OF KIRKLAND ESTABLISHING THE AMOUNT OF PROPERTY TAXES TO BE LEVIED FOR THE YEAR 2016, THE SECOND YEAR OF THE CITY OF KIRKLAND'S 2015-2016 FISCAL BIENNIUM.

1 WHEREAS, the City Council held a public hearing on November
2 17, 2015, to consider the preliminary property tax levy and amendments
3 to the 2015-2016 Biennial Budget; and
4

5 WHEREAS, the City Council and the City Manager have considered
6 the anticipated financial requirements of the City of Kirkland for the
7 fiscal year 2016; and
8

9 WHEREAS, pursuant to RCW 35A.33.135, the City Council is
10 required to determine and fix by ordinance the amount to be raised by
11 ad valorem taxes; and
12

13 WHEREAS, RCW 84.55.120 requires that the increase in the levy
14 over the prior year be stated both as to the dollar increase and
15 percentage change; and
16

17 WHEREAS, on November 17, 2015, the City Council adopted
18 Resolution R-1567 making a finding that there is a substantial need,
19 under RCW 84.55.0101, to set the levy limit at 101 percent.
20

21 NOW, THEREFORE, the City Council of the City of Kirkland do
22 ordain as follows:
23

24 Section 1. The regular property tax levy for the year 2016 is
25 hereby fixed and established in the amount of \$28,474,138. This
26 property tax levy represents a dollar increase of \$268,793 and a
27 percentage increase of one percent from the previous year, excluding
28 the addition of new construction, improvements to property, any
29 increase in state-assessed property, and administrative refunds as
30 shown below:

	Amount
2016 Regular Levy	28,474,138
Less 2015 Levy	26,879,307
Less New Construction	1,257,393
Less Refunds	68,645
Total Increase	268,793
Percent Increase	1.00%

31 Section 2. There is hereby levied for 2016 upon all property,
32 both real and personal, within the City of Kirkland, Washington, and

33 within the area subject to tax levies for the principal and interest of all
 34 general obligation bond issues, a total voted property tax of \$574,065
 35 on the total of assessed valuation for such property.

36
 37 Section 3. This ordinance shall be in force and effect five days
 38 from and after its passage by the Kirkland City Council and publication,
 39 as required by law.

40
 41 Passed by majority vote of the Kirkland City Council in open
 42 meeting this _____ day of _____, 2015.

43
 44 Signed in authentication thereof this _____ day of
 45 _____, 2015.

 MAYOR

Attest:

 City Clerk

Approved as to Form:

 City Attorney

ORDINANCE O-4501

AN ORDINANCE OF THE CITY OF KIRKLAND ESTABLISHING THE AMOUNT OF PROPERTY TAXES TO BE LEVIED FOR THE YEAR 2016, TO PAY THE FIRE DISTRICT 41 DEBT SERVICE ASSUMED AS A RESULT OF ANNEXATION OF THE NORTH JUANITA, FINN HILL, AND KINGSGATE NEIGHBORHOODS ON JUNE 1, 2011.

1 WHEREAS, the City has annexed the territory formerly served by
2 Fire District 41 which removed all of the territory served by the District
3 from its jurisdiction by operation of law as of June 1, 2011; and
4

5 WHEREAS, RCW 35A.14.500 provides that “[w]hen any portion of
6 a fire protection district is annexed by or incorporated into a code city,
7 any outstanding indebtedness, bonded or otherwise, shall remain on
8 obligation of the taxable property annexed or incorporated as if the
9 annexation or incorporation had not occurred”; and
10

11 WHEREAS, RCW 35A.14.801(5) provides that “[i]f a code city
12 annexes property within a fire district or library district while any general
13 obligation bond secured by the taxing authority of the district is
14 outstanding, the bonded indebtedness of the fire district or library
15 district remains on obligation of the taxable property annexed as if the
16 annexation had not occurred”; and
17

18 WHEREAS, the outstanding indebtedness obligation of the taxable
19 property annexed is \$2,550,470; and
20

21 WHEREAS, the City Council and the City Manager have considered
22 the anticipated financial requirements of the City of Kirkland for the
23 payment of the debt service for the fiscal year 2016; and
24

25 WHEREAS, pursuant to RCW 35A.33.135, the City Council is
26 required to determine and fix by ordinance the amount to be raised by
27 ad valorem taxes;
28

29 NOW, THEREFORE, the City Council of the City of Kirkland do
30 ordain as follows:
31

32 Section 1. The Fire District 41 debt service property tax levy
33 for the year 2016 is hereby fixed and established in the amount of
34 \$480,176.
35

36 Section 2. This ordinance shall be in force and effect five days
37 from and after its passage by the Kirkland City Council and publication,
38 as required by law.

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

Signed in authentication thereof this _____ day of _____, 2015.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Michael Olson, Director of Finance and Administration
Tom Mikesell, Financial Planning Manager

Date: November 5, 2015

Subject: MID-BIENNIAL BUDGET – PUBLIC HEARING

The Kirkland Municipal Code (KMC 5.02.020) calls for a public hearing as part of the mid-biennial budget review process. Staff will prepare a brief presentation summarizing the proposed mid-biennial budget, based on the results of the November 4, 2015 Budget Study Session. The packet for the November 6 Study Session is available at the link below.

http://kirknet/Depart/CouncilNet/Council%20Documents/Council%20Packets/2015/2015-11/CC-110415%20Spec%20Mtg/3a_StudySession.pdf



CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Lorrie McKay, Intergovernmental Relations Manager
Date: November 6, 2015
Subject: CITY OF KIRKLAND 2016 STATE LEGISLATIVE PRIORITIES AGENDA

RECOMMENDATION:

It is recommended that the City Council reviews the revised 2016 State Legislative Priorities Agenda (Attachment A) and approves the agenda at its November 17, 2015 Council meeting.

A Resolution adopting the agenda is included.

BACKGROUND DISCUSSION:

At its November 4, 2015 regular meeting, the City Council discussed the draft proposed 2016 State Legislative Priorities Agenda and recommended revisions to the draft. A redline version, showing the revisions, is attached (Attachment B). It is the goal of the Legislative Committee to have the City's 2016 legislative priorities adopted by Council at its regular meeting on November 17, before it hosts its annual legislative breakfasts with the city's delegation.

The regular 2016 legislative session is a short, 60-day session that begins on Monday, January 11 and ends on Thursday, March 10.

The total of the City's annual "Legislative Agenda" consists of three segments: general principles; its top legislative "priorities;" and selected issues/items which the City may "support" (i.e., not 'priority' items). This memo only addresses the proposed top legislative priorities for 2016. Staff will return to Council at a future meeting with items/issues identified for Council's consideration on its Support Items Agenda.

Summary of Revisions

General Principles: The general principles promote the Council's goals and protect the city's ability to provide basic municipal services to its residents. Council directed staff to replace the last bullet in the general principles section with a principle related to vested rights legislation, which had been recommended in the November 4 proposed draft as a legislative priority.

2016 Legislative Priorities: In addition to moving the vested rights issue into the general principles section of the legislative agenda, Council recommended two additional revisions to two priorities of the five originally proposed.

The first revision, Recommended by Councilmember Asher, was to add a legislative priority related to the renewal of community solar incentives of the state's Renewable Energy System Cost Recovery program. The K4C (King County Cities Climate Collaborative) of which Kirkland is a member, developed the

attached 2016 Clean Energy Legislative Priorities and Interests (Attachment C) to guide development of local legislative agendas. The priority reads as follows: *Kirkland supports facilitating greater access to rooftop residential and community solar installations by modifying the Renewable Energy System Cost Recovery program to provide greater certainty about financial return for current solar investors while extending the timeframe for solar incentives to encourage future installations.*

At the November 4 Council meeting, staff recommended the City's priority focus simply on continuing incentives. Councilmember Arnold communicated that it is important to list the priority using the suggested legislative agenda statement as developed by the K4C. Therefore this is the language included in the draft legislative priorities based on Council direction.

Staff and Waypoint Consulting, the City's hired state advocacy consultants, remain concerned with additional policy issues that make the continuation of the tax incentives more complex. In previous years, when the issue of the Renewable Energy System Cost Recovery program has come up, the vast number of stakeholders (solar manufacturers, installers, utilities, energy coalitions and others) have each had conditions on the extension (if you extend it, it has to include x, y or z). These requirements make this very complex. As mentioned in the staff memo in Council's November 4 packet, if issues create controversy, the Legislature is likely to avoid addressing them in the upcoming short session and rather they will leave them for 2017 (or beyond).

The Renewable Energy System Cost Recovery program's incentive payments are scheduled to expire in 2020. Because no stakeholder or interest group will receive anything if the state incentives stop, staff feel that extending the incentives is the bottom line and the top priority.

Staff and Waypoint Consulting suggest the City Council consider an alternative legislative priority as follows: *Kirkland supports facilitating greater access to rooftop residential and community solar installations by extending the timeframe for state solar incentives in the Renewable Energy System Cost Recovery program.*

If the Council agrees with the alternative wording, a motion to replace the language would need to be approved by the Council.

The second revision is related to the Affordable Housing element and was recommended by Councilmember Asher. The change was inspired by several things like Representative McBride's legislative work last session on homelessness, King County Executive's November 2, 2015 declaration of emergency due to homelessness affecting King County (Attachment D), as well as the letter addressed to state senate leadership in support of additional tools to preserve affordable housing (Attachment E) that Council agreed to sign onto. Councilmember Asher recommended staff capture the issue of homelessness in the 2016 priority dealing with funding tools for affordable housing.

Based on this feedback, staff recommends the City list this legislative priority as follows: *Kirkland supports new policies and funding tools to address homelessness and create build more affordable housing, such as:*

- *Allow local jurisdictions the option to impose a demolition fee to be dedicated toward construction of affordable housing;*
- *Allow local jurisdictions to impose up to an additional 0.25% real estate excise tax (REET) specifically for investments in affordable housing;*
- *Allow local jurisdictions to authorize a local option tax exemption to preserve affordability;*
- *Allocate additional resources for mental health and substance use disorder treatment;*
- *Restore the Housing Trust Fund (HTF) to pre-recession levels;*
- *Identify State-owned property to host authorized encampments, vehicle parking, emergency shelter, and housing; and*
- *Ensure the rights of religious organization to host safe parking efforts for the homeless on property owned or controlled by the religious organization*

Finally, staff have reevaluated the Cross Kirkland Corridor to Redmond Central Connector project and have revised the one-page project description (Attachment F). Last year's \$750,000 request for a five foot sidewalk/pathway along the east side of Willows Road. Staff have revised the project to include a full 11 foot wide two-way pedestrian/bicycle path along the east side. The revised funding request is \$1,500,000 for design and construction to connect the high tech corridor of Willows Road and the aerospace and manufacturing companies to Totem Lake and the expanding regional trail network. Staff estimate the connection can be designed and constructed in 12-18 months with multi-agency coordination needed.

NEXT STEPS:

2016 Legislative Priorities Agenda

It is recommended that Council reviews and adopts the 2016 Legislative Priorities Agenda as final. Additional changes to the agenda can be made at any time at future Council meetings as issues and events evolve.

2016 Support Items Agenda

The 2016 Support Item Agenda will be prepared for Council's consideration in January 2016, allowing the City's ally organizations time to develop their respective 2016 legislative priorities.

- Attachments:
- A. Final Draft 2016 Legislative Priorities Agenda
 - B. Redline changes to Proposed Draft 2016 Legislative Priorities Agenda
 - C. K4C 2016 Clean Energy Legislative Priorities and Interests
 - D. King County Executive's November 2, 2015 declaration of emergency due to homelessness affecting King County
 - E. Draft letter addressed to state senate leadership in support of additional tools to preserve affordable housing
 - F. Revised Cross Kirkland Corridor to Redmond Central Connector project description
Resolution of the City Council Approving the 2016 Legislative Priorities Agenda



CITY OF KIRKLAND 2016 LEGISLATIVE AGENDA

General Principles

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- Support vested rights legislation that keeps predictability and certainty for local governments, real estate developers and environmental and community advocates.

City of Kirkland 2016 Legislative Priorities

- Kirkland supports new policies and funding tools to address homelessness and create build more affordable housing, such as:
 - Allow local jurisdictions the option to impose a demolition fee to be dedicated toward construction of affordable housing;
 - Allow local jurisdictions to impose up to an additional 0.25% real estate excise tax (REET) specifically for investments in affordable housing;
 - Allow local jurisdictions to authorize a local option tax exemption to preserve affordability;
 - Allocate additional resources for mental health and substance use disorder treatment;
 - Restore the Housing Trust Fund (HTF) to pre-recession levels;
 - Identify State-owned property to host authorized encampments, vehicle parking, emergency shelter, and housing; and
 - Ensure the rights of religious organization to host safe parking efforts for the homeless on property owned or controlled by the religious organization
- Kirkland supports capital budget funding for a multimodal safety improvement project connecting the Cross Kirkland Corridor with the Redmond Central Connector.
- Kirkland supports allowing both the state and local governments the option of replacing the property tax cap, currently fixed at 1 percent, with a cap that is indexed to both population growth and inflation.
- Kirkland supports facilitating greater access to rooftop residential and community solar installations by modifying the Renewable Energy System Cost Recovery program to provide greater certainty about financial return for current solar investors while extending the timeframe for solar incentives to encourage future installations.
- Kirkland supports clarifying records retention, disclosure, and use limitations of video and/or sound recordings made by law enforcement or corrections officers.



CITY OF KIRKLAND 2016 LEGISLATIVE AGENDA

General Principles

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- Support vested rights legislation that keeps predictability and certainty for local governments, real estate developers and environmental and community advocates.
- ~~Defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes.~~

City of Kirkland 2016 Legislative Priorities

- Kirkland supports new policies and funding tools to address homelessness and create build more affordable housing, such as:
 - Allowing local jurisdictions the option to impose a demolition fee to be dedicated toward construction of affordable housing, and/or
 - Allow local jurisdictions to impose up to an additional 0.25% real estate excise tax (REET) specifically for investments in affordable housing;
 - Allow local jurisdictions to authorize a local option tax exemption to preserve affordability in our communities;
 - Allocate additional resources for mental health and substance use disorder treatment;
 - Restore the Housing Trust Fund (HTF) to pre-recession levels;
 - Identify State-owned property to host authorized encampments, vehicle parking, emergency shelter, and housing; and
 - Ensure the rights of religious organization to host safe parking efforts for the homeless on property owned or controlled by the religious organization
- Kirkland supports capital budget funding for a multimodal safety improvement project connecting the Cross Kirkland Corridor with the Redmond Central Connector.
- Kirkland supports allowing both the state and local governments the option of replacing the property tax cap, currently fixed at 1 percent, with a cap that is indexed to both population growth and inflation.

- Kirkland supports facilitating greater access to rooftop residential and community solar installations by modifying the Renewable Energy System Cost Recovery program to provide greater certainty about financial return for current solar investors while extending the timeframe for solar incentives to encourage future installations. ~~supports comprehensive and balanced vested rights reform that brings predictability and certainty for real estate developers, local governments and environmental and community advocates.~~
- Kirkland supports clarifying records retention, disclosure, and use limitations of video and/or sound recordings made by law enforcement or corrections officers.



2016 Clean Energy Legislative Priorities and Interests

King County and King County cities have a shared goal in the Countywide Planning Policies and K4C Joint Commitments to reduce greenhouse gas emissions 80% by 2050 at the countywide scale. Based on analysis of emissions sources in King County and what it would take to meet this goal, the K4C developed joint action recommendations to:

- Work in partnership with utilities to phase out coal-fired electricity sources by 2025 and limit construction of new natural gas-based electricity power plants.
- Increase countywide renewable electricity use 20 percentage points beyond 2012 levels by 2030 (to 90% of countywide energy mix), and support development of increasing amounts of renewable energy sources.

On October 15, 2015, K4C elected officials were briefed by staff on likely 2016 legislative issues related to clean energy. For this short legislative session, they recommended focusing on two issues: (1) provisions for retirement of the Colstrip energy plant that supplies electricity to PSE and (2) incentives for investment in solar energy, including Community Solar. They outlined the following shared interests in principles that can help to guide development of local legislative agendas, individual and potentially shared testimony and comment letters on Colstrip, and shared comments and testimony on solar incentives.

Colstrip and Puget Sound Energy (PSE)

In 2013, coal generated 31% of Puget Sound Energy's electrical supply, approximately 19% of which is from Colstrip. Last legislative session, PSE sought legislation defining a regulatory framework for transition from Colstrip (including purchase of additional interests in Colstrip) and a low-interest financial mechanism to fund closure costs. It's likely that similar legislation will be proposed in 2016.

On October 15th, K4C elected officials outlined the following interests for 2016 Colstrip legislation:

Clean Replacement Sources:

- The plan to phase out Colstrip should include a commitment and timeline to replace as much Colstrip-related energy as possible with energy efficiency and new renewable sources.
- Short term market purchases (through 2030) of fossil fuel based generation sources of electricity, as a bridge to renewable generation, are likely and reasonable. The replacement energy should not rely on the construction of new natural gas generation.

PSE Purchase of Additional Colstrip Interests:

- Legislation should ensure that an increase in Colstrip ownership in the near-term, with associated liabilities and costs, will lead to the outcomes of accelerating greenhouse gas (GHG) emissions reductions and minimizing ratepayer liabilities.

Balancing PSE guarantees and ratepayer protection:

- The plan to phase out Colstrip needs to make financial sense for PSE while also carefully balancing investor financial guarantees for PSE with ratepayer protections.
- Legislation should demonstrate how any increased ownership will accelerate plant closure, be in the best economic interests of ratepayers, and ensure that that associated costs and liabilities will be shared equally among customer classes.

**Possible Legislative Agenda Language**

[Jurisdiction] supports efforts to accelerate Puget Sound Energy's complete transition from coal to clean renewable energy by 2025 while providing certainty to rate payers on timing and cost. Legislation authorizing increased ownership of Colstrip should include provisions to minimize ratepayer liabilities and accelerate GHG emissions reductions.

Solar Incentives

The state's Renewable Energy System Cost Recovery program was created to help promote and incentivize solar installations. Changes are needed to the state program to meet the growing demand for solar energy. The program contains an annual limit on the amount of state funds available for each participating utility. Both Seattle City Light and Puget Sound Energy expect to hit this cap next year and will therefore be proportionally reducing incentive payments to all participants. This will in effect penalize early adopters, many of whom have invested \$10,000-20,000 in rooftop installations. Additionally, with the program's incentive payments scheduled to expire in 2020, starting next year it will be very difficult for any new solar installation to be paid off, making it far less likely new customers will be able to invest in solar.

On October 15th, K4C elected officials outlined the following interests for solar incentives legislation:

Possible Legislative Agenda Language

[Jurisdiction] supports facilitating greater access to rooftop residential and community solar installations by modifying the Renewable Energy System Cost Recovery program to provide greater certainty about financial return for current solar investors while extending the timeframe for solar incentives to encourage future installations.



King County

LOCAL PROCLAMATION OF EMERGENCY

WHEREAS, despite this region's prosperity, homelessness in King County is in a state of crisis. In 2015 alone, nearly 10,000 people are experiencing homelessness on any given day, up from about 8,000 people in 2005. Nearly 40 percent (3,772) of these homeless persons are unsheltered. On average, people are homeless for more than 100 days, and they return to homelessness after being housed about 15 percent of the time; and

WHEREAS, racial disparities among the population of homeless persons are stark, with Native Americans seven times more likely, and African Americans five times more likely, to experience homelessness than whites; and

WHEREAS, in King County:

- 3,772 were sleeping outside in the elements during our annual January census, the One Night Count;
- 14,042 shelter beds and temporary permanent housing units now put a roof over heads each night;
- 2,919 people per month, including 500 children per month, are now reported by the Washington State Department of Social and Health Services to become newly homeless in King County; and
- 1,440 children are currently homeless, including 940 children under 10 years old; and

WHEREAS, as we approach winter, those without homes are challenged even further to survive; and

WHEREAS, regional and national issues of housing affordability, income inequality, a diminishing state and federal safety net, and population growth have vastly exacerbated the problem. A recent national study showed that, in urban areas like Seattle, every \$100 a month increase in average rents raises the homeless population by 15 percent, and by 39 percent in suburban and rural areas. With rents skyrocketing locally in recent years, every year in King County about 35,000 people are estimated to become newly homeless; and

WHEREAS, King County and cities throughout the county have stepped up to provide shelter and support for people in crisis; and

WHEREAS, despite efforts to provide relief for persons who are homeless, and with our public and private partners jointly developing and endorsing a new four-year homelessness strategic plan for the county, called All Home, the problem persists. We have even more people on the streets than 10 years ago; and

WHEREAS, the experience of homelessness is traumatic and makes a person's other problems – like mental illness or substance abuse – worse; and

WHEREAS, the severity and magnitude of this emergency is beyond the response capability of local resources; and

WHEREAS, there is an emergency present that demands immediate preservation of public health, and extraordinary measures are required to protect the public peace, as well as the safety and welfare of individuals.

NOW THEREFORE, I, Dow Constantine, Executive of King County, do hereby proclaim:

SECTION 1

That it is hereby declared that there is an emergency due to homelessness affecting King County.

SECTION 2

King County will continue to work with all of the cities within King County on plans to address homelessness.

King County will take actions that support, and are within the framework, of the All Home Strategic Plan and its goals of making homelessness rare, and if it occurs, brief, and one-time only; reducing racial disparities; and engaging the full community in ending homelessness. King County's immediate actions will include:

- Securing at least 50 additional shelter beds in Seattle;
- Providing 20 new housing vouchers for those exiting Drug Court;
- Increasing incentives for landlords to rent to veterans;
- Acquiring mobile medical van for use with the City's multi-disciplinary outreach team;
- Increasing mental health services for youth and young adults;
- Increasing support for the Law Enforcement Assisted Diversion (LEAD) program;
- Adding capacity for evaluation, treatment and detoxification facilities in Seattle and South King County; and
- Evaluating publicly-owned land and buildings for use as alternative housing, such as tiny homes.

The Local Proclamation of Emergency includes these requests of the governments of Washington State and the United States:

Washington State

- Undertake those steps and issue those orders that the Governor deems necessary to assist the City of Seattle, King County and cities within, in combating this civil emergency;
- Allocate additional resources for mental health and substance use disorder treatment;
- Set Medicaid rates for inpatient treatment at an amount that is sufficient to provide effective treatment;
- Identify State-owned property to host authorized encampments, vehicle parking, emergency shelter, and housing;
- Allocate intervention and other resources to address the public health and safety crisis associated with unauthorized encampments on State property along I-5, I-90, and SR-99, including implementing physical changes to those areas to minimize ongoing and long-term public health and safety risks;
- Increase the amount and expand allowable support services in the Consolidated Homeless Grant (CHG), including Housing and Essential Needs Program and stabilize funding for CHG;
- Restore the Housing Trust Fund (HTF) to pre-recession levels; and
- Authorize additional financing tools to expand affordable housing and ensure affordability and protections for tenants.

United States

- Increase funding for affordable housing, including capital and operating funding for permanent housing for the homeless and our most vulnerable extremely low-income residents, rental assistance and voucher programs;
- Increase funding for the interrelated system of homeless support services for all populations and address the funding gap created by the shift in priorities of McKinney funding toward housing and housing related services, including funding for mental and behavioral health, chemical dependency, employment and family support services in the HHS and DOL budgets;
- Extend the terms of the existing Moving to Work Program, which provides flexibility for the Seattle Housing Authority and the King County Housing Authority to design local services for housing and employment support for low-income families;
- Eliminate the Institutions for Mental Disease regulation limiting Medicaid reimbursement to facilities with more than 16 beds;
- Update 42 CFR Part 2 – Confidentiality of Alcohol and Drug Abuse Records to mirror HIPAA regulations and support care coordination and primary care integration;
- Approve Washington’s Medicaid Transformation Waiver request, which includes creating a supportive housing benefit that would allow the use of Medicaid funds to pay for support services delivered in permanent supportive housing; and
- Reengage with 10 cities, including Seattle, to implement the requests they submitted for waivers and regulatory flexibility under the 2012 “Dedicating Opportunities to End Homelessness” initiative, which was launched by the Dept. of Housing and Urban Development and the U.S. Interagency Council on Homelessness.

DATED this 2nd day of November, 2015



Dow Constantine
King County Executive

October 20, 2015

The Honorable Sen. Mark Schoesler
Senate Majority Leader
PO Box 40409
Olympia, WA 98504

The Honorable Sen. Steve O'Ban, Chair
Human Service, Mental Health and Housing Committee
P.O. Box 40428
Olympia, WA 98504

RE: Support for Local Option to Preserve Affordable Housing and Build Quality Equitable Communities

Dear Senators:

We, the undersigned municipal leaders, are expressing our support for additional tools to address housing preservation and affordability at the local level. We ask that you consider including as a part of your caucus priorities for the 2016 legislative session proposed legislation that would authorize a local option tax exemption to preserve affordability in our communities.

A Preservation Tax Exemption would both serve to improve private market housing of substandard health and quality, and create affordable housing opportunities in higher cost markets. In many communities across the state older buildings do provide affordable housing options for low-income people, but the properties are often in poor condition. A preservation tax exemption would provide property owners with the necessary resources to rehabilitate these properties to high health and quality standards, and alleviate the need to raise rents to provide funding for building repairs, thereby preventing displacement. Property owners in high rent areas with newer buildings could use the exemption to keep rents affordable.

Affordable housing is a smart investment that creates inclusive, thriving communities where people of all incomes can live. We know that there were over 32,500 homeless children in Washington schools during the 2013-14 school year and that over 390,000, or 15 percent, of state residents are severely cost burdened and pay more than half of their income for housing.

Thank you for considering this important proposal for a flexible tool to provide communities with a local option to address housing preservation and affordability. We look forward to working with you during the 2016 legislative session.

Best regards,



CITY OF KIRKLAND
City Manager's Office
 123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
 www.kirklandwa.gov

November 6, 2015

PROJECT TITLE: Cross Kirkland Corridor to Redmond Central Connector

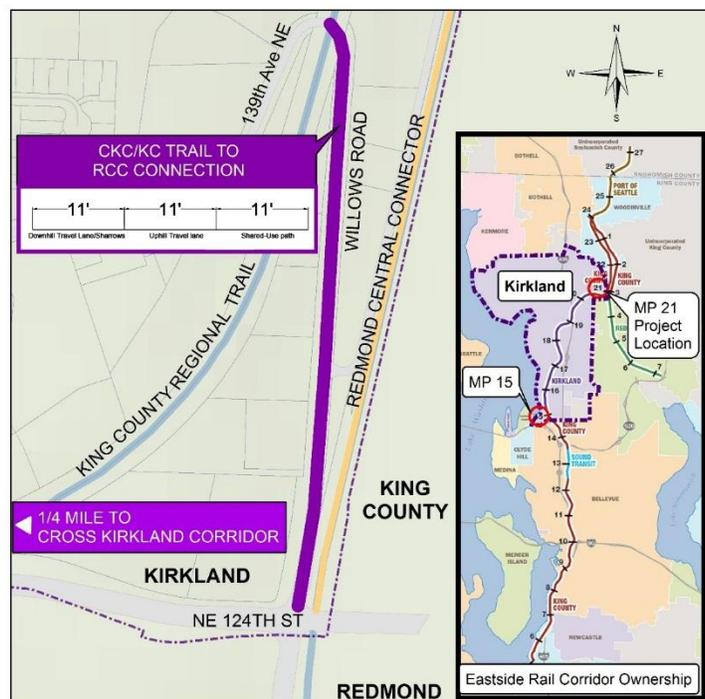
Kirkland supports funding of \$1,500,000 to complete the design and construction of a 1/3 mile pedestrian and bicycle connection between the Cross Kirkland Corridor (CKC), and the Redmond Central Connector (RCC) to connect the high tech corridor of Willows Road and the aerospace and manufacturing companies to Totem Lake and the expanding regional trail network.

PROJECT SUMMARY:

This proposed improvement provides for the installation of an 11 foot wide shared-use path between the intersection of NE 124th Street and Willows Road, and the CKC at 139th Avenue NE. Kirkland recently completed construction of a 5.75 mile crushed-gravel multi-use path along portions of the CKC. The remaining 3/4 mile trail section that completes the existing CKC connection to this project is currently owned by King County.

The City of Kirkland, City of Redmond, and King County are actively pursuing connections between regional trail assets. Project benefits include:

- Encouraging convenient alternative transportation connections between city centers
- Providing usable and safe public access to healthy forms of recreation



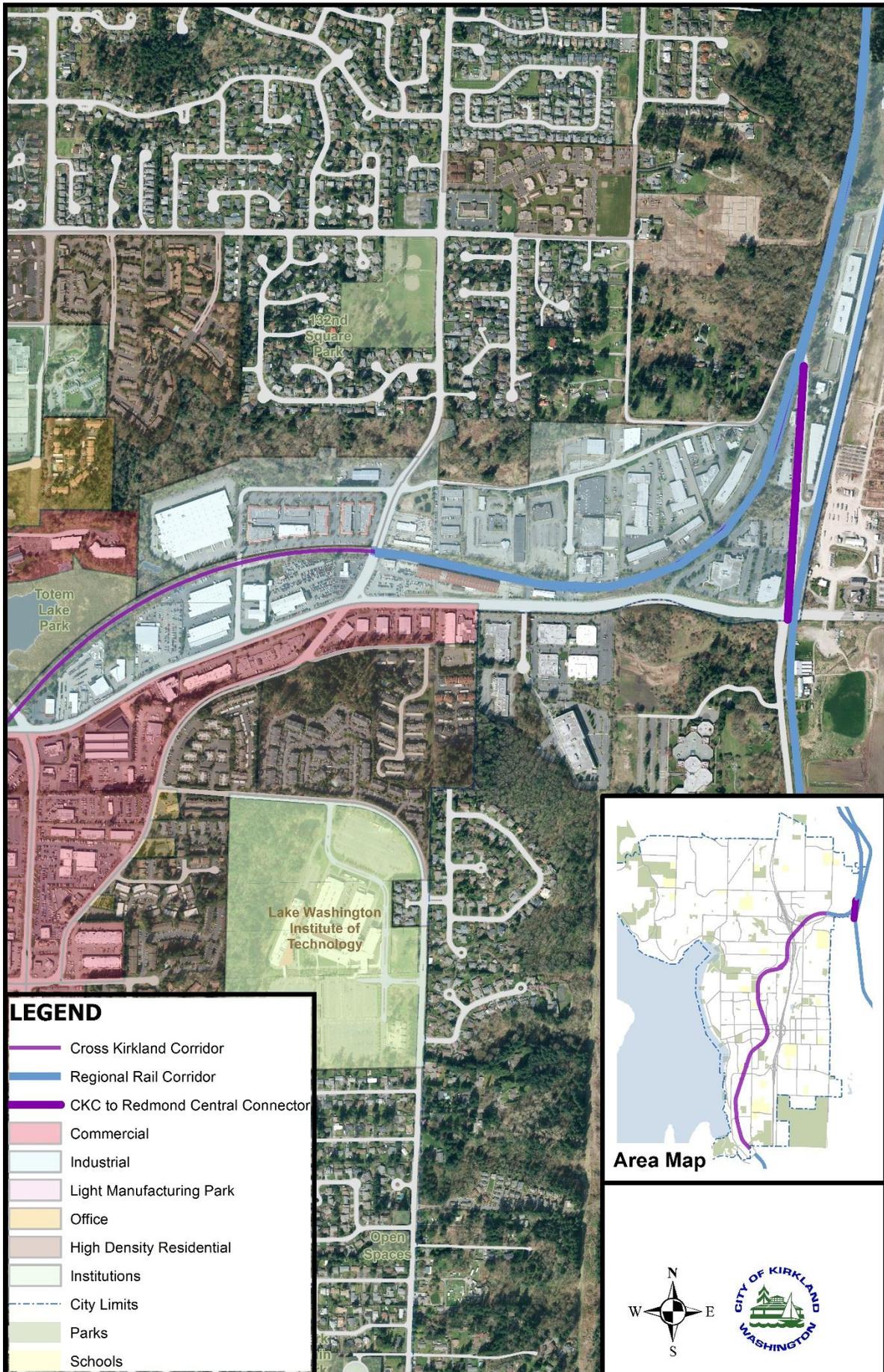
The City of Kirkland is requesting \$1,500,000 for design and construction. The connection can be designed and constructed in 12-18 months with multi-agency coordination needed.

KIRKLAND CONTACTS:

Kurt Triplett
 City Manager
 425-587-3020

Lorrie McKay, Intergovernmental Relations Manager
 425-587-3009

Kathy Brown
 Public Works Director
 425-587-3802



RESOLUTION R-5169

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING A CITY OF KIRKLAND LEGISLATIVE AGENDA TO BE ADDRESSED TO THE 2016 SESSION OF THE STATE LEGISLATURE.

1 WHEREAS, actions of the State Legislature in respect to local
2 government issues, services and funding have a profound impact upon
3 the ability of local governments to provide adequate local services; and
4

5 WHEREAS, the Kirkland City Council supports legislation that
6 promotes the City Council's goals and protects the City's ability to
7 provide basic municipal services to its residents; and
8

9 WHEREAS, the City of Kirkland seeks to protect shared state
10 revenue sources available to the City, including the State Annexation
11 Sales Tax Credit, and provide new revenue options and flexibility in the
12 use of existing revenues; and
13

14 WHEREAS, the Kirkland City Council supports long-term
15 sustainability efforts related to City financial, environmental and
16 transportation goals; and
17

18 WHEREAS, the Kirkland City Council opposes the imposition of
19 unfunded mandates that draw on City resources and opposes any
20 further shifting of costs or services from the State or County to cities;
21 and
22

23 WHEREAS, the Kirkland City Council supports vested rights
24 legislation that maintains predictability and certainty for local
25 governments, real estate developers and environmental and community
26 advocates; and
27

28 WHEREAS, the Kirkland City Council believes it appropriate to
29 set forth its position as to issues affecting local government operations
30 coming before the State Legislature during its 2016 session, including
31 issues which the City Council requests the State Legislature to consider.
32

33 NOW, THEREFORE, be it resolved by the City Council of the City
34 of Kirkland as follows:
35

36 Section 1. The "General Principles" and "City of Kirkland 2016
37 Legislative Priorities" set forth in the "City of Kirkland 2016 Legislative
38 Agenda" attached as Exhibit A and by this reference incorporated, are
39 adopted as Kirkland's recommendation to the 2016 Session of the State
40 Legislature.
41

42 Section 2. The City administration shall transmit the 2016
43 Legislative Agenda, including any subsequent changes or updates, to
44 members of the State Legislature representing the legislative districts in
45 which Kirkland is located, together with other members of the State

46 Legislature and to the Association of Washington Cities, the Sound Cities
47 Association and other ally organizations.

48
49 Passed by majority vote of the Kirkland City Council in open
50 meeting this _____ day of _____, 2015.

51
52 Signed in authentication thereof this _____ day of _____,
53 2015.

MAYOR

Attest:

City Clerk



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

MEMORANDUM

To: Kurt Triplett, City Manager
From: Tracey Dunlap, Deputy City Manager
Date: November 5, 2015
Subject: IMPACT FEE UPDATE ADOPTION

RECOMMENDATION:

City Council adopt ordinances to revise impact fees for Parks and Transportation, approve Lake Washington School District's request for an increase to the School impact fee, and adjust impact fee deferral provisions for consistency with new legislation.

BACKGROUND DISCUSSION:

As part of the Kirkland 2035 efforts, staff has been working to update the Park and Transportation impact fees charged to new development. The City Council received an introduction to this topic and related policy issues at the April 7, 2015 Study Session (with follow up on April 21), additional background information as part of the Capital Improvement Plan (CIP) funding discussion at the May 29, 2015 Council Retreat, and draft rate study results at the September 15, 2015 City Council meeting. In addition to the update of Park and Transportation impact fees, the following issues were presented:

- Lake Washington School District's request that the City increase the School impact fee consistent with their capital facilities plan update,
- Changes to update the City's existing deferral program to be consistent with recent State legislation,
- Discontinuing fees for changes of use (making the current temporary suspension permanent), and
- Discontinuing the discounted fees charged for some uses in the Central Business District.

The September 15 staff report contained detailed descriptions of each issue and supporting documents and is available at the following link: [Impact Fee Rate Studies and Related Issues](#).

This memorandum summarizes changes that have occurred since September 15 and recaps the key changes that are proposed by the attached ordinances with an effective date of January 1,

2016. Three ordinances, representing amendments to the code sections for Transportation, Parks, and Schools, are presented for consideration.

Transportation Impact Fees (Ordinance 4502 Amending KMC 27.04)

- Increases the impact fees consistent with the multimodal approach defined in the Transportation Master Plan (TMP) that includes a wider variety of transportation improvements, including those on the Cross Kirkland Corridor, and bases the impact fees on person trips rather than vehicle trips, as follows:
 - Single family fee of \$5,009,
 - Multifamily fee per unit of \$2,855,
 - Commercial fees based on \$3,454 per person trip (the impact will vary by land use).

These fees are about 3.5% higher than the figures presented in September, based on adjustments made to the project costs in the calculation. Primary among these was inclusion of design costs for the 100th Avenue Corridor project, adding about \$3,000,000 to the total cost of projects for which Impact Fees can be used as a funding source. There were other minor adjustments made to the Impact Fee project list to reflect changes encountered as the CIP was finalized. The net result of these adjustment was to increase the person trip rate by \$112.30 to \$3,454.15 from \$3,341.85 in the draft rate study. This change caused associated changes to the impact fees that will be charged for the various land use types. Tables showing the finalized project list (page 4) and rates (page 11) are in the final Transportation Rate Study (Attachment A). A comparison of current and proposed rates is contained as Attachment B.

- Removes language related to charging for change of use, consistent with Council direction.
- Removes the discount of selected fees charged in the Central Business District. This discount was determined to have a limited technical basis to support its continued application.
- Updates impact fee deferral language to be consistent with recent changes in legislation. The recent amendment of RCW 82.02.050 requires the City to make the following recommended edits to the existing program:
 - Expand the existing program to include attached residential Building Permits (multi-family projects).
 - Require new multifamily and single-family permits to pay the fee (if they choose to defer payment) prior to building permit final inspection, building permit final occupancy, or 18 months after permit issuance, whichever occurs first.

Park Impact Fees (Ordinance 4503 Amending KMC 27.06)

- Increases the single family impact fee to \$3,968 and the multifamily per unit fee to \$3,015, based on the investment per capita approach, consistent with the proposed Parks, Recreation and Open Space (PROS) plan. There have been no changes to this recommendation since September 15 (the Park Impact Fee Rate Study is included as Attachment C).
- Removes language related to charging for change of use, consistent with Council direction.
- Updates the impact fee deferral language, as described above.

School Impact Fees (Ordinance 4504 Amending KMC 27.08)

- Increases School impact fees consistent with the Lake Washington School District updated capital facilities plan, resulting in a single family impact fee of \$9,715 and a multifamily per unit fee of \$816.
- Updates the impact fee deferral language, as described above.

The cumulative impact of all of the fee recommendations is summarized in the table below.

Summary of Proposed Impact Fees

	Current	Proposed	Change
Single Family			
Transportation	3,942	5,009	1,067
Park	3,949	3,968	19
School	9,623	9,715	92
Total Single Family	17,514	18,692	1,178
Multifamily (per unit)			
Transportation	2,311	2,855	544
Park	2,583	3,015	432
School	745	816	71
Total Multifamily	5,639	6,686	1,047
Commercial	per vehicle trip	per person trip	Varies by Use
Transportation	3,903	3,454	(449)
Park	n/a	n/a	n/a
School	n/a	n/a	n/a

As discussed at the September 15 meeting, staff convened a meeting of developers to discuss the proposed changes on September 3, 2015. Representatives of eight development firms and the Master Builders were in attendance and provided valuable feedback and appreciated the City's willingness to meet with them before the proposals were brought forward from Council action.



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City of Kirkland Transportation Impact Fee Update Rate Study

October 2015
SE13-0304

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INTRODUCTION

This report provides an update to the Transportation Impact Fee Program for the City of Kirkland. The update was prepared for the following reasons:

- The Growth Management Act (GMA) requires regular updates to impact fee programs. The last Transportation Impact Fee program update was adopted by the City in 2007.
- New projects have been added from the City's Transportation Master Plan (TMP) and Capital Improvement Program (CIP), while projects on the original impact fee project list have been completed.
- The costs of projects on the impact fee project list have increased due to inflation and changing project scope since the last program update in 2007.
- The patterns of traffic growth, land use, and redevelopment have changed.

The remaining sections of the report describe the impact fee program methodology, the analyses performed, and the resulting recommendations.

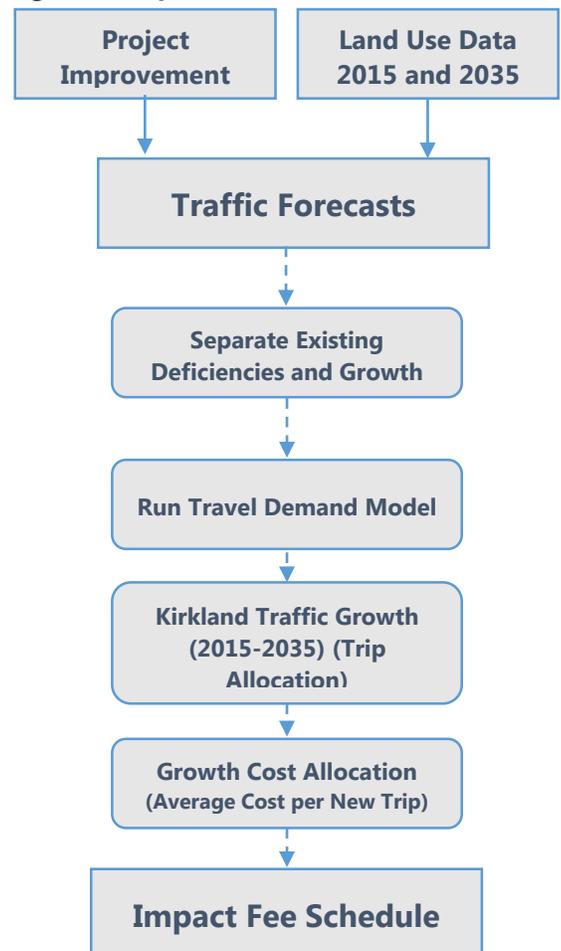
METHODOLOGY

The impact fee structure for the City of Kirkland was designed to determine the fair share of improvement costs that may be charged for a new development. The GMA allows impact fees for system improvements that reasonably relate to the impacts of new development, and specifies that fees are not to exceed a proportionate share of the costs of improvements.

The following key points summarize the impact fee structure (refer to **Figure 1**):

- A 20-year project improvement list (2015 – 2035) oriented to future growth was developed.
- Existing deficiencies were identified and separated from future trips on the roadway system.
- Future trips were allocated to geographic areas inside and outside the City.
- A land use-based fee schedule was developed.

Figure 1. Impact Fee Structure



IMPACT FEE PROJECT LIST

Washington State law (RCW 82.02.050) specifies that Transportation Impact Fees are to be spent on “system improvements.” System improvements can include physical or operational changes to existing roadways, as well as new roadway connections that are built in one location to benefit projected needs at another location. These are generally projects that add capacity (new streets, additional lanes, widening, signalization, etc.).

During the City's Transportation Master Plan (TMP) process, the City identified transportation projects needed by 2035 to meet the adopted Level of Service (LOS) standards and ensure that adequate facilities are provided for all travel modes. As a result, the impact fee project list includes a network of vehicular, biking, walking and transit-supportive projects on the city's roadway system. These capital projects form the basis for the City's impact fee and the 2035 concurrency project list.

The resulting project list is shown in **Table 1**. The total project list includes the following modal components:

- Motor vehicles (traffic capacity; efficiency-ITS) - \$69 million
- Transit (speed & reliability; passenger environment) - \$1 million
- Walk (sidewalks; Cross Kirkland Corridor) - \$36 million
- Bike (bike lanes; greenways) - \$24 million
- **Total Impact Fee Project List - \$130 million**

The total project list cost of \$130 million is over double the cost of the current impact fee program.

These projects all add person capacity to the city's transportation network. Notably, the list includes a portion of the Cross Kirkland Corridor (CKC) costs, since the CKC will provide a vital north-south transportation link within the city. The impact fee portion of the CKC focuses on providing effective crossings of existing roadways.



TABLE 1. IMPACT FEE PROJECTS

ID	Project Title	Project Description	Source	Estimated Cost
Roadway				
R1	NE 132nd Phase I (west)	Rechannelize, sidewalks, bike lanes	ST 0077	\$ 1,348,000
R2	NE 132nd Phase I (mid)	Rechannelize, sidewalks, bike lanes	ST 0078	\$ 316,000
R3	NE 132nd Phase I (east)	Rechannelize, sidewalks, bike lanes	ST 0079	\$ 1,119,000
R4	NE 132nd St/Juanita High School Access Road Intersection Improvements	Construct a 250 foot eastbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio.	TR 0093 000	\$ 916,000
R5	NE 132nd St/108th Ave NE Intersection Improvements	Construct a 250 foot westbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio.	TR 0094 000	\$ 618,000
R6	NE 132nd St/Fire Station Access Intersection Improvement	Modify existing signal to include pedestrian actuated option, as recommended in the NE 132nd Street Master Plan.	TR 0095 000	\$ 366,000
R7	NE 132nd St/124th Ave NE Intersection Improvements	Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg, and north leg.	TR 0096 000	\$ 5,713,000
R8	NE 132nd St/132nd Ave NE Intersection Improvements	Extend the eastbound left turn and right turn lanes to 500 feet.	TR 0097 000	\$ 889,000
R9	NE 132nd St/116th Way NE - Totem Lake Boulevard (I-405) Intersection Improvements	Coordination of City ROW and intersection improvements in association with the WSDOT's Half-Diamond Interchange at NE 132nd Street and I-405, between 116th Way NE and Totem Lake Blvd.	TR 0098 000	\$ 300,000
R10	100th Ave NE Roadway Improvements	Widen existing roadway to improve current 5-lane to 2-lane transition.	ST 0083 102	\$ 13,694,200
R12	Juanita Drive Improvements	Roadway improvements from Juanita Drive Corridor Master Plan	ST 0089	\$ 6,600,000
R13	NE 124th St/124th Ave NE Intersection Improvements	Widen north (southbound) leg to allow second left-turn lane, extend right-turn-only lane to become a through-right (right of way acquisition at railroad triangle required).	TR 0091 000	\$ 1,598,000
R14	NE 116th St/124th Ave NE Northbound Dual Left-turn lanes	This project will reconstruct the south leg (124th Ave NE) of the intersection to allow for two northbound left-turn lanes from 124th Ave NE to NE 116th Street.	TR 0092 000	\$ 1,375,000
R18	120th Avenue NE (NE 128th St to NE 132nd St)	Widen to a 5 lane cross section. Three signalized intersections will be reconstructed.	ST 0063 000	\$ 4,500,000
R19	Traffic Signal Upgrades	ITS Communication System and ITS Signal Upgrades	Such as TR 0120, TR 0125	\$ 2,350,000
R20	Advanced Control Methods	Adaptive Signal Corridor Upgrades	Such as TR 0120, TR 0125	\$ 1,620,000
R24	124th Ave NE (NE 116th St to NE 124th St)	Widen to 5 lanes	ST 0059 000	\$ 10,000,000
R25	NE 120th St Extension (124th Ave NE to 120th Ave NE under I-405)	New connection	ST 0072	\$ 15,780,600
Transit				
T1	Transit Signal Priority	Transit speed and reliability improvements	PT 0002	\$ 500,000
T2	Transit Stop Upgrades	Improved highest use transit stops along priority routes; traveler information	PT 0003	\$ 500,000
Non-Motorized				
NM1	Bicycle system	Bicycle system including buffered lanes	Such as: NM 0089, Juanita Drive projects, NM 8888	\$ 17,900,000
NM2	Greenways	Full Greenway Network	Such as: NM 0113 series	\$ 6,000,000
NM3	Cross Kirkland Corridor Connections and Crossings	CKC Connections and Street Crossings	Such as NM 0086 series, NM 0015	\$ 17,467,000
NM4	Walkways	Walkway on one side of: 1) collector and arterials, 2) non-local School Walk Routes 3) non-local streets in highest two categories of 10 minute neighborhoods	Such as: NM 0095, 0098, 0006, 0087, 9999	\$ 13,500,000
NM5	Crosswalks	Crosswalks upgrades on arterials, locations with poor lighting, new crosswalks, improvements at signals	Such as NM 0012 series	\$ 5,030,000
Total				\$ 129,999,800



TRAVEL GROWTH

For the impact fee analysis, a 20-year travel growth estimate was used consistent with the city's adopted land use plan. **Table 2** shows Kirkland land uses in terms of housing (single family and multi-family) and employment (retail, office, and industrial) units for the years 2010 and 2035. The 2010 data were subsequently adjusted to 2015 to account for previously approved and occupied developments.

TABLE 2. KIRKLAND LAND USE GROWTH

Land Use Category	Unit of Measure	2010	2035	Growth
Single Family Housing	Dwelling Units	29,125	30,160	1,035
Multi-Family Housing	Dwelling Units	7,740	15,130	7,390
Office/Education	Employees	25,250	35,320	10,070
Retail	Employees	7,580	15,110	7,530
Industrial	Employees	5,640	10,130	4,490

Source: City of Kirkland

The land use growth forecasts are higher than they were when the current impact fee program was developed, resulting in about 70 percent higher travel volumes over 20 years compared with the previous forecasts. Part of this increase is due to the geographic expansion of the city in 2011.

To facilitate analysis of all modes, the travel growth associated with the land use was calculated as person volumes rather than traffic. Using the city's travel demand model and professionally-accepted trip generation tools, an estimate of 15,000 new PM peak hour person trip ends¹ was estimated for the 2015-2035 period.

COST ALLOCATION

To meet GMA requirements, the City uses an impact fee methodology that distinguishes between facility improvements that address existing deficiencies and those that are needed to serve new growth. The resulting growth-related improvements are then separated into the Kirkland and non-Kirkland portions.

¹ A trip travels between an origin and a destination. Each trip has two trip ends, one each at the origin and destination. Trip ends represent the persons coming to and from a given land use. The person trip ends were calculated using an average of results obtained from trip generation formulas used by the Institute of Transportation Engineers and the City's travel demand model.



TRANSPORTATION DEFICIENCIES

Transportation deficiencies were calculated separately for motorized and non-motorized projects. For motorized projects, existing Levels of Service (LOS) were calculated at a corridor level consistent with the new Level of Service methodology adopted as part of the TMP. Using this method, there were no existing motorized deficiencies identified.

For non-motorized and transit-supportive projects, a different approach to deficiency analysis was taken, since these types of projects do not lend themselves to a traditional LOS analysis. Instead, an assumption was made that both existing and future travelers create the need for these projects proportional to their magnitude of trip making. By comparing the existing and future land uses (**Table 2**) and resulting trip generation, it was estimated that new growth would represent about 25 percent of total travelers in 2035. Conversely, 75 percent of travel would come from existing land uses, constituting the 'existing deficiency' portion.

PERCENT OF GROWTH WITHIN KIRKLAND

Once existing deficiencies were removed, the remaining costs are attributable to growth. However, not all of the growth comes from Kirkland development – there is a portion of growth that comes from surrounding jurisdictions. Adjustments were made for trips that pass through Kirkland or only have one end of the trip starting or ending in Kirkland.

For motorized projects, the City's travel demand model was used to determine the proportions of traffic growth associated with Kirkland and non-Kirkland trips. For non-motorized and transit-supportive projects, most of the users would be Kirkland travelers given the nature of the projects and typical trip lengths of non-motorized travelers. Professional judgment was used to estimate the Kirkland growth proportions for these projects.

Appendix A shows the resulting percentages of growth within Kirkland.

COST ALLOCATION RESULTS

For discussion purposes, the dollar amounts shown in the following figures and text descriptions are rounded values expressed in millions of dollars. The actual amounts used in the calculations are accurate to a single dollar.

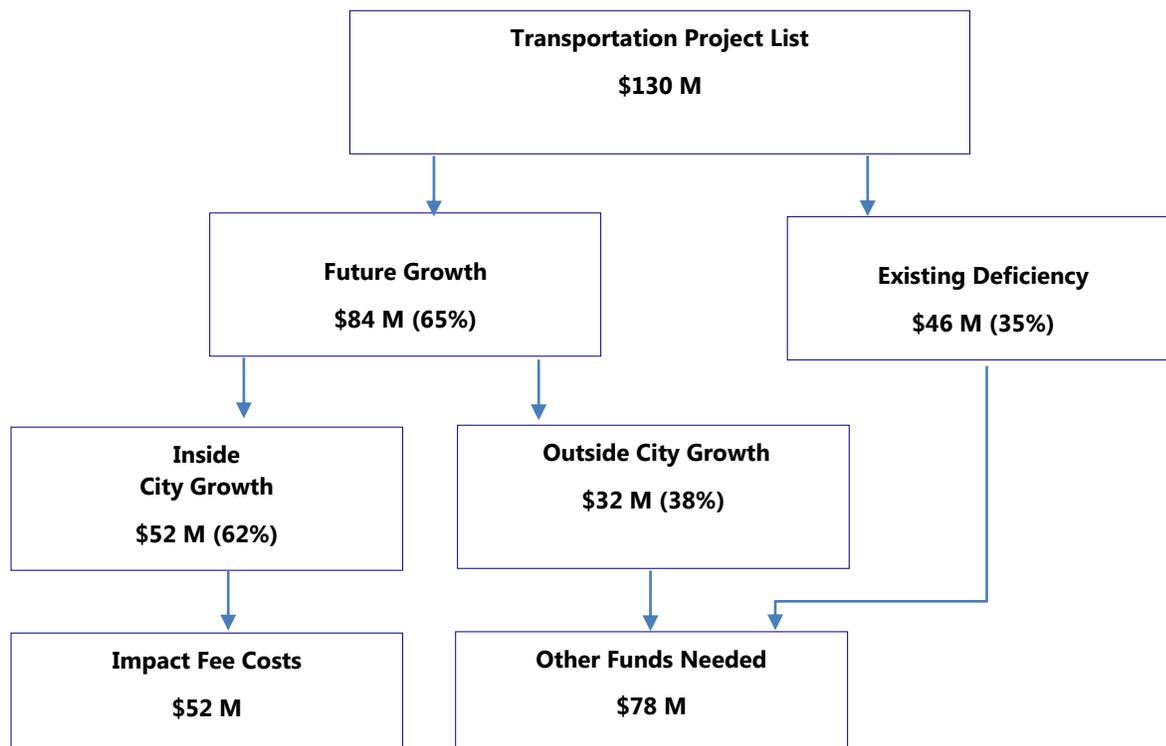
The total cost of the projects on the capacity project list is \$130 million as shown in **Figure 2**. Of this amount, \$46 million is estimated to be due to existing deficiencies, leaving costs of \$84 million attributable to growth.



The \$84 million was then split into 'city growth' and 'outside city growth'. The details of this calculation are shown in **Appendix A**.

The resulting city growth responsibility equals \$52 million, or 62 percent of the total growth costs. This is the amount that can be charged as impact fees to development in Kirkland. The remaining \$78 million would be expected to be obtained from other sources of funding.

Figure 2. Impact Fee Cost Allocation (2015 – 2035)



In summary, the impact fees could contribute 40 percent of the total \$130 million cost of the improvement projects. City matching funds, new grants, and other sources would provide the remaining 60 percent of the total project costs.

The final step in the cost allocation process dealt with calculating the "cost per new trip end" within Kirkland, derived by dividing the total eligible project cost by the total number of new PM peak hour trip ends based in Kirkland. A total of 15,000 new PM peak hour person trip ends are estimated to occur within the City between 2015 and 2035.



The analysis produced the following results.

Impact fee costs	\$ 51,812,293
Divided by:	
New PM peak hour person trip ends	<u>÷ 15,000</u>
Equals:	
Cost per new person trip end	\$ 3,454.15

IMPACT FEE SCHEDULE

The impact fee schedule was developed by adjusting the "cost per trip end" information to reflect differences in trip-making characteristics for a variety of land use types within the study area. The fee schedule is a table where fees are represented as dollars per unit for each land use category. **Table 3** shows the various components of the fee schedule (vehicle trip generation rates, person trip rates, new trip percentages, trip lengths, and trip length adjustment for each land use). Certain land uses were modified, added, or removed from the current fee schedule to reflect recent development trends within the City and changes to the national trip generation database.

TRIP GENERATION

Trip generation rates for each land use type are derived from a variety of sources. Vehicle trip rates were obtained from the Institute of Transportation Engineers (ITE) *Trip Generation* report (9th Edition). These rates are expressed as vehicle trip ends during the PM peak hour.

The vehicle trip ends were converted to person trip ends using methods consistent with those in the ITE *Trip Generation Handbook* (3rd Edition, 2014). Person trip generation data for model-consistent land use categories (i.e. residential, school, retail, office, industrial) were obtained from the City of Redmond *Household and Employee Travel Survey* (2010). Using these data, factors were developed to convert ITE vehicle trip rates into person trip rates². A consistent factor was used for each individual land use within a category. For example, all retail uses had the same factor to convert from vehicle to person trips.

² Conversion factors for vehicle to person trips: Residential (1.45); Retail and Services (1.22); Office (1.18); Industrial (1.09)



PASS-BY TRIP ADJUSTMENT

The trip generation rates represent total persons entering and leaving a property. For certain land uses (e.g., retail), a substantial amount of the motorized travel is already passing by the property and merely turns into and out of the driveway. These pass-by trips do not significantly impact the surrounding street system and therefore are subtracted out prior to calculating the impact fee. The resulting trips are considered "new" trips and are therefore subject to the impact fee calculation. The "new" trip percentages are derived partially from the ITE *Trip Generation Handbook* (3rd Edition) and from available surveys conducted around the country³.

TRIP LENGTH ADJUSTMENT

Another variable that affects traffic impacts is the length of the trip generated by a particular land use. The "cost per trip" calculated in the impact fee program represents an average for all new trips generated within Kirkland. Being an average, there will be certain land uses that generate trips of different lengths. If a given trip length is shorter than the average, then its relative traffic impacts on the street system will be lower than average. Conversely, longer trips will impact a larger proportion of the transportation network. In order to reflect these differences, the method includes an adjustment factor, which is calculated as the ratio between the trip length for a particular land use type and the "average" trip length for the City.

Trip length data were estimated using limited national surveys of vehicle trips⁴⁵. Since the adjustment uses a ratio, the relative trip lengths are more important than the actual trip length. The average new trip length estimated for Kirkland was 3.5 miles based upon the 2035 mix of land use types within the study area. Using this average, a trip length adjustment was applied for each land use type.

³ 'New' trip percentages are based on vehicle trips surveyed at land use sites. No comparable non-motorized data are available.

⁴ Trip length primary data sources: Pinellas County (FL) Impact Fee Study; City of Tampa (FL) Transportation Impact Fee Update

⁵ Person trip lengths are not available for individual land use types but can be estimated for broad land use categories (e.g. residential, retail, office etc.) using household travel survey results and travel demand models. Limited analysis of these data using Puget Sound regional surveys indicate that trip length adjustments based on person trips would produce results reasonably comparable to the vehicle trip lengths, but at a more generalized scale. As a result, a decision was made to retain the more detailed trip length adjustments shown in the table absent further person trip length data becoming available.



SCHEDULE OF RATES

The impact fee rates are shown in the last column in **Table 3**. In the fee schedule, fees are shown as dollars per unit of development for various land use categories, as defined in **Appendix B**. The impact fee program is flexible in that if a use does not fit into one of the categories, an impact fee can be calculated based on the development's projected trip generation.



TABLE 3. IMPACT FEE SCHEDULE

Land Uses	Unit of Measure	ITE Land USE Code	Vehicle Trip Rate	Person Trip Rate	New Trip %	Trip Length (miles)	Trip Length Adjustment	Impact Fee per Unit
Cost per Person Trip End >								\$3,454.15
Residential								
Detached Housing	dwelling	210	1.00	1.45	100%	3.5	1.00	\$ 5,009
Attached and Stacked Housing	dwelling	220,221,230,233	0.57	0.83	100%	3.5	1.00	\$ 2,855
Senior Housing	dwelling	See note 1	0.29	0.41	100%	3.5	1.00	\$ 1,427
Nursing Home	bed	620	0.22	0.27	100%	2.8	0.80	\$ 742
Congregate Care/ Assisted Living	dwelling	253,254	0.17	0.21	100%	2.8	0.80	\$ 573
Commercial - Services								
Drive-in Bank	sq ft/GFA	912	24.30	29.65	65%	1.5	0.43	\$ 28.53
Walk-in Bank	sq ft/GFA	911	12.13	14.80	80%	1.5	0.43	\$ 17.53
Day Care Center	sq ft/GFA	565	12.34	15.05	75%	2.0	0.57	\$ 22.29
Hotel	room	310	0.60	0.87	100%	4.0	1.14	\$ 3,434
All Suites Hotel	room	311	0.40	0.58	100%	4.0	1.14	\$ 2,290
Service Station/Minimart	VFP	945	13.51	16.48	44%	1.7	0.49	\$ 12,167
Movie Theater	screens	445	13.64	16.64	85%	2.3	0.66	\$ 32,107
Health Club	sq ft/GFA	492	3.53	4.31	75%	3.1	0.89	\$ 9.88
Racquet Club	sq ft/GFA	491	1.06	1.29	75%	3.1	0.89	\$ 2.97
Marina	Berth	420	0.19	0.23	90%	3.1	0.89	\$ 638
Commercial - Institutional								
Elementary School/Jr. High School	student	520,522	0.15	0.18	80%	2.0	0.57	\$ 289
High School	student	530	0.13	0.16	90%	2.0	0.57	\$ 282
University/College	student	550	0.17	0.21	90%	3.0	0.86	\$ 553
Church	sq ft/GFA	560	0.55	0.67	100%	3.7	1.06	\$ 2.45
Hospital	sq ft/GFA	610	0.93	1.13	80%	5.0	1.43	\$ 4.48
Commercial - Restaurant								
Quality Restaurant	sq ft/GFA	931	7.49	9.14	56%	3.4	0.97	\$ 17.17
High-Turnover Restaurant	sq ft/GFA	932	9.85	12.02	57%	3.4	0.97	\$ 22.98
Fast Food Restaurant w/o drive thru	sq ft/GFA	933	26.15	31.90	50%	2.0	0.57	\$ 31.49
Fast Food Restaurant w drive thru	sq ft/GFA	934	32.65	39.83	50%	2.0	0.57	\$ 39.31
Industrial								
Light Industry/High Technology	sq ft/GFA	110	0.97	1.06	100%	5.1	1.59	\$ 5.80
Industrial Park	sq ft/GFA	130	0.85	0.93	100%	5.1	1.59	\$ 5.08
Warehousing/Storage	sq ft/GFA	150	0.32	0.35	100%	5.1	1.59	\$ 1.91
Commercial - Retail								
Shopping Center	sq ft/GLA	820	3.71	4.53	65%	1.7	0.49	\$ 4.94
Auto Parts Sales	sq ft/GFA	843	5.98	7.30	57%	1.7	0.49	\$ 6.98
Auto Care Center	sq ft/GFA	942	3.11	3.79	70%	1.7	0.49	\$ 4.46
Car Sales - New/Used	sq ft/GFA	841	2.62	3.20	80%	4.6	1.31	\$ 11.61
Convenience Market	sq ft/GFA	851	52.41	63.94	49%	1.3	0.37	\$ 40.20
Discount Club	sq ft/GFA	857	4.18	5.10	63%	4.0	1.14	\$ 12.68
Free Standing Discount Store	sq ft/GFA	815	4.98	6.08	73%	2.1	0.60	\$ 9.19
Hardware/Paint Store	sq ft/GFA	816	4.84	5.90	74%	1.7	0.49	\$ 7.33
Home Improvement Superstore	sq ft/GFA	862	2.33	2.84	58%	2.1	0.60	\$ 3.42
Nursery/Garden Center	sq ft/GFA	817	6.94	8.47	70%	1.7	0.49	\$ 9.94
Pharmacy (with Drive Through)	sq ft/GFA	881	9.91	12.09	51%	1.7	0.49	\$ 10.34
Quick Lubrication Vehicle Shop	Service Bay	941	5.19	6.33	40%	1.7	0.49	\$ 4,249
Supermarket	sq ft/GFA	850	9.48	11.57	64%	2.1	0.60	\$ 15.34
Tire Store	Service Bay	848	3.54	4.32	72%	1.7	0.49	\$ 5,217
Miscellaneous Retail	sq ft/GLA	820	3.71	4.53	65%	1.7	0.49	\$ 4.94
Commercial - Office								
General Office Building	sq ft/GFA	710	1.49	1.76	90%	5.1	1.46	\$ 7.96
Medical Office/Clinic	sq ft/GFA	720	3.57	4.21	75%	4.8	1.37	\$ 14.97
Notes:								
VFP= Vehicle Fueling Positions (Maximum number of vehicles that can be fueled simultaneously)								
GLA= Gross Leasable Area								
GFA= Gross Floor Area								
For uses with Unit of Measure in sq ft, trip rate is given as trips per 1000 sq ft								
Note 1. Senior Housing rate is 1/2 of Attached and Stacked Housing rate								



Table 4 provides two examples (residential and office) of the calculation.

TABLE 4. EXAMPLE CALCULATIONS OF IMPACT FEE RATE

		Residential: Detached	Office: General Office
Trip Generation Rate (Vehicles) Conversion (Person / Vehicles)* Trip Generation Rate (Persons)		1.00 X 1.45 1.45	1.49 X 1.18 1.76
x	Percent New Trips	100%	90%
x	Trip Length Adjustment Trip Length (unit)	3.50	5.10
÷	Average Trip Length	3.5	3.5
x	Average Cost per Trip End	\$3,454.15	\$3,454.15
÷	Divide by 1000 for rate per square foot	NA	1000
=	Impact Fee Rate (per unit)	\$5,009/dwelling	\$7.96/sq ft

* The vehicle-to-person trip conversion factor varies by land use category. Residential uses have the highest ratio of person trips to vehicle trips based on the survey results. This results primarily due to additional walking and biking trips that originate at a home compared to other land uses.



APPENDIX A – COST ALLOCATION RESULTS

Exhibit A illustrates how the impact fee project costs (shown in **Table 1**) were divided into growth-related costs attributable to the City. The first adjustment is for existing deficiencies, as described in the report text. The next adjustment is to calculate the 'Percent of Growth within Kirkland', which contains the results of the analysis to separate Kirkland and non-Kirkland growth. For motorized projects, the City's travel demand model was used to identify the portion of trips associated with Kirkland and non-Kirkland traffic. A technique called "select-link" analysis was used to isolate the vehicle trips using each of the impact fee projects. The growth percentages for non-motorized and transit-oriented projects are also applied, as described in the report text. The final column of the table shows the growth cost for each project that can be allocated to impact fees.



Transportation Impact Fees- Project List

ID	Project Title	Project Description	Source	Estimated Cost	Existing Deficiency Percent	Existing Deficient Amount	Costs Attributable to Growth	Percent of Growth within Kirkland	Growth Cost Allocated to Impact Fees
Roadway									
R1	NE 132nd Phase I (west)	Rechannelize, sidewalks, bike lanes	ST 0077	\$ 1,348,000	0%	\$ -	\$ 1,348,000	51%	\$ 687,480
R2	NE 132nd Phase I (mid)	Rechannelize, sidewalks, bike lanes	ST 0078	\$ 316,000	0%	\$ -	\$ 316,000	51%	\$ 161,160
R3	NE 132nd Phase I (east)	Rechannelize, sidewalks, bike lanes	ST 0079	\$ 1,119,000	0%	\$ -	\$ 1,119,000	51%	\$ 570,690
R4	NE 132nd St/Juanita High School Access Road Intersection Improvements	Construct a 250 foot eastbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio.	TR 0093 000	\$ 916,000	0%	\$ -	\$ 916,000	51%	\$ 467,160
R5	NE 132nd St/108th Ave NE Intersection Improvements	Construct a 250 foot westbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio.	TR 0094 000	\$ 618,000	0%	\$ -	\$ 618,000	51%	\$ 315,180
R6	NE 132nd St/Fire Station Access Intersection Improvement	Modify existing signal to include pedestrian actuated option, as recommended in the NE 132nd Street Master Plan.	TR 0095 000	\$ 366,000	0%	\$ -	\$ 366,000	51%	\$ 186,660
R7	NE 132nd St/124th Ave NE Intersection Improvements	Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg, and north leg.	TR 0096 000	\$ 5,713,000	0%	\$ -	\$ 5,713,000	51%	\$ 2,913,630
R8	NE 132nd St/132nd Ave NE Intersection Improvements	Extend the eastbound left turn and right turn lanes to 500 feet.	TR 0097 000	\$ 889,000	0%	\$ -	\$ 889,000	51%	\$ 453,390
R9	NE 132nd St/116th Way NE - Totem Lake Boulevard (I-405) Intersection Improvements	Coordination of City ROW and intersection improvements in association with the WSDOT's Half-Diamond Interchange at NE 132nd Street and I-405, between 116th Way NE and Totem Lake Blvd.	TR 0098 000	\$ 300,000	0%	\$ -	\$ 300,000	51%	\$ 153,000
R10	100th Ave NE Roadway Improvements	Widen existing roadway to improve current 5-lane to 2-lane transition.	ST 0083 102	\$ 13,694,200	0%	\$ -	\$ 13,694,200	52%	\$ 7,120,984
R12	Juanita Drive Improvements	Roadway improvements from Juanita Drive Corridor Master Plan	ST 0089	\$ 6,600,000	0%	\$ -	\$ 6,600,000	55%	\$ 3,630,000
R13	NE 124th St/124th Ave NE Intersection Improvements	Widen north (southbound) leg to allow second left-turn lane, extend right-turn-only lane to become a through-right (right of way acquisition at railroad triangle required).	TR 0091 000	\$ 1,598,000	0%	\$ -	\$ 1,598,000	51%	\$ 814,980
R14	NE 116th St/124th Ave NE Northbound Dual Left-turn lanes	This project will reconstruct the south leg (124th Ave NE) of the intersection to allow for two northbound left-turn lanes from 124th Ave NE to NE 116th Street.	TR 0092 000	\$ 1,375,000	0%	\$ -	\$ 1,375,000	51%	\$ 701,250
R18	120th Avenue NE (NE 128th St to NE 132nd St)	Widen to a 5 lane cross section. Three signalized intersections will be reconstructed.	ST 0063 000	\$ 4,500,000	0%	\$ -	\$ 4,500,000	68%	\$ 3,060,000
R19	Traffic Signal Upgrades	ITS Communication System and ITS Signal Upgrades	Such as TR 0120, TR 0125	\$ 2,350,000	0%	\$ -	\$ 2,350,000	57%	\$ 1,339,500
R20	Advanced Control Methods	Adaptive Signal Corridor Upgrades	Such as TR 0120, TR 0125	\$ 1,620,000	0%	\$ -	\$ 1,620,000	57%	\$ 923,400
R24	124th Ave NE (NE 116th St to NE 124th St)	Widen to 5 lanes	ST 0059 000	\$ 10,000,000	0%	\$ -	\$ 10,000,000	59%	\$ 5,900,000
R25	NE 120th St Extension (124th Ave NE to 120th Ave NE under I-405)	New connection	ST 0072	\$ 15,780,600	0%	\$ -	\$ 15,780,600	59%	\$ 9,310,554
Transit									
T1	Transit Signal Priority	Transit speed and reliability improvements	PT 0002	\$ 500,000	69%	\$ 345,000	\$ 155,000	90%	\$ 139,500
T2	Transit Stop Upgrades	Improved highest use transit stops along priority routes; traveler information	PT 0003	\$ 500,000	69%	\$ 345,000	\$ 155,000	90%	\$ 139,500
Non-Motorized									
NM1	Bicycle system	Bicycle system including buffered lanes	Such as: NM 0089, Juanita Drive projects, NM 8888	\$ 17,900,000	75%	\$ 13,425,000	\$ 4,475,000	80%	\$ 3,580,000
NM2	Greenways	Full Greenway Network	Such as: NM 0113 series	\$ 6,000,000	75%	\$ 4,500,000	\$ 1,500,000	90%	\$ 1,350,000
NM3	Cross Kirkland Corridor Connections and Crossings	KCC Connections and Street Crossings	Such as NM 0086 series, NM 0015	\$ 17,467,000	75%	\$ 13,100,250	\$ 4,366,750	80%	\$ 3,493,400
NM4	Walkways	Walkway on one side of: 1) collector and arterials, 2) non-local School Walk Routes 3) non-local streets in highest two categories of 10 minute neighborhoods	Such as: NM 0095, 0098, 0006, 0087, 9999	\$ 13,500,000	75%	\$ 10,125,000	\$ 3,375,000	95%	\$ 3,206,250
NM5	Crosswalks	Crosswalks upgrades on arterials, locations with poor lighting, new crosswalks, improvements at signals	Such as NM 0012 series	\$ 5,030,000	75%	\$ 3,772,500	\$ 1,257,500	95%	\$ 1,194,625
Total				\$ 129,999,800		\$ 45,612,750	\$ 84,387,050		\$ 51,812,293



APPENDIX B – LAND USE DEFINITIONS

The following land use definitions are derived from the ITE *Trip Generation* (9th Edition). They have been modified as appropriate for the City of Kirkland.

RESIDENTIAL

Detached Housing: Once or more detached housing units located on an individual lot. Includes accessory dwelling units. (ITE # 210)

Attached and Stacked Housing: A building or buildings designed to house two or more families living independently of each other. Includes apartments, condos, attached duplexes, P.U.D.'s, and attached townhouses. Includes single room occupancy if additional parking provided. (ITE # 220, 221, 230, 233)

Senior Housing: Residential units similar to apartments or condominiums restricted to senior citizens. (ITE # 220, 221, 230, 233; also 251, 255)

Nursing Home/Convalescent Center: A facility whose primary function is to provide chronic or convalescent care for persons who by reason of illness or infirmity are unable to care for themselves. Applies to rest homes, chronic care, and convalescent centers. (ITE # 620)

Congregate Care/Assisted Living Facility: One or more multi-unit buildings designed for those people who are unable to live independently due to physical or mental handicap. Facilities may contain dining rooms, medical facilities, and recreational facilities. (ITE # 253, 254)

COMMERCIAL-SERVICES

Drive-in Bank: A free-standing building, with a drive-up window, for the custody or exchange of money, and for facilitating the transmission of funds. (ITE # 912)

Walk-in Bank: A free-standing bank building without drive-in windows. (ITE # 911)

Day Care Center: A facility for the care of infant and preschool age children during the daytime hours. Generally includes classrooms, offices, eating areas, and a playground. This also includes preschools. (Note: This does not apply to day care homes, family day care, mini-day care centers or mini-schools, rates for which must be separately calculated.) (ITE # 565)



Hotel: A place of lodging providing sleeping accommodations. May include restaurants, cocktail lounges, meeting and banquet rooms or convention facilities. (ITE # 310)

All Suites Hotel: A place of lodging that provides sleeping accommodations, a small restaurant, and lounge and a small amount of meeting space. Each suite includes a sitting room and separate bedroom along with limited kitchen facilities provided. (ITE # 311)

Service Station w/ Minimart: A facility, which combines elements of a convenience store and a gas station. Convenience food items are sold along with gasoline and other car products; gas pumps are primarily or completely self-service. (ITE # 945)

Movie Theater: Consists of audience seating, one or more screens and auditoriums, and a lobby and refreshment stand. Typically includes matinee showings. (ITE # 445)

Health Club: Health clubs are privately owned facilities that primarily focus on individual fitness or training. They generally offer exercise or dance classes, weightlifting, fitness and gymnastics equipment, spas, massage services, locker rooms and small restaurants or snack bars. These may also include ancillary facilities, such as swimming pools, whirlpools, saunas and tennis. (ITE # 492)

Racquet Club: Racquet clubs are privately owned facilities primarily catering to racquet sports, tennis, racquetball, or squash – indoor or outdoor. (ITE # 491)

Marina: A facility providing moorage for boats. (ITE # 420)

COMMERCIAL-INSTITUTIONAL

Elementary and Junior High School: These are facilities of education serving students attending kindergarten through students who have not yet entered high school. These include public and private schools. Schools often provide bus services of varying length, depending upon the type of school and grade level. Elementary School and Junior high School are grouped together with common trip-making characteristics during the PM peak period. (ITE # 520, 522)

High School: High Schools serve students who have completed middle or junior high school. Both public and private high schools are included in this land use. (ITE # 530)

University/College: Facilities of higher education including two-year, four-year and graduate-level institutions. (ITE # 550)

Church: A building providing public worship facilities. Generally houses as assembly hall or sanctuary, meeting rooms, classrooms, and occasionally dining facilities. (ITE # 560)



Hospital: A building or buildings designed for the medical, surgical diagnosis, treatment and housing of persons under the care of doctors and nurses. Rest homes, nursing homes, convalescent homes and clinics are not included. (ITE # 610)

COMMERCIAL-RESTAURANT

Quality Restaurant: A sit down, full-service eating establishment with typical duration of stay of at least one hour. Quality restaurants generally do not serve breakfast; some do not serve lunch; all serve dinner. This restaurant type often uses reservations, is generally not part of a chain, seats patrons individually, and serves patrons via a waiter or waitress. Some have lounge or bar facilities (serving alcoholic beverages), but they are ancillary to the restaurant. (ITE # 931)

High-Turnover Restaurant: A sit-down, full-service eating establishment with typical duration of stay of approximately one hour, usually moderately priced, and frequently part of a restaurant chain. These restaurants generally serve lunch and dinner, sometimes breakfast, may be open 24 hours per day, seats patrons individually, and serves patrons via a waiter or waitress. Some may also contain a bar area for serving food and alcoholic drinks. (ITE # 932)

Fast Food Restaurant: An eating establishment that offers quick food service and a limited menu of items. Food is generally served in disposable wrappings or containers, and may be consumed inside or outside the restaurant building. May have a drive-up window. (ITE # 933, 934)

INDUSTRIAL

Light Industrial/High Technology: A facility where the primary activity is the conversion of raw materials or parts into finished products. Generally also have offices and associated functions. Typical uses are printing plants, material testing laboratories, bio-technology, medical instrumentation or supplies, communications and information technology, and computer hardware and software. (ITE # 110)

Industrial Park: Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities, some with a large number of small businesses and others with one or two dominant industries. Research centers are facilities or groups of facilities devoted nearly exclusively to research and development activities. While they may also contain offices and some light fabrication areas, the primary function is that of research and development. (ITE # 130)

Warehousing/Storage: Facilities that are primarily devoted to the storage of materials, including vehicles. They may also include office and maintenance areas. (ITE # 150)



COMMERCIAL-RETAIL

Shopping Center, general Retail: An integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. On-site parking facilities are provided, and administrative office areas are usually included. (ITE # 820)

Automobile Parts Sales: A facility that specializes in the sale of automobile parts for do-it-yourself maintenance and repair. These facilities are not equipped for on-site vehicle repair. (ITE # 843)

Auto Care Center: An automobile care center houses numerous businesses that provide automobile-related services, such as repair and servicing, stereo installation and seat cover upholstery. (ITE # 942)

Car Sales (New and Used): Facilities are generally located as strip development along major arterial streets that already have a preponderance of commercial development. Generally included are auto services and parts sales along with a sometimes substantial used-car operation. Some dealerships also include leasing activities and truck sales and servicing. (ITE # 841)

Convenience Market: A use which combines retail food sales with fast foods or take-out food service; generally open long hours or 24 hours a day. (ITE # 851)

Discount Club: A store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires, and appliances; many items are sold in large quantities or bulk. (ITE # 857)

Free-Standing Discount Store: A free-standing store which offers a variety of customer services, centralized cashiering, and a wide range of products (not including groceries). They typically maintain long store hours seven days a week. (ITE # 815)

Hardware/Paint Store: A free-standing or attached store with off-street parking providing hardware and paints services. (ITE # 816)

Home Improvement Superstore: A free-standing ware house type facility (25,000-150,000 gsf) with off-street parking. Generally offers a variety of customer services (home improvements; lumber, tools, paint, lighting, wallpaper, kitchen and bathroom fixtures, lawn equipment, and garden equipment) and centralized cashiering. (ITE # 862)

Nursery/Garden Center: A free-standing building with a yard of planting or landscape stock offered to the general public (i.e. not wholesale). May have greenhouses and offer landscaping services. Most have office, storage, and shipping facilities. (ITE # 817)



Pharmacy (with drive-through window): A pharmacy which sells prescriptions and non-prescription drugs, cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. Contain drive-through windows. (ITE # 881)

Quick Lubrication Vehicle Shop: A facility where the primary activity is to perform oil change services for vehicles. Automobile repair service is generally not provided. (ITE # 941)

Supermarket: Retail store which sells a complete assortment of food, food preparation and wrapping materials, and household cleaning and servicing items. (ITE # 850)

Tire Store: A facility that provides sales and marketing of tires for automotive vehicles. Services typically include tire installation and repair, as well as other automotive maintenance or repair services and customer assistance. These stores generally do not contain large storage or warehouse areas. (ITE # 849)

Miscellaneous Retail: (Applies within designated areas of the city). A collection of retail uses that would function similar to a shopping center, with uses that may change over time but be consistent with the overall retail environment. (Refer ITE #820- Shopping Center)

COMMERCIAL-OFFICE

General Office: An administrative office building houses one or more tenants and is the location where affairs of a business, commercial or industrial organization, professional person or firm are conducted. The building or buildings may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, and company headquarters. Services such as a bank or savings and loan, a restaurant or cafeteria, miscellaneous retail facilities, and fitness facilities for building tenants may also be included. (ITE # 710)

Medical Office/Clinic: A facility which provides diagnoses and outpatient care on a routine basis but which is unable to provide prolonged in-house medical/surgical care. A medical office is generally operated by either a single private physician/dentist or a group of doctors and/or dentist. (ITE # 720)





City of Kirkland Transportation Impact Fee Update Rate Study

October 2015
SE13-0304

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TABLE 3 - IMPACT FEE TRIP GENERATION DATA WITH COMPARISON TO CURRENT FEES

Land Uses	Unit of Measure	ITE Land USE Code	Vehicle Trip Rate	Person Trip Rate	New Trip %	Trip Length (miles)	Trip Length Adjustment	New Fee per Unit	Current Fee Per Unit	Increase/ (Decrease)
Cost per Person Trip End >								persons \$3,454.15	vehicles \$3,903.26	-\$449.11
Trip Length								3.5		
Residential										
Detached Housing	dwelling	210	1.00	1.45	100%	3.5	1.00	\$ 5,009	\$3,942	\$1,067
Attached and Stacked Housing	dwelling	220,221,230,233	0.57	0.83	100%	3.5	1.00	\$ 2,855	\$2,311	\$544
Senior Housing	dwelling	See note 1	0.29	0.41	100%	3.5	1.00	\$ 1,427	\$1,155	\$272
Nursing Home	bed	620	0.22	0.27	100%	2.8	0.80	\$ 742	\$687	\$55
Congregate Care/ Assisted Living	dwelling	253,254	0.17	0.21	100%	2.8	0.80	\$ 573	\$531	\$42
Commercial - Services										
Drive-in Bank	sq ft/GFA	912	24.30	29.65	65%	1.5	0.43	\$ 28.53	\$45.91	(\$17.38)
Walk-in Bank	sq ft/GFA	911	12.13	14.80	80%	1.5	0.43	\$ 17.53	\$44.36	(\$26.83)
Day Care Center	sq ft/GFA	565	12.34	15.05	75%	2.0	0.57	\$ 22.29	\$22.05	\$0.24
Hotel	room	310	0.60	0.87	100%	4.0	1.14	\$ 3,434	\$2,632	\$802
All Suites Hotel	room	311	0.40	0.58	100%	4.0	1.14	\$ 2,290	\$1,784	\$506
Service Station/Minimart	VFP	945	13.51	16.48	44%	1.7	0.49	\$ 12,167	\$7,610	Note 2
Movie Theater	screens	445	13.64	16.64	85%	2.3	0.66	\$ 32,107	\$632	Note 3
Health Club	sq ft/GFA	492	3.53	4.31	75%	3.1	0.89	\$ 9.88	\$10.50	(\$0.62)
Racquet Club	sq ft/GFA	491	1.06	1.29	75%	3.1	0.89	\$ 2.97	\$2.17	\$0.80
Marina	Berth	420	0.19	0.23	90%	3.1	0.89	\$ 638	\$587	\$51
Commercial - Institutional										
Elementary School/Jr. High School	student	520,522	0.15	0.18	80%	2.0	0.57	\$ 289	\$500	(\$211)
High School	student	530	0.13	0.16	90%	2.0	0.57	\$ 282	\$312	(\$30)
University/College	student	550	0.17	0.21	90%	3.0	0.86	\$ 553	\$636	(\$83)
Church	sq ft/GFA	560	0.55	0.67	100%	3.7	1.06	\$ 2.45	\$2.72	(\$0.27)
Hospital	sq ft/GFA	610	0.93	1.13	80%	5.0	1.43	\$ 4.48	\$5.27	(\$0.79)
Commercial - Restaurant										
Quality Restaurant	sq ft/GFA	931	7.49	9.14	56%	3.4	0.97	\$ 17.17	\$22.72	(\$5.55)
High-Turnover Restaurant	sq ft/GFA	932	9.85	12.02	57%	3.4	0.97	\$ 22.98	NA	NA
Fast Food Restaurant w/o drive thru	sq ft/GFA	933	26.15	31.90	50%	2.0	0.57	\$ 31.49	\$29.16	\$2.33
Fast Food Restaurant w drive thru	sq ft/GFA	934	32.65	39.83	50%	2.0	0.57	\$ 39.31	\$38.63	\$0.68
Industrial										
Light Industry/High Technology	sq ft/GFA	110	0.97	1.06	100%	5.1	1.59	\$ 5.80	\$6.08	(\$0.28)
Industrial Park	sq ft/GFA	130	0.85	0.93	100%	5.1	1.59	\$ 5.08	\$5.33	(\$0.25)
Warehousing/Storage	sq ft/GFA	150	0.32	0.35	100%	5.1	1.59	\$ 1.91	\$2.92	(\$1.01)
Commercial - Retail										
Shopping Center	sq ft/GLA	820	3.71	4.53	65%	1.7	0.49	\$ 4.94	\$4.62	\$0.32
Auto Parts Sales	sq ft/GFA	843	5.98	7.30	57%	1.7	0.49	\$ 6.98	\$5.92	\$1.06
Auto Care Center	sq ft/GLA	942	3.11	3.79	70%	1.7	0.49	\$ 4.46	\$4.48	(\$0.02)
Car Sales - New/Used	sq ft/GFA	841	2.62	3.20	80%	4.6	1.31	\$ 11.61	\$10.83	\$0.78
Convenience Market	sq ft/GFA	851	52.41	63.94	49%	1.3	0.37	\$ 40.20	\$34.19	\$6.01
Discount Club	sq ft/GFA	857	4.18	5.10	63%	4.0	1.14	\$ 12.68	\$13.24	(\$0.56)
Free Standing Discount Store	sq ft/GFA	815	4.98	6.08	73%	2.1	0.60	\$ 9.19	\$8.30	\$0.89
Hardware/Paint Store	sq ft/GFA	816	4.84	5.90	74%	1.7	0.49	\$ 7.33	\$6.42	\$0.91
Home Improvement Superstore	sq ft/GFA	862	2.33	2.84	58%	2.1	0.60	\$ 3.42	\$4.02	(\$0.60)
Nursery/Garden Center	sq ft/GFA	817	6.94	8.47	70%	1.7	0.49	\$ 9.94	\$5.04	Note 2
Pharmacy(with Drive Through)	sq ft/GFA	881	9.91	12.09	51%	1.7	0.49	\$ 10.34	\$8.17	\$2.17
Quick Lubrication Vehicle Shop	Service Bay	941	5.19	6.33	40%	1.7	0.49	\$ 4,249	\$3,936	\$313
Supermarket	sq ft/GFA	850	9.48	11.57	64%	2.1	0.60	\$ 15.34	\$18.36	(\$3.02)
Tire Store	Service Bay	848	3.54	4.32	72%	1.7	0.49	\$ 5,217	\$5,030	\$187
Miscellaneous Retail	sq ft/GLA	820	3.71	4.53	65%	1.7	0.49	\$ 4.94	\$4.62	\$0.32
Commercial - Office										
General Office Building	sq ft/GFA	710	1.49	1.76	90%	5.1	1.46	\$ 7.96	\$7.63	\$0.33
Medical Office/Clinic	sq ft/GFA	720	3.57	4.21	75%	4.8	1.37	\$ 14.97	\$14.93	\$0.04

Notes:

VFP= Vehicle Fueling Positions (Maximum number of vehicles that can be fueled simultaneously)

GFA= Gross Floor Area

For uses with Unit of Measure in sq ft, trip rate is given as trips per 1000 sq ft

Note 1. Senior Housing rate is 1/2 of Attached and Stacked Housing rate

Note 2: Large change due to most current ITE trip generation data, based upon the 9th edition of the ITE trip generation report

Note 3: Basis changes from charge per seat to charge per screen

RATE STUDY
FOR
IMPACT FEES
FOR
PARKS, OPEN SPACE, AND RECREATION FACILITIES

FOR
CITY OF KIRKLAND, WASHINGTON



Prepared By

Henderson
Young &
Company

August 13, 2015

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1. INTRODUCTION

The purpose of this study is to establish the rates for impact fees in the City of Kirkland, Washington for parks, open space, and recreation facilities as authorized by RCW¹ 82.02.090(7). Throughout this study the term “parks” is used as the short name that means parks, open space, and recreation facilities.

Summary of Impact Fee Rates

Park impact fees are paid by all types of new residential development². Impact fee rates for new development are based on, and vary according to the type of development. The following table summarizes the impact fee rates for each development category.

Table 1: Impact Fee Rates

Type of Development	Unit	Impact Fee per Unit
Single-Family	dwelling unit	\$ 3,968.40
Multi-Family	dwelling unit	3,015.99

Impact Fees Definition and Rationale

Impact fees are charges paid by new development to reimburse local governments for the capital cost of public facilities that are needed to serve new development and the people who occupy or use the new development. Throughout this study, the term “developer” is used as a shorthand expression to describe anyone who is obligated to pay impact fees, including builders, owners or developers.

Local governments charge impact fees for several reasons: 1) to obtain revenue to pay for some of the cost of new public facilities; 2) to implement a public policy that new development should pay a portion of the cost of facilities that it requires, and that existing development should not pay all of the cost of such facilities; and 3) to assure that adequate public facilities will be constructed to serve new development.

¹ Revised Code of Washington (RCW) is the state law of the State of Washington.

² The impact fee ordinance and municipal code may specify exemptions for low-income housing and/or “broad public purposes”. The ordinance and municipal code may specify if impact fees apply to changes in use, remodeling, etc.

The impact fees that are described in this study do not include any other forms of developer contributions or exactions, such as mitigation or voluntary payments authorized by SEPA (the State Environmental Policy Act, RCW 43.21C); system development charges for water and sewer authorized for utilities (RCW 35.92 for municipalities, 56.16 for sewer districts, and 57.08 for water districts); local improvement districts or other special assessment districts; linkage fees; or land donations or fees in lieu of land.

Organization of the Study

This impact fee rate study contains three chapters:

- **Chapter 1 – Introduction:** provides a summary of impact fee rates for development categories, and other introductory materials.
- **Chapter 2 – Statutory Basis and Methodology:** summarizes the statutory requirements for developing impact fees, and describes this study's compliance with each requirement.
- **Chapter 3 – Park Impact Fees:** presents impact fees for parks in the City of Kirkland. The chapter includes the methodology that is used to develop the fees, the formulas, variables and data that are the basis for the fees, and the calculation of the fees. The methodology is designed to comply with the requirements of Washington state law.

2. STATUTORY BASIS AND METHODOLOGY

This chapter summarizes the statutory requirements for impact fees in the State of Washington, and describes how the City of Kirkland's impact fees comply with the statutory requirements.

Statutory Requirements for Impact Fees

The Growth Management Act of 1990 authorizes local governments in Washington to charge impact fees. RCW 82.02.050 - 82.02.090 contain the provisions of the Growth Management Act that authorize and describe the requirements for impact fees.

The impact fees that are described in this study are not mitigation payments authorized by the State Environmental Policy Act (SEPA). There are several important differences between impact fees and SEPA mitigations. Three aspects of impact fees that are particularly noteworthy are: 1) the ability to charge for the cost of public facilities that are "system improvements" (i.e., that provide service to the community at large) as opposed to "project improvements" (which are "on-site" and provide service for a particular development); 2) the ability to charge small-scale development their proportionate share, whereas SEPA exempts small developments; and 3) the predictability and simplicity of impact fee rate schedules compared to the cost and uncertain outcome of SEPA reviews conducted on a case-by-case basis.

The following synopsis of the most significant requirements of the law includes citations to the Revised Code of Washington as an aid to readers who wish to review the exact language of the statutes.

Types of Public Facilities

Four types of public facilities can be the subject of impact fees: 1) public streets and roads; 2) publicly owned parks, open space and recreation facilities; 3) school facilities; and 4) fire protection facilities. *RCW 82.02.050(2) and (4), and RCW 82.02.090(7)*

Types of Improvements

Impact fees can be spent on "system improvements" (which are typically outside the development), as opposed to "project improvements" (which are typically provided by the developer on-site within the development). *RCW 82.02.050(3)(a) and RCW 82.02.090(5) and (9)*

Benefit to Development

Impact fees must be limited to system improvements that are reasonably related to, and which will benefit new development. *RCW 82.02.050(3)(a) and (c)*. Local governments must establish reasonable service areas (one area, or more than one, as determined to be reasonable by the local government), and local governments must develop impact fee rate categories for various types of development. *RCW 82.02.060(7)*

Proportionate Share

Impact fees cannot exceed the development's proportionate share of system improvements that are reasonably related to the new development. The impact fee amount shall be based on a formula (or other method of calculating the fee) that determines the proportionate share. *RCW 82.02.050(3)(b)*, *RCW 82.02.060(1)*, and *RCW 82.02.090(6)*

Reductions of Impact Fee Amounts

Impact fees rates must be adjusted to account for other revenues that the development pays (if such payments are earmarked for or proratable to particular system improvements). *RCW 82.02.050(1)(c) and (2) and RCW 82.02.060(1)(b)* Impact fees may be credited for the value of dedicated land, improvements or construction provided by the developer (if such facilities are in the adopted CFP as system improvements eligible for impact fees and are required as a condition of development approval). *RCW 82.02.060(4)*

Exemptions from Impact Fees

Local governments have the discretion to provide exemptions from impact fees for low-income housing and other "broad public purpose" development. *RCW 82.02.060(2) and (3)*

Developer Options

Developers who are liable for impact fees can submit data and or/analysis to demonstrate that the impacts of the proposed development are less than the impacts calculated in this rate study. *RCW 82.02.060(6)*. Developers can pay impact fees under protest and appeal impact fee calculations. *RCW 82.02.070(4) and (5)*. The developer can obtain a refund of the impact fees if the local government fails to expend or obligate the impact fee payments within 10 years, or terminates the impact fee requirement, or the developer does not proceed with the development (and creates no impacts). *RCW 82.02.080*

Capital Facilities Plans

Impact fees must be expended on public facilities in a capital facilities plan (CFP) element or used to reimburse the government for the unused capacity of existing facilities. The CFP must conform to the Growth Management Act of 1990, and must identify existing deficiencies in facility capacity for current development, capacity of existing facilities available for new development, and additional facility capacity needed for new development. *RCW 82.02.050(4), RCW 82.02.060(8), and RCW 82.02.070(2)*

New Versus Existing Facilities

Impact fees can be charged for new public facilities (*RCW 82.02.060(1)(a)*) and for the unused capacity of existing public facilities (*RCW 82.02.060(8)*) subject to the proportionate share limitation described above.

Accounting Requirements

The local government must separate the impact fees from other monies, expend or obligate the money on CFP projects within 10 years, and prepare annual reports of collections and expenditures. *RCW 82.02.070(1)-(3)*

Compliance With Statutory Requirements for Impact Fees

Many of the statutory requirements listed above are fulfilled in calculation of the parks impact fee in Chapter 3. Some of the statutory requirements are fulfilled in other ways, as described below.

Types of Public Facilities

This study contains impact fees for parks. This study does not contain impact fees for transportation, fire, or schools.

In general, local governments that are authorized to charge impact fees are responsible for specific public facilities for which they may charge such fees. The City of Kirkland is legally and financially responsible for the parks facilities it owns and operates within its jurisdiction. In no case may a local government charge impact fees for private facilities, but it may charge impact fees for some public facilities that it does not administer if such facilities are "owned or operated by government entities" (*RCW 82.02.090 (7)*).

Types of Improvements

The public facilities that can be paid for by impact fees are "system

improvements" (which are typically outside the development), and "designed to provide service to service areas within the community at large" as provided in RCW 82.02.090(9)), as opposed to "project improvements" (which are typically provided by the developer on-site within the development or adjacent to the development), and "designed to provide service for a development project, and that are necessary for the use and convenience of the occupants or users of the project" as provided in RCW 82.02.090(5). The impact fees in this study are based on system improvements from the City's Capital Facilities Plan, as described in Chapter 3. No project improvements are included in this study.

Impact fee revenue can be used for the capital cost of public facilities. Impact fees cannot be used for operating or maintenance expenses. The cost of public facilities that can be paid for by impact fees include land acquisition and development (improvements). The costs can also include design studies, engineering, land surveys, appraisals, permitting, financing, administrative expenses, applicable mitigation costs, and capital equipment pertaining to capital improvements.

Benefit to Development

The law imposes three tests of the benefit provided to development by impact fees: 1) proportionate share, 2) reasonably related to need, and 3) reasonably related to expenditure (RCW 80.20.050(3)). In addition, the law requires the designation of one or more service areas (RCW 82.02.060(7))

1. Proportionate Share.

First, the "proportionate share" requirement means that impact fees can be charged only for the portion of the cost of public facilities that is "reasonably related" to new development. In other words, impact fees cannot be charged to pay for the cost of reducing or eliminating deficiencies in existing facilities.

Second, there are several important implications of the proportionate share requirement that are not specifically addressed in the law, but which follow directly from the law:

- Costs of facilities that will benefit new development and existing users must be apportioned between the two groups in determining the amount of the fee. This can be accomplished in either of two ways: (1) by allocating the total cost between new and existing users, or (2) calculating the cost per unit and applying the cost only to new development when calculating impact fees.

- Impact fees that recover the costs of existing unused capacity should be based on the government's actual cost. Carrying costs may be added to reflect the government's actual or imputed interest expense.

The third aspect of the proportionate share requirement is its relationship to the requirement to provide adjustments and credits to impact fees, where appropriate. These requirements ensure that the amount of the impact fee does not exceed the proportionate share.

- The "adjustments" requirement reduces the impact fee to account for past and future payments of other revenues (if such payments are earmarked for, or proratable to, the system improvements that are needed to serve new growth). The impact fees calculated in this study include an adjustment that accounts for any other revenue that is paid by new development and used by the City to pay for a portion of growth's proportionate share of costs. This adjustment is in response to the limitations in RCW 82.02.060 (1)(b) and RCW 82.02.050(2).
- The "credit" requirement reduces impact fees by the value of dedicated land, improvements or construction provided by the developer (if such facilities are in the adopted CFP, identified as the projects for which impact fees are collected, and are required as a condition of development approval). The law does not prohibit a local government from establishing reasonable constraints on determining credits. For example, the location of dedicated land and the quality and design of donated land or recreation facilities can be required to be acceptable to the local government.

2. Reasonably Related to Need.

There are many ways to fulfill the requirement that impact fees be "reasonably related" to the development's need for public facilities, including personal use and use by others in the family or business enterprise (direct benefit), use by persons or organizations who provide goods or services to the fee-paying property or are customers or visitors at the fee paying property (indirect benefit), and geographical proximity (presumed benefit). These measures of relatedness are implemented by the following techniques:

- Impact fees are charged to properties that need (i.e., benefit from) new public facilities. The City of Kirkland provides its infrastructure to all kinds of property throughout the City regardless of the type of use of the

property. Impact fees for parks, however, are only charged to residential development in the City because the dominant stream of benefits redounds to the occupants and owners of dwelling units.

- The relative needs of different types of growth are considered in establishing fee amounts (i.e., different impact values for different types of land use). Chapter 3 uses different numbers of persons per dwelling unit for different types of residential development.
- Feepayers can pay a smaller fee if they demonstrate that their development will have less impact than is presumed in the impact fee schedule calculation for their property classification. Such reduced needs must be permanent and enforceable (i.e., via land use restrictions).

3. Reasonably Related to Expenditures.

Two provisions of Kirkland's municipal code for impact fees comply with the requirement that expenditures be "reasonably related" to the development that paid the impact fee. First, the requirement that fee revenue must be earmarked for specific uses related to public facilities ensures that expenditures are on specific projects, the benefit of which has been demonstrated in determining the need for the projects and the portion of the cost of needed projects that are eligible for impact fees as described in this study. Second, impact fee revenue must be expended or obligated within 10 years, thus requiring the impact fees to be used to benefit to the feepayer and not held by the City.

4. Service Areas for Impact Fees

Impact fees in some jurisdictions are collected and expended within service areas that are smaller than the jurisdiction that is collecting the fees. Impact fees are not required to use multiple service areas unless they are necessary to establish the relationship between the fee and the development. Because of the compact size of the City of Kirkland and the accessibility of its parks to all property within the City, Kirkland's parks serve the entire City, therefore the impact fees are based on a single service area corresponding to the boundaries of the City of Kirkland.

Exemptions

The City's municipal code for impact fees addresses the subject of exemptions. Exemptions do not affect the impact fee rates calculated in this study because

of the statutory requirement that any exempted impact fee must be paid from other public funds. As a result, there is no increase in impact fee rates to make up for the exemption because there is no net loss to the impact fee account as a result of the exemption.

Developer Options

A developer who is liable for impact fees has several options regarding impact fees. The developer can submit data and/or analysis to demonstrate that the impacts of the proposed development are less than the impacts calculated in this rate study. The developer can appeal the impact fee calculation by the City of Kirkland. If the local government fails to expend the impact fee payments within 10 years of receipt of such payments, the developer can obtain a refund of the impact fees. The developer can also obtain a refund if the development does not proceed and no impacts are created. All of these provisions are addressed in the City's municipal code for impact fees, and none of them affect the calculation of impact fee rates in this study.

Capital Facilities Plan

There are references in RCW to the "capital facilities plan" (CFP) as the basis for projects that are eligible for funding by impact fees. Cities often adopt documents with different titles that fulfill the requirements of RCW 82.02.050 et. seq. pertaining to a "capital facilities plan". The City of Kirkland has adopted, and periodically updates the Capital Facilities Plan Element of the City's Comprehensive Plan. In addition, Kirkland annually adopts a 6-year Capital Improvements Program (CIP). These two documents fulfill the requirements in RCW, and are considered to be the "capital facilities plan" (CFP) for the purpose of this impact fee rate study. All references to a CFP in this study are references to the CFP and CIP documents described above.

The requirement to identify existing deficiencies, capacity available for new development, and additional public facility capacity needed for new development is determined by analyzing levels of service for each type of public facility. Chapter 3 provides this analysis.

New Versus Existing Facilities, Accounting Requirements

Impact fees must be spent on capital projects contained in an adopted capital facilities plan, or they can be used to reimburse the government for the unused capacity of existing facilities. Impact fee payments that are not expended or obligated within 10 years must be refunded unless the City Council makes a written finding that an extraordinary and compelling reason exists to hold the fees for longer than 10 years. In order to verify these two requirements, impact fee

revenues must be deposited into separate accounts of the government, and annual reports must describe impact fee revenue and expenditures. These requirements are addressed by Kirkland's municipal code for impact fees, and are not factors in the impact fee calculations in this study.

Data Sources

The data in this study of impact fees in Kirkland, Washington was provided by the City of Kirkland, unless a different source is specifically cited.

Data Rounding

The data in this study was prepared using computer spreadsheet software. In some tables in this study, there may be very small variations from the results that would be obtained using a calculator to compute the same data. The reason for these insignificant differences is that the spreadsheet software was allowed to calculate results to more places after the decimal than is reported in the tables of these reports. The calculation to extra places after the decimal increases the accuracy of the end results, but causes occasional minor differences due to rounding of data that appears in this study.

3. PARK IMPACT FEES

Overview

Impact fees for Kirkland's parks, open space, and recreation facilities use an inventory and valuation of the existing assets in order to calculate the current capital value per person. That amount is multiplied times the future population to identify the value of additional assets needed to provide growth with the same level of investment as the City owns for the current population. The future investment needed for growth is compared to the park projects in the City's CIP, and if the CIP projects are less than the needed investment an adjustment is calculated that reduces the capital value per person to match the amount of the projects in the CIP. The amount of the impact fee is determined by charging each fee-paying development for the adjusted capital value per person multiplied times the average number of persons per dwelling unit for each type of residential development.

These steps are described below in the formulas, descriptions of variables, tables of data, and explanation of calculations of park impact fees.

Formula 1: Parks Capital Value Per Person

The capital value per person is calculated by dividing the value of the asset inventory by the current population.

$$1. \quad \frac{\text{Value of Parks Inventory}}{\text{Current Population}} = \text{Capital Value Per Person}$$

There is one new variable that requires explanation: (A) value of parks inventory.

Variable (A): Value of Parks Inventory

The value of the existing inventory of parks, open space and recreation facilities is calculated by determining the value of park land and improvements. The sum of all of the values equals the current value of the City's park and recreation system. The land values in this study come from King County's tax assessment data base. The improvement values are from the City of Kirkland based on current replacement costs of similar improvements.

Table 2 lists in alphabetical order the inventory of parks that make up the City of Kirkland' existing park system. Each listing includes the name, acreage, land

value, improvement value and total value. The total value of park land and improvements currently owned by the City of Kirkland is \$333.1 million. That value is divided by the current population of 82,590 to calculate the capital value of \$4,093.94 per person.

Table 2: Asset Inventory and Capital Value

Name	Acres	Land Value	Improvement Value	Total Value
132nd Square Park	9.7	\$ 466,000	\$ 2,462,121	\$ 2,928,121
Beach Property	2.6	45,000	0	45,000
Brookhaven Park	0.9	622,100	24,725	646,825
Carillon Woods	8.7	9,634,000	180,920	9,814,920
Cedar View Park	0.2	465,500	101,500	567,000
Cotton Hill Park	2.2	803,000	0	803,000
Crestwoods Park	26.6	13,784,500	2,457,493	16,241,993
David E. Brink Park	0.9	15,379,000	648,124	16,027,124
Edith Moulton Park	26.7	3,648,000	287,940	3,935,940
Everest Park	23.2	5,812,800	3,918,638	9,731,438
Forbes Creek Park	2	2,852,000	524,875	3,376,875
Forbes Lake Park	8.8	1,382,000	0	1,382,000
Heritage Park	10.1	16,215,500	2,091,641	18,307,141
Heronfield Wetlands	28.1	2,128,200	16,100	2,144,300
Highlands Park	2.7	1,271,000	351,584	1,622,584
Houghton Beach Park	3.8	30,150,000	2,238,895	32,388,895
Juanita Bay Park	110.8	25,880,200	4,886,922	30,767,122
Juanita Beach Park	21.9	10,752,000	9,210,079	19,962,079
Juanita Heights Park	6.1	1,168,000	5,600	1,173,600
Kingsgate Park	6.9	1,293,000	5,600	1,298,600
Kiwanis Park	2.6	8,282,000	16,000	8,298,000
Lake Ave W Street End Park	0.3	5,513,278	12,700	5,525,978
Marina Park	3.6	12,000,000	5,573,669	17,573,669
Mark Twain Park	6.6	624,000	874,062	1,498,062
Marsh Park	4.1	16,950,000	705,526	17,655,526
McAuliffe Park	11.6	2,888,800	523,408	3,412,208
Neil-Landguth Wetland Park	1.29	140,000	5,000	145,000
North Kirkland Com Ctr Park	5.5	3,172,800	7,196,029	10,368,829

Name	Acres	Land Value	Improvement Value	Total Value
North Rose Hill Woodlands Park	20.9	1,944,000	1,100,505	3,044,505
Ohde Avenue Pea Patch	0.9	666,000	2,250	668,250
Open Space 1138020240	0.5	189,000	0	189,000
Open Space 1437900440	0.9	1,000	0	1,000
Open Space 3295730200	1.5	1,000	0	1,000
Open Space 3326059150	1.5	988,000	0	988,000
Open Space 6639900214	1.1	177,000	0	177,000
Open Space 3326059136	1.5	1,060,900	0	1,060,900
Open Space 2426049132	8.3	651,000	0	651,000
Open Space 2540800430	0.1	1,000	0	1,000
Open Space 3261020380	2.0	5,000	0	5,000
Open Space 3275740240	1.0	1,000	0	1,000
Open Space 3754500950	1.9	476,000	0	476,000
Open Space 6619910290	0.1	240,000	0	240,000
Open Space 7016100600	2.2	536,000	0	536,000
Open Space 7016300061	0.8	1,000	0	1,000
Open Space 7955060320	0.7	164,000	0	164,000
Open Space 9527000610	0.8	1,000	0	1,000
Open Space 1119000270	0.4	1,000	0	1,000
Open Space 3558910830	1.9	1,000	0	1,000
Peter Kirk Park	12.5	27,181,400	17,367,453	44,548,853
Phyllis A Needy - Houghton Nbr	0.5	422,000	363,653	785,653
Reservoir Park	0.6	718,000	150,300	868,300
Rose Hill Meadows	4.1	1,888,000	452,044	2,340,044
Settler's Landing	0.1	1,800,000	506,400	2,306,400
Snyders Corner Park	4.5	772,000	0	772,000
South Norway Hill Park	9.8	2,553,400	0	2,553,400
South Rose Hill Park	2.2	450,000	480,721	930,721
Spinney Homestead Park	6.5	3,896,000	718,878	4,614,878
Street End Park	0.1	299,891	0	299,891
Terrace Park	1.8	865,700	397,787	1,263,487
Tot Lot Park	0.5	763,000	138,205	901,205

Name	Acres	Land Value	Improvement Value	Total Value
Van Aalst Park	1.6	1,788,000	260,160	2,048,160
Watershed Park	75.5	10,248,900	0	10,248,900
Waverly Beach Park	2.8	6,605,500	1,761,240	8,366,740
Windsor Vista Park	4.8	977,000	0	977,000
Wiviott Property	0.7	131,000	0	131,000
Yarrow Bay Wetlands	74.2	3,209,600	0	3,209,600
Cross Kirkland Corridor Trail	5.75 miles	1,000,000	4,102,560	5,102,560
Total Capital Value of Parks		265,996,969	72,121,304	338,118,273
Current Population				82,590
Parks Capital Value per Person				\$ 4,093.94

Parks that list zero values for improvements are either open space that will not ever have improvements of significant value or they are park sites that will be improved in the future, but are not yet improved.

Formula 2: Value Needed for Growth

Impact fees must be related to the needs of growth, as explained in Chapter 2. The first step in determining growth's needs is to calculate the total value of parks that are needed for growth. The calculation is accomplished by multiplying the capital value per person times the number of new persons that are forecast for the City's growth.

$$2. \quad \text{Capital Value per Person} \quad \times \quad \text{Population Growth} \quad = \quad \text{Value Needed for Growth}$$

There is one new variable used in formula 2 that requires explanation: (B) forecast of future population growth.

Variable (B): Forecast Population Growth

As part of the City of Kirkland's long-range planning process, including its Comprehensive Plan pursuant to the Growth Management Act, the City prepares forecasts of future growth. During the next 6 years the City expects 4,320 additional people to live in Kirkland.

Table 3 shows the calculation of the value of parks needed for growth. The current capital value per person is from Table 2. The growth in population is from the City of Kirkland, as described above. The result is that Kirkland needs to add parks valued at \$17.6 million in order to serve the growth of 4,320 additional people who are expected to be added to the City's existing population.

Table 3: Value of Parks Needed for Growth

Capital Value per Person		Growth of Population		Value Needed for Growth
\$ 4,093.94	x	4,320	=	\$ 17,685,809

Formula 3. Investment Needed for Growth

The investment needed for growth is calculated by subtracting the value of any existing reserve capacity from the total value of parks needed to serve the growth.

$$3. \quad \begin{array}{r} \text{Value} \\ \text{Needed} \\ \text{for Growth} \end{array} - \begin{array}{r} \text{Value of} \\ \text{Existing Reserve} \\ \text{Capacity} \end{array} = \begin{array}{r} \text{Investment} \\ \text{Needed for} \\ \text{Growth} \end{array}$$

There is one new variable used in formula 3 that requires explanation: (C) value of existing reserve capacity of parks.

Variable (C): Value of Existing Reserve Capacity

The value of reserve capacity is the difference between the value of the City's existing inventory of parks, and the value of those assets that are needed to provide the level of service standard for the existing population. Because the capital value per person is based on the current assets and the current population, there is no reserve capacity (i.e., no unused value that can be used to serve future population growth)³.

Table 4 shows the calculation of the investment in parks that is needed for growth. The value of parks needed to serve growth (from Table 3) is reduced by the value

³ Also, the use of the current assets and the current population means there is no existing deficiency. This approach satisfies the requirements of RCW 82.02.050(4) to determine whether or not there are any existing deficiencies in order to ensure that impact fees are not charged for any deficiencies.

of existing reserve capacity, in this case zero, and the result shows that Kirkland needs to invest \$17.6 million in additional parks in order to serve future growth.

Table 4: Investment Needed in Parks for Growth

Value Needed for Growth		Value of Existing Reserve Capacity	=	Investment Needed for Growth
\$ 17,685,809	-	\$ 0	=	\$ 17,685,809

Formula 4. Adjustment to be Consistent with Kirkland's CIP

Impact fees must be based on and used for projects in the City's CIP. Impact fees are limited to projects that add capacity to the park system and therefore provide additional parks for growth. Impact fees can only be charged for the portion of the cost of the capacity projects that are not paid for by other funding sources. If the unfunded cost of parks projects that add capacity is less than the investment needed for growth, the impact fee calculations must include an adjustment to limit the fee to an amount that is consistent with the CIP.

The adjustment is calculated by dividing the unfunded cost of CIP projects that add capacity by the amount of the investment that is needed for growth. The result is the percentage of the needed investment that is provided by the CIP.

$$4. \quad \frac{\text{Unfunded Cost of CIP Projects That Add Capacity}}{\text{Investment Needed for Growth}} = \text{Adjustment \%}$$

There is one new variable used in formula 4 that requires explanation: (D) unfunded cost of projects in the CIP that add capacity to the parks.

Variable (D): Unfunded Cost of CIP Projects that Add Capacity

The City of Kirkland's CIP has numerous projects for parks. Some of the projects add capacity to the park system by increasing acreage and/or adding improvements.

The City of Kirkland uses a combination of state grants, local real estate excise taxes and the local park levy to pay for part of the cost of park and recreation capital facilities.

A detailed analysis was made of the City's 2015-20 CIP⁴. There are a total of \$21.4 million of parks projects. Projects costing \$11.6 million add capacity to the park system, and therefore are considered projects eligible for impact fee funding. However, \$4.7 million of the capacity projects have identified potential funding from grants and/or local revenues. The remaining \$6.9 million cost of the capacity projects is unfunded, and therefore only that amount is eligible to be the basis of the park impact fee.

Revenues that are used for repair, maintenance or operating costs are not used to reduce impact fees because they are not used, earmarked or prorated for the system improvements that are the basis of the impact fees. Revenues from past taxes paid on vacant land prior to development are not included because new capital projects do not have prior costs, therefore prior taxes did not contribute to such projects.

The other potential credits that reduce capacity costs (and subsequent impact fees) are donations of land or other assets by developers or builders. Those reductions depend upon specific arrangements between the developer and the City of Kirkland. Reductions in impact fees for donations are calculated on a case-by-case basis at the time impact fees are to be paid.

Table 5 shows the calculation of the adjustment percentage. The \$6.9 million unfunded cost of CIP projects that add capacity is divided by the \$17.7 million investment that is needed for growth in order to provide the current capital value per person to all new residential development. The calculation is that the CIP projects will provide 38.77% of the investment needed for growth. That percentage is the adjustment percent.

Table 5: Adjustment for Consistency with CIP

Unfunded Cost of CIP Projects That Add Capacity		Investment Needed for Growth		Adjustment %
\$ 6,857,400	/	\$ 17,685,809	=	38.77%

Formula 5: Growth Cost Per Person

The growth cost per person is calculated by multiplying the current capital value per person by the adjustment percent.

⁴ The analysis is presented in the Appendix.

$$5. \quad \begin{array}{c} \text{Capital Value} \\ \text{per Person} \end{array} \times \begin{array}{c} \text{Adjustment} \\ \% \end{array} = \begin{array}{c} \text{Growth Cost} \\ \text{per Person} \end{array}$$

There are no new variables used in formula 5. Both variables were developed in previous formulas.

Table 6 shows the calculation of the cost per person adjusted for park CIP capacity projects that needs to be paid by growth. The capital value per person (from Table 2), is multiplied times the adjustment percent (from Table 5), and the result shows that cost for parks to be paid by growth is \$1,587.36 per person.

Table 6: Growth Cost per Person

Capital Value per Person		Adjustment %	=	Growth Cost per Person
\$ 4,093.94	X	38.77%	=	\$ 1,587.36

Formula 6: Impact Fee per Unit of Development

The amount to be paid by each new unit of residential development depends on the average number of persons per dwelling unit. The cost per unit of development is calculated by multiplying the growth cost per person by the average persons per dwelling unit for each type of development.

$$6. \quad \begin{array}{c} \text{Growth Cost} \\ \text{per Person} \end{array} \times \begin{array}{c} \text{Persons per} \\ \text{Dwelling Unit} \end{array} = \begin{array}{c} \text{Cost per Unit} \\ \text{of Residential} \\ \text{Development} \end{array}$$

There is one new variable used in formula 6 that requires explanation: (E) persons per dwelling unit.

Variable (E): Persons Per Dwelling Unit

An average single-family home is larger than an average multi-family residence, and it houses a larger average number of persons per dwelling unit. The City of Kirkland Planning Department provided the average number of persons per dwelling unit that are used in Table 7.

Table 7 shows the calculation of the parks impact fee per unit of development. The growth cost of \$1,587.36 per person from Table 6 is multiplied times the

average number of persons per dwelling unit to calculate the impact fee per unit of residential development.

Table 7: Impact Fee per Unit

Type of Development	Growth Cost per Person		Average Number of Persons per Dwelling Unit		Impact Fee Per Unit of Development
Single-family	\$ 1,587.36	x	2.5	=	\$ 3,968.40
Multi-family	1,587.36	x	1.9	=	3,015.99

APPENDIX: PARKS CIP PROJECTS THAT ADD CAPACITY 2015-2020

The Parks Capital Improvement Program (CIP) for 2015-2020 contains 18 projects. Their project numbers and names are listed in columns 1 and 2 of Table A-1. The cost of the projects listed in column 3 totals \$21,441,500. Column 4 lists the percent of each project that capacity to the park system by increasing acreage and/or adding improvements. These additions increase the value of the park system, and therefore provide value that serves growth. The capacity cost of the projects is determined by multiplying the capacity % (column 4) times the total cost (column 3). The resulting capacity costs listed in column 5 totals \$11,589,000. The non-capacity cost is the difference between the total cost and the capacity cost, and represents repairs, remodeling, renovations and other costs that take care of current assets, but do not add to the capacity of the assets. Column 6 shows the non-capacity costs that total \$9,852,500.

Columns 7 through 9 itemize the amounts of funding that Kirkland estimates will become available to pay a portion of the total cost of each project. The sources are local real estate excise taxes (REET in column 7), money held in reserve from previous years (column 8), proceeds from the 2012 park levy (a local property tax in column 9), and contributions to Kirkland in the form of grants from other governments or donations from individuals or businesses (column 10). The total of all funding for each project is listed in column 11, and the total for all projects is \$14,584,100.

The unfunded capacity cost is calculated by subtracting the total funding (column 11) from the total cost (column 3). This is calculated by applying the other funding first to the non-capacity costs, then to the capacity costs. Any amount or projects that is unfunded is therefore a capacity cost, and it is eligible for impact fees paid by new development. The amounts for each project are listed in column 12, and the total for all projects is \$6,857,400.

Specific totals derived from this analysis are summarized in Variable D of Formula 4 in Chapter 3 of this study.

Table A-1: Kirkland Parks CIP Projects that Add Capacity – 2015-2020

1	2	3	4	5	6	7	8	9	10	11	12
Project #	Project Name	Total Cost	% Capacity	Capacity Cost	Non-Capacity Cost	Funding: REET 1	Funding: Reserve	Funding: Park Levy	Funding: Grants or Donations	Total Funding	Unfunded Capacity Cost
PK 0049	Open Space, Pk Land & Trail Acq Grant Match Program	100,000	100%	100,000	0	0	100,000	0	0	100,000	0
PK 0066	Park Play Area Enhancements	350,000	25%	87,500	262,500	300,000	0	0	0	300,000	50,000
PK 0087 100	Waverly Beach Park Renovation	595,500	60%	357,300	238,200	0	504,500	0	91,000	595,500	0
PK 0087 101	Waverly Beach Park Renovation Phase 2	1,250,000	40%	500,000	750,000	0	0	873,000	0	873,000	377,000
PK 0119 002	Juanita Beach Park Development Phase 2	1,308,000	10%	130,800	1,177,200	678,000			500,000	1,178,000	130,000
PK 0119-100	Juanita Beach Bathhouse Replacement & Shelter	1,200,000	20%	240,000	960,000	0	0	1,200,000	0	1,200,000	0
PK 0121	Green Kirkland Forest Restoration Project	500,000	0%	0	500,000	450,000	0	0	50,000	500,000	0
PK 0133-100	Dock and Shoreline Renovations	1,000,000	0%	0	1,000,000	0	0	1,000,000	0	1,000,000	0
PK 0133-200	City-School Playfield Partnership	1,850,000	25%	462,500	1,387,500	0	0	1,000,000	850,000	1,850,000	0
PK 0133-300	Neighborhood Park Land Acquisition	2,984,000	100%	2,984,000	0	0	0	2,250,000	0	2,250,000	734,000
PK 0133-400	Edith Moulton Park Renovation	800,000	25%	200,000	600,000	0	0	600,000	0	600,000	200,000
PK 0133-401	Edith Moulton Park Renovation Phase 2	1,115,000	70%	780,500	334,500	127,400	7,600	200,000	0	335,000	780,000
PK 0134	132nd Square Park Playfield Improvements	637,000	20%	127,400	509,600	509,600	0	0	0	509,600	127,400
PK 0138	Everest Park Restroom/ Storage Building Replacement	708,000	0%	0	708,000	708,000	0	0	0	708,000	0

1	2	3	4	5	6	7	8	9	10	11	12
Project #	Project Name	Total Cost	% Capacity	Capacity Cost	Non-Capacity Cost	Funding: REET 1	Funding: Reserve	Funding: Park Levy	Funding: Grants or Donations	Total Funding	Unfunded Capacity Cost
PK 0139 200	Totem Lake Park master Plan & Development	1,744,000	100%	1,744,000	0	660,000	0	0	500,000	1,160,000	584,000
PK 0139 300	Totem Lake Park Development Phase 2	2,800,000	100%	2,800,000	0	0	0	0	0	0	2,800,000
New project based on CNM 0024 301 - PK 146 (working project #)	King County Eastside Rail Acquisition in North Kirkland - CKC North Extension Development	1,000,000	100%	1,000,000	0	0	0	0	0	0	1,000,000
PK 147 (working project #)	Parks Maintenance Center	1,500,000	5%	75,000	1,425,000	1,425,000	0	0	0	1,425,000	75,000
Totals		21,441,500		11,589,000	9,852,500	4,858,000	612,100	7,123,000	1,991,000	14,584,100	6,857,400

Ordinance O-4502

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO TRANSPORTATION IMPACT FEES AND AMENDING CHAPTER 27.04 OF THE KIRKLAND MUNICIPAL CODE.

1 The City Council of the City of Kirkland do ordain as follows:
2

3 Section 1. Kirkland Municipal Code ("KMC") Section 27.04.010
4 is amended to read as follows:
5

6 27.04.010 Findings and authority.

7 The city council finds and determines that new growth and
8 development, including but not limited to new residential, commercial,
9 retail, office, industrial, and institutional development, and changes in
10 land uses in the city will create additional demand and need for public
11 facilities (~~public streets and roads~~) in the city and finds that new growth
12 and development should pay a proportionate share of the cost of new
13 public facilities needed to serve the new growth and development. The
14 city has conducted an extensive study documenting the procedures for
15 measuring the impact of new developments on public facilities and has
16 prepared a rate study. The city council accepts the methodology and
17 data contained in the rate study. Therefore, pursuant to Chapter 82.02
18 RCW, the city council adopts this chapter to assess impact fees for public
19 transportation facilities.
20

21 Section 2. KMC Section 27.04.020 is amended to read as
22 follows:
23

24 27.04.020 Definitions.

25 The following words and terms shall have the following meanings
26 unless the context clearly requires otherwise. Terms otherwise not
27 defined herein shall be defined pursuant to RCW 82.02.090, or given
28 their usual and customary meaning.

29 (1) "Act" means the Growth Management Act, Chapter 36.70A
30 RCW.

31 (2) "Applicant" means the owner of real property according to the
32 records of the King County recorder's office, or the applicant's
33 authorized agent.

34 (3) "Building permit" means the official document or certification
35 that is issued by the planning and building department and ~~that~~
36 authorizes the construction, alteration, enlargement, conversion,
37 reconstruction, remodeling, rehabilitation, erection, tenant
38 improvement, demolition, moving or repair of a building or structure.

39 (4) "Capital facilities" means the facilities or improvements
40 included in the capital facilities plan.

41 (5) "Capital facilities plan" means the capital facilities plan element
42 of the city's comprehensive plan adopted pursuant to Chapter 36.70A
43 RCW, and such plan as amended.

44 (6) "City" means the city of Kirkland, Washington.

45 (7) "Council" means the city council of the city.

- 46 (8) "Department" means the public works department.
- 47 (9) "Director" means the director of the public works department,
48 or the director's designee.
- 49 (10) "Encumbered" means to reserve, set aside or otherwise
50 earmark the impact fees in order to pay for transportation planning,
51 engineering design studies, land surveys, right-of-way acquisition,
52 engineering, permitting, financing, administrative expenses,
53 construction of roads and related facilities, and any other commitments,
54 contractual obligations or other liabilities incurred for public facilities.
- 55 (11) "Gross floor area" is the total square footage of all floors in a
56 structure as defined in Kirkland Zoning Code Chapter 5 KZC.
- 57 (12) "Hearing examiner" means the person who exercises the
58 authority of Kirkland Municipal Code Chapter 3.34 ~~of this code~~.
- 59 (13) "Impact fee" means a payment of money imposed by the city
60 on an applicant prior to issuance of a building permit ~~or a change in land~~
61 ~~use when no building permit is required pursuant to this chapter as a~~
62 ~~condition of granting a building permit, or as a requirement for a change~~
63 ~~in use in order to pay for the public facilities needed to serve new growth~~
64 and development. "Impact fee" does not include a reasonable permit
65 fee or application fee.
- 66 (14) "Impact fee account" or "account" means the account
67 established for the system improvement for which impact fees are
68 collected. The account shall be established pursuant to this chapter, and
69 shall comply with the requirements of RCW 82.02.070.
- 70 (15) "Independent fee calculation" means the study or data
71 submitted by an applicant to support the assessment of an impact fee
72 other than the fee in the schedule in Section 27.04.150.
- 73 (16) "Interest" means the interest rate earned by local
74 jurisdictions in the State of Washington Local Government Investment
75 Pool, if not otherwise defined.
- 76 (17) "Interlocal agreement" or "agreement" means a roads
77 interlocal agreement, authorized in this chapter, by and between the
78 city and other government agencies concerning the collection and
79 expenditure of impact fees, or any other interlocal agreement entered
80 by and between the city and another municipality, public agency or
81 governmental body to implement the provisions of this chapter.
- 82 (18) "Low-income housing" means (A) an owner-occupied
83 housing unit affordable to households whose household income is less
84 than eighty percent of the King County median income, adjusted for
85 household size, as determined by the United States Department of
86 Housing and Urban Development (HUD), and no more than thirty
87 percent of the household income is paid for housing expenses, or (B) a
88 renter-occupied housing unit affordable to households whose income is
89 less than sixty percent of the King County median income, adjusted for
90 household size, as determined by HUD, and no more than thirty percent
91 of the household income is paid for housing expenses (rent and an
92 appropriate utility allowance). In the event that HUD no longer publishes
93 median income figures for King County, the city may use or determine
94 such other method as it may choose to determine the King County
95 median income, adjusted for household size. The director will make a
96 determination of sales prices or rents which meet the affordability
97 requirements of this section. An applicant for a low-income housing
98 exemption may be a public housing agency, a private nonprofit housing
99 developer or a private developer.

100 (19) "Owner" means the owner of real property according to the
 101 records of the King County recorder's office; provided, that if the real
 102 property is being purchased under a recorded real estate contract, the
 103 purchaser shall be considered the owner of the real property.

104 (20) "Prior use" means the use with the highest impact fee per
 105 unit, based on the schedule in Section 27.04.150, in existence since
 106 January 1, ~~2006~~2015, as documented by city records.

107 (21) "Project improvements" means site improvements and
 108 facilities that are planned and designed to provide service for a particular
 109 development or users of a project, and are not system improvements.
 110 No improvement or facility included in the capital facilities plan shall be
 111 considered a project improvement.

112 (22) "Public facilities" means the ~~public streets and roads~~
 113 transportation facilities for pedestrians, bicycles, transit and motor
 114 vehicles of the city or other governmental entities.

115 (23) "Rate study" means the Transportation Impact Fee Rate
 116 Study, City of Kirkland, by ~~Mirai, Associates, dated April 10, 2007~~Fehr &
 117 Peers, dated October 2015, as updated and amended from time to time.

118 (24) "Residential" means housing, such as detached, attached or
 119 stacked dwelling units (includes cottage, carriage and two-/three-unit
 120 homes approved under Kirkland Zoning Code Chapter 113 ~~KZC~~, and
 121 senior and assisted dwelling units intended for occupancy by one or
 122 more persons and not offering other services). For the purpose of this
 123 chapter, an accessory dwelling unit, regulated in Kirkland Zoning Code
 124 Chapter 115 ~~KZC~~, is considered an adjunct to the associated primary
 125 structure and is not charged a separate impact fee.

126 (25) "Road" means a right-of-way which affords the principal
 127 means of access to abutting property, including avenue, place, way,
 128 drive, lane, boulevard, highway, street, and other thoroughfare, except
 129 an alley.

130 (26) "Square footage" means the square footage of the gross floor
 131 area of the development as defined in Chapter 5 KZC.

132 (27) "System improvements" means public facilities included in
 133 the capital facilities plan and designed to provide service to service areas
 134 within the community at large, in contrast to project improvements.

135
 136 Section 3. KMC Section 27.04.030 is amended to read as
 137 follows:

138
 139 27.04.030 Assessment of impact fees.

140 (a) The city shall collect impact fees, based on the schedule in
 141 Section 27.04.150, from any applicant seeking a building permit from
 142 the city, ~~or any person or entity seeking a change in land use based on~~
 143 ~~the land use categories on the schedule in Section 27.04.150 when no~~
 144 ~~building permit is required.~~ The public works department is authorized
 145 to determine what land use category found in the rate schedule applies
 146 to the application.

147 (b) All impact fees shall be collected from the applicant prior to
 148 issuance of the building permit ~~or prior to occupancy for a change in~~
 149 ~~land use when no building permit is required based on the land use~~
 150 ~~categories on the schedule in Section 27.04.150.~~ Unless the use of an
 151 independent fee calculation has been approved, or unless a
 152 development agreement entered into pursuant to RCW 36.70B.170
 153 provides otherwise, the fee shall be calculated based on the impact fee

154 schedule in effect at the time a complete building permit application is
155 filed. ~~For a change in use for which no building permit is required, the~~
156 ~~fee shall be calculated based on the impact fee schedule in effect on the~~
157 ~~date of payment of the impact fee.~~

158 (c) The city shall establish the impact fee rate for a land use that
159 is not listed on the rate schedule in Section 27.04.150. The applicant
160 shall submit all information requested by the department for purposes
161 of determining the impact fee rate pursuant to Section 27.04.040. The
162 adopted cost per trip in Section 27.04.150 shall be the basis for
163 establishing the impact fee rate.

164 (d) ~~For a change in use of an existing building or dwelling unit, or~~
165 ~~portion thereof, the impact fee shall be the applicable impact fee for the~~
166 ~~land use category of the new use, less the impact fee for the land use~~
167 ~~category of the prior use. For any change in use that includes an~~
168 ~~alteration, expansion, replacement or new accessory building, the~~
169 ~~impact fee shall be the applicable impact fee for the land use category~~
170 ~~of the new gross floor area (or, if applicable, gross leasable area), less~~
171 ~~the impact fee for the land use category of the prior gross floor area~~
172 ~~(or, if applicable, gross leasable area).~~

173 (e) For mixed use buildings or developments, impact fees shall be
174 imposed for the proportionate share of each land use based on the
175 applicable unit of measurement found on the schedule in Section
176 27.04.150.

177 (f) For building permits within new subdivisions approved under
178 Kirkland Municipal Code Title 22 (Subdivisions), a credit shall be applied
179 for any dwelling unit that exists on the land within the subdivision prior
180 to the subdivision if the dwelling unit is demolished. The credit shall
181 apply to the first complete building permit application submitted to the
182 city subsequent to demolition of the existing dwelling unit, unless
183 otherwise allocated by the applicant of the subdivision as part of
184 approval of the subdivision.

185 (g) At the time of issuance of any single-family detached or
186 attached residential building permit ~~issued for a dwelling unit that is~~
187 ~~being constructed for resale~~, the applicant may elect to have the impact
188 fee payment deferred until the building permit is completed or 18
189 months after issuance of the building permits, whichever occurs first.
190 The impact fee due and owing, less any credits awarded, shall be paid
191 prior to building permit final inspection, building permit final occupancy,
192 or 18 months after the date of building permit issuance, whichever is
193 applicable, record a covenant against the title to the property that
194 requires payment of the impact fees due and owing, less any credits
195 awarded, by providing for automatic payment through escrow of the
196 impact fee due and owing to be paid at the time of closing of sale of the
197 lot or unit. Applicants electing to use this deferred impact fee process
198 shall pay a two-hundred-forty-dollar administration fee with each
199 respective building permit prior to issuance of such building permit for
200 each individual lien filed.

201 (h) Except as otherwise provided in this section, the city shall not
202 issue any building permit unless and until the impact fee has been paid.
203 ~~For a change in land use when a building permit is not required, an~~
204 ~~applicant shall not occupy or permit a tenant to occupy the subject~~
205 ~~property unless and until the impact fee has been paid.~~

206 (i) The payment of impact fees may be delayed through a
 207 development agreement approved by the city council pursuant to
 208 Chapter 36.70B RCW, provided the following criteria are met:

209 (1) Payment of fees may be delayed to no later than issuance of
 210 the certificate of occupancy;

211 (2) The development agreement shall provide mechanisms, such
 212 as withholding of the certificate of occupancy and/or property liens, to
 213 assure that the city will collect the deferred fees;

214 (3) The delay shall not reduce the availability of funds to
 215 implement the city's adopted capital improvement program in a timely
 216 manner; and

217 (4) Projects must provide significant public benefit, including but
 218 not limited to:

219 (A) Projects that implement adopted city council goals;

220 (B) Projects with economic benefit to the city;

221 (C) Projects that involve partnerships with other governmental
 222 agencies; and

223 (D) Projects that include affordable housing as defined by the
 224 Kirkland Zoning Code.

225
 226 Section 4. KMC Section 27.04.035 is amended to read as
 227 follows:

228
 229 ~~27.04.035 Temporary suspension of t~~ Transportation impact fees
 230 relating to change of use.

231 ~~Notwithstanding any other provision of this chapter, the city~~
 232 ~~temporarily suspends the imposition of~~ The city shall not impose
 233 transportation impact fees to the extent the assessment of the fee is
 234 the result of a change to a land use category that results in a higher fee
 235 under Section 27.04.150; provided, that this section shall not apply to a
 236 project;

237
 238 (a) to the extent it the project will add, increase or expand the gross
 239 floor area of an existing building;

240 (b) for which a certificate of occupancy has been issued and the
 241 impact fees have been paid, but the tenant land use is changed before
 242 the space is occupied;

243
 244 and provided further, that this section applies only to the use,
 245 renovation or remodeling of existing structures and does not apply to
 246 redevelopment projects or other projects in which existing structures
 247 are replaced or substantially redeveloped. ~~This section shall apply to~~
 248 ~~projects for which complete building applications are filed with the city~~
 249 ~~between February 1, 2011, and December 31, 2015. This section shall~~
 250 ~~automatically expire on December 31, 2015.~~

251
 252 Section 5. KMC Section 27.04.040 is amended to read as
 253 follows:

254
 255 27.04.040 Independent fee calculations.

256 (a) If, in the judgment of the director, none of the fee categories
 257 or fee amounts set forth in the schedule in Section 27.04.150 accurately
 258 describes the impacts resulting from issuance of the proposed building
 259 permit, ~~or for a change in use when no building permit is required, the~~

260 applicant shall provide to the department for its review and evaluation
261 an independent fee calculation, prepared by a traffic engineer approved
262 by the director. The director may impose on the proposed building
263 permit ~~or on a change in land use when no building permit is required~~
264 an alternative impact fee based on this calculation. With the
265 independent fee calculation, the applicant shall pay to the department
266 an administrative processing fee of one hundred dollars per calculation,
267 unless a different fee is provided for in Title 5.

268 (b) If an applicant requests not to have the impact fees
269 determined according to the schedule in Section 27.04.150, then the
270 applicant shall submit to the director an independent fee calculation,
271 prepared by a traffic engineer ~~approved by the director~~ and paid for by
272 the applicant, ~~for the building permit, or for a change in use when no~~
273 ~~building permit is required~~. The independent fee calculation shall show
274 the basis upon which it was made and shall include, but not be limited to,
275 trip generation characteristics. With the request, the applicant shall
276 pay to the department the administrative processing fee provided for in
277 Kirkland Municipal Code Title 5.

278 (c) An applicant may request issuance of a building permit, ~~or~~
279 ~~permission to occupy for a change in use when no building permit is~~
280 ~~required~~, prior to completion of an independent fee study; provided,
281 that the impact fee is collected based on the fee schedule in Section
282 27.04.150. A partial refund may be forthcoming if the fee collected
283 exceeds the amount determined in the independent fee calculation and
284 the public works department agrees with the independent fee
285 calculation.

286 (d) While there is a presumption that the calculations set forth in
287 the rate study used to prepare the fee schedule in Section 27.04.150
288 are correct, the director shall consider the documentation submitted by
289 the applicant, but is not required to accept such documentation which
290 the director reasonably deems to be inaccurate or not reliable, and may,
291 in the alternative, require the applicant to submit additional or different
292 documentation. The director is authorized to adjust the impact fee on a
293 case-by-case basis based on the independent fee calculation, the
294 specific characteristics of the building permit, ~~or change of use if no~~
295 ~~building permit is required~~, and/or principles of fairness.

296 (e) Determinations made by the director pursuant to this section
297 may be appealed to the hearing examiner subject to the procedures set
298 forth in Section 27.04.130.

299
300 Section 6. KMC Section 27.04.050 is amended to read as
301 follows:

302
303 27.04.050 Exemptions.

304 (a) The following building permit applications shall be exempt
305 from impact fees:

306 (1) Replacement of a structure with a new structure of the same
307 gross floor area ~~and use~~ at the same site or lot when such replacement
308 occurs within five years of the demolition or destruction of the prior
309 structure. For replacement of structures in a new subdivision, see
310 Section 27.04.030(f).

311 (2) Replacement, alteration, expansion, enlargement, remodeling,
312 rehabilitation or conversion of an existing dwelling unit where no
313 additional units are created ~~and the use is not changed~~.

314 (3) Any building permit for a legal accessory dwelling unit
315 approved under Title 23 of this code, ~~the Kirkland (Zoning Code)~~, as it
316 is considered part of the single-family use associated with this fee.

317 (4) Alteration of an existing nonresidential structure that does not
318 expand the usable space.

319 (5) Miscellaneous improvements, including but not limited to
320 fences, walls, swimming pools, mechanical units, and signs.

321 (6) Demolition or moving of a structure.

322 (7)(A) Any applicant for the ~~C~~construction or creation of low-
323 income housing may request an exemption of eighty percent of the
324 required impact fee for low-income housing units subject to the criteria
325 in subsection (a)(7)(C) of this section.

326 (B) Any applicant for an exemption from the impact fees which
327 meets the criteria set forth in subsection (a)(7)(C) of this section shall
328 apply to the city manager for an exemption. The application shall be on
329 forms provided by the city and shall be accompanied by all information
330 and data the city deems necessary to process the application.

331 (C) Exemption Criteria. To be eligible for the impact fee exemption
332 established by this section, the applicant shall meet each of the following
333 criteria:

334 (i) The applicant must be proposing a greater number of low-
335 income housing units or a greater level of affordability for those units
336 than is required by the Kirkland Zoning Code and/or the Kirkland
337 Municipal Code. The allowed exemption shall only apply to those low-
338 income units in excess of the minimum required by code unless the
339 development will be utilizing public assistance targeted for low-income
340 housing.

341 (ii) The applicant must demonstrate to the city manager's
342 satisfaction that the amount of the impact fee exemption is justified
343 based on the additional affordability provided above that required by
344 code and is necessary to make the project economically viable.

345 (iii) The proposed housing must meet the goals and policies set
346 forth in Section VII-~~C~~ of the city of Kirkland comprehensive plan.

347 (D) The city manager shall review applications for exemptions
348 under subsection (a)(7)(A) of this section pursuant to the above criteria
349 and shall advise the applicant, in writing, of the granting or denial of the
350 application. In addition, the city manager shall notify the city council
351 when such applications are granted or denied.

352 (E) The determination of the city manager shall be the final
353 decision of the city with respect to the applicability of the low-income
354 housing exemption set forth in this subsection.

355 (F) Any claim for exemption must be made before payment of the
356 impact fee. Any claim not so made shall be deemed waived. The claim
357 for exemption must be accompanied by a draft lien and covenant
358 against the property guaranteeing that the low-income housing use will
359 continue. Before approval of the exemption, the planning and building
360 department shall approve the form of lien and covenant, which shall, at
361 a minimum, meet the requirements of RCW 82.02.060. Prior to issuance
362 of a certificate of occupancy for any portion of the development, the
363 applicant shall execute and record the approved lien and covenant with
364 the King County recorder's office. The lien and covenant shall run with
365 the land. In the event the property is no longer used for low-income
366 housing, the current owner shall pay the current impact fee plus interest
367 to the date of the payment.

368 (8)(A) Development activities of community-based human
369 services agencies which meet the human services needs of the
370 community such as providing employment assistance, food, shelter,
371 clothing, or health services for low- and moderate-income residents.

372 (B) Any applicant for an exemption from the impact fee which
373 meets the criteria set forth in subsection (a)(8)(C) of this section shall
374 apply to the city manager for an exemption. The application shall be on
375 forms provided by the city and shall be accompanied by all information
376 and data the city deems necessary to process the application.

377 (C) Exemption Criteria. To be eligible for the impact fee exemption
378 established by this section, the applicant shall meet each of the following
379 criteria:

380 (i) The applicant must have secured federal tax-exempt status
381 under Section 501(c)(3) of the Internal Revenue Code.

382 (ii) The applicant's services must be responsive to the variety of
383 cultures and languages that exist in the city.

384 (iii) The applicant must provide services and programs to those
385 considered most vulnerable and/or at risk, such as youth, seniors, and
386 those with financial needs, special needs and disabilities.

387 (iv) The applicant's services must meet the human services goals
388 and policies set forth in Section XII.B of the city of Kirkland
389 comprehensive plan.

390 (v) The applicant shall certify that no person shall be denied or
391 subjected to discrimination in receipt of the benefit of services and
392 programs provided by the applicant because of sex, marital status,
393 sexual orientation, race, creed, color, national origin, or the presence of
394 any sensory, mental, or physical disability or the use of a trained dog
395 guide or service animal by a person with a disability.

396 (vi) The applicant must provide direct human services at the
397 premises for which the applicant is seeking exemption.

398 (D) The city manager shall review applications for exemptions
399 under subsection (a)(8)(A) of this section pursuant to the above criteria
400 and shall advise the applicant, in writing, of the granting or denial of the
401 application. In addition, the city manager shall notify the city council
402 when such applications are granted or denied.

403 (E) The determination of the city manager shall be the final
404 decision of the city with respect to the applicability of the community-
405 based human services exemption set forth in this subsection.

406 (F) Any claim for exemption must be made before payment of the
407 impact fee. Any claim not so made shall be deemed waived. The claim
408 for exemption must be accompanied by a draft lien and covenant
409 against the property guaranteeing that the human services use will
410 continue. Before approval of the exemption, the department shall
411 approve the form of lien and covenant. Within ten days of approval, the
412 applicant shall execute and record the approved lien and covenant with
413 the King County recorder's office. The lien and covenant shall run with
414 the land. In the event the property is no longer used for human services,
415 the current owner shall pay the current impact fee plus interest to the
416 date of the payment.

417 (G) The amount of impact fees not collected from human services
418 agencies pursuant to this exemption shall be paid from public funds
419 other than the impact fee account.

420 (b) Unless otherwise established in this section, the planning and
421 building director shall be authorized to determine whether a particular

422 development for a proposed building permit, ~~or a change in land use~~
423 ~~when no building permit is required~~, falls within an exemption of this
424 chapter or in this code. Determinations of the planning and building
425 director shall be subject to the appeals procedures set forth in Section
426 27.04.130.

427
428 Section 7. KMC Section 27.04.100 is amended to read as
429 follows:

430 27.04.100 Refunds.

431 (a) If the city fails to expend or encumber the impact fees within
432 ten years of payment (or where extraordinary or compelling reasons
433 exist, such other time periods as established pursuant to Section
434 27.04.080), the current owner of the property for which impact fees
435 have been paid may receive a refund of the fee. In determining whether
436 impact fees have been expended or encumbered, impact fees shall be
437 considered expended or encumbered on a first-in, first-out basis.

438 (b) The city shall notify potential claimants by first class mail
439 deposited with the United States Postal Service at the last known
440 address of such claimants.

441 (c) Property owners seeking a refund of impact fees must submit
442 a written request for a refund of the fees to the director within one year
443 of the date the right to claim the refund arises or the date that notice is
444 given, whichever is later.

445 (d) Any impact fees for which no application for a refund has been
446 made within the one-year period shall be retained by the city and
447 expended on the appropriate public facilities.

448 (e) Refunds of impact fees under this chapter shall include any
449 interest earned on the impact fees by the city.

450 (f) ~~When~~ If the city terminates the impact fee program, all
451 unexpended or unencumbered funds, including interest earned, shall be
452 refunded pursuant to this chapter. The city shall publish notice of the
453 termination and the availability of refunds in a newspaper of general
454 circulation at least two times and shall notify all potential claimants by
455 first class mail to the last known address of the claimants. All funds
456 available for refund shall be retained for a period of one year after the
457 second publication. At the end of one year, any remaining funds shall
458 be retained by the city, but must be expended for the appropriate public
459 facilities. This notice requirement shall not apply if there are no
460 unexpended or unencumbered balances within the account.

461 (g) The city shall ~~also~~ refund the impact fee paid plus interest to
462 the current owner of property for which the impact fee had been paid,
463 if the development was never completed or occupied; provided, that if
464 the city expended or encumbered the impact fee in good faith prior to
465 the application for a refund, the director may decline to provide the
466 refund. If within a period of three years, the same or subsequent owner
467 of the property proceeds with the same or substantially similar
468 development, the owner can petition the director for an offset. The
469 petitioner shall provide receipts of impact fees previously paid for a
470 development of the same or substantially similar nature on the same
471 property or some portion thereof. The director shall determine whether
472 to grant an offset, and the determinations of the director may be
473 appealed pursuant to the procedures in Section 27.04.130.

474 Section 8. KMC Section 27.04.110 is amended to read as
475 follows:

476
477 27.04.110 Use of funds.

478 (a) Impact fees may be spent for system improvements, including
479 but not limited to transportation planning, engineering design studies,
480 land surveys, right-of-way acquisition, engineering, permitting,
481 financing, administrative expenses, and construction of transportation
482 facilities such as streets, and roads, and related facilities such as curbs,
483 gutters, sidewalks, bike lanes, storm drainage, ~~and installation of~~ traffic
484 signals, signs and street lights.

485 (b) Impact fees shall be expended or encumbered on a first-in,
486 first-out basis.

487 (c) Impact fees may be used to recoup cost for system
488 improvement previously incurred by the city to the extent that new
489 growth and development will be served by the previously constructed
490 system improvements.

491 (d) In the event that bonds or similar debt instruments are or have
492 been issued for the advanced provision of system improvements, impact
493 fees may be used to pay debt service on such bonds or similar debt
494 instruments to the extent that system improvements provided are
495 consistent with the requirements of this chapter and are used to serve
496 the new development.

497
498 Section 9. KMC Section 27.04.120 is amended to read as
499 follows:

500
501 27.04.120 Review of schedule and fee increases.

502 (a) The schedule in Section 27.04.150 will be amended to reflect
503 changes to the twenty-year transportation project list as part of
504 adoption of amendments to the capital facilities plan in Chapter XIII of
505 Title 17 of this code (the comprehensive plan). Amendments to the
506 schedule for this purpose shall be adopted by the council.

507 (b) The fees on the schedule in Section 27.04.150 shall be indexed
508 to provide for an automatic fee increase each January 1st beginning in
509 the year ~~2009~~2017. A six-year moving average of the Washington State
510 Department of Transportation Construction Cost Index will be used to
511 determine the increase in fees for each year to reflect increased project
512 costs. In the event that the fees on the schedule in Section 27.04.150
513 are increased during the preceding calendar year due to changes to the
514 twenty-year transportation project list pursuant to subsection (a) of this
515 section, the fees will not be indexed the following January. The finance
516 and administration department shall compute the fee increase and the
517 new schedule shall become effective immediately after the annual fee
518 increase calculation.

519 (c) A new rate study, which establishes the schedule in Section
520 27.04.150, shall be updated every three years, unless the city
521 determines that circumstances ~~have not changed to~~ do not warrant an
522 update.

523
524 Section 10. KMC Section 27.04.130 is amended to read as
525 follows:

526
527 27.04.130 Appeals.

528 (a) An appeal of an impact fee imposed on a building permit ~~or a~~
529 ~~change in land use when no building permit is required~~ may only be filed
530 by the applicant of the subject property. An appeal of an impact fee
531 assessed pursuant to Section 27.04.135(b) ~~or (c)~~ may be filed by a
532 property owner ~~or occupant responsible for the change in use when no~~
533 ~~building permit is required~~. An applicant may either file an appeal and
534 pay the impact fee imposed by this chapter under protest, or appeal the
535 impact fee before issuance of the building permit ~~or before occupancy~~
536 ~~for a change in use when no building permit is required~~. No appeal may
537 be filed after the impact fee has been paid and the building permit has
538 been issued ~~or occupancy has occurred for a change in use for which~~
539 ~~no building permit is required~~.

540 (b) An appeal shall be filed with the hearing examiner on the
541 following determinations of the director:

542 (1) The applicability of the impact fees to a given building permit
543 ~~or change in use when no building permit is required~~ pursuant to
544 Sections 27.04.030 and 27.04.050;

545 (2) The decision on an independent fee calculation in Section
546 27.04.040;

547 (3) The availability or value of a credit in Section 27.04.060; or

548 (4) Any other determination which the director is authorized to
549 make pursuant to this chapter.

550 (c) An appeal, in the form of a letter of appeal, along with the
551 required appeal fee, shall be filed with the department for all
552 determinations by the director, prior to issuance of a building permit ~~or~~
553 ~~a change in land use when no building permit is required~~. The letter
554 must contain the following:

555 (1) A basis for and arguments supporting the appeal; and

556 (2) Technical information and specific data supporting the
557 appeal.

558 (d) The fee for filing an appeal shall be two hundred fifty dollars.

559 (e) Within twenty-eight calendar days of the filing of the appeal,
560 the director shall mail to the hearing examiner the following:

561 (1) The appeal and any supportive information submitted by the
562 appellant;

563 (2) The director's determination along with the record of the
564 impact fee determination and, if applicable, the independent fee
565 calculation; and

566 (3) A memorandum from the director analyzing the appeal.

567 (f) The hearing examiner shall review the appeal from the
568 applicant, the director's memorandum, and the record of determination
569 from the director. No oral testimony shall be given, although legal
570 arguments may be made. The determination of the director shall be
571 accorded substantial weight.

572 (g) The hearing examiner is authorized to make findings of fact
573 and conclusions of law regarding the decision. The hearing examiner
574 may, so long as such action is in conformance with the provisions of this
575 chapter, reverse or affirm, in whole or in part, or modify the
576 determination of the director, and may make such order, requirements,
577 decision or determination as ought to be made, and to that end shall
578 have the powers which have been granted to the director by this
579 chapter. The hearing examiner's decision shall be final.

580 (h) The hearing examiner shall distribute a written decision to the
581 director within fifteen working days.

582 (i) The department shall distribute a copy of the hearing
583 examiner decision to the appellant within five working days of receiving
584 the decision.

585 (j) In the event the hearing examiner determines that there is a
586 flaw in the impact fee program, that a specific exemption or credit
587 should be awarded on a consistent basis, or that the principles of
588 fairness require amendments to this chapter, the hearing examiner may
589 advise the council as to any question or questions that the hearing
590 examiner believes should be reviewed as part of the council's review of
591 the fee schedule in Section 27.04.150 as provided by Section 27.04.120.

592 Section 11. KMC Section 27.04.135 is amended to read as
593 follows:

594
595 27.04.135 Responsibility for payment of fees.

596 (a) The building permit applicant is responsible for payment of
597 the fees authorized by this chapter in connection with a building permit
598 application.

599 (b) In the event that a building permit is erroneously issued
600 without payment of the fees authorized by this chapter, the building
601 official may issue a written notice to the property owner and occupant
602 advising them of the obligation to pay the fees authorized by this
603 chapter. Such notice shall include a statement of the basis under which
604 the fees under this chapter are being assessed, the amount of fees
605 owed, and a statement that the property owner or occupant may appeal
606 the fee determination within twenty calendar days of the date the notice
607 was issued. Any appeals of such a fee determination shall be processed
608 in accordance with the procedures set forth in Section 27.04.130.

609 (c) In the event a change in land use for which no building permit
610 is required results in an obligation to pay impact fees, the director may
611 issue a written notice to the property owner and occupant advising them
612 of the obligation to pay the fees authorized by this chapter. Such notice
613 shall include a statement of the basis under which the fees under this
614 chapter are being assessed, the amount of fees owed, and a statement
615 that the property owner or occupant may appeal the fee determination
616 within twenty calendar days of the date the notice was issued. Any
617 appeals of such a fee determination shall be processed in accordance
618 with the procedures set forth in Section 27.04.130.

619 (d) If a property owner or occupant fails to appeal the issuance
620 of a fee notice under subsection (b) ~~or (c)~~ of this section, or if the
621 property owner or occupant's appeal is unsuccessful, the city is
622 authorized to institute collection proceedings for the purpose of
623 recovering the unpaid impact fees.

624
625 Section 12. KMC Section 27.04.150 is amended to read as
626 follows:

627
628 27.04.150 Transportation impact fee schedule.

629 The impact fee schedule below is based on the city's 2007 latest
630 rate study. As authorized under Section 27.04.120(b), the schedule may
631 automatically increase each January 1st based on the Washington State
632 Department of Transportation Construction Cost Index. See the public
633 works department's fee schedule for the current impact fee.

Land Uses	Unit of Measure	ITE Land Use Code	Fee Per Unit
-	-	-	
Cost per Trip-End →	-	-	\$3,398.20
<i>Residential</i>			
Detached Housing	dwelling	210	\$3,432.00
Attached and Stacked Housing	dwelling	220, 221, 230, 233; See Note 2	\$2,012.00
Senior Housing	dwelling	See Note 1	\$1,006.00
Nursing Home	bed	620	\$598.00
Congregate Care/Assisted Living	dwelling	253, 254	\$462.00
<i>Commercial—Services</i>			
Drive-In Bank	sq. ft./GFA	912	\$39.97
Walk-In Bank	sq. ft./GFA	911	\$38.62
Day Care Center	sq. ft./GFA	565	\$19.20
Library	sq. ft./GFA	590	\$8.78
Post Office	sq. ft./GFA	732	\$13.48
Hotel/Motel	room	310	\$2,291.00
Extended Stay Motel	room	311	\$1,553.00
Service Station	VFP	944	\$9,151.00
Service Station/Minimart	VFP	945	\$6,625.00
Service Station/Minimart/Car Wash	VFP	946	\$9,901.00
Car Wash	stall	947	\$5,594.00
Movie Theater	seats	445	\$550.00
Health Club	sq. ft./GFA	492	\$9.14
Racquet Club	sq. ft./GFA	491	\$4.12
Marina	berth	420	\$512.00
<i>Commercial—Institutional</i>			
Elementary School/Jr. High School	student	520	\$435.00
High School	student	530	\$272.00
University/College	student	550	\$553.00
Church	sq. ft./GFA	560	\$2.37
Hospital	sq. ft./GFA	610	\$4.58
<i>Commercial—Restaurant</i>			
Restaurant	sq. ft./GFA	931	\$19.78
Fast Food Restaurant w/o Drive-Through	sq. ft./GFA	933	\$25.39
Fast Food Restaurant w/ Drive-Through	sq. ft./GFA	934	\$33.63

Land Uses	Unit of Measure	ITE Land Use Code	Fee Per Unit
Tavern	sq. ft./GFA	936	\$19.32
<i>Industrial</i>			
Light Industry/High Technology	sq. ft./GFA	110	\$5.29
Industrial Park	sq. ft./GFA	130	\$4.64
Warehousing/Storage	sq. ft./GFA	150	\$2.54
<i>Commercial—Retail</i>			
Shopping Center	sq. ft./GLA	820	\$4.02
Auto Parts Sales	sq. ft./GFA	943	\$5.15
Auto Care Center	sq. ft./GLA	942	\$3.91
Car Sales—New/Used	sq. ft./GFA	841	\$9.43
Convenience Market	sq. ft./GFA	851	\$29.77
Discount Club	sq. ft./GFA	861	\$11.53
Electronics Superstore	sq. ft./GFA	863	\$6.42
Freestanding Discount Store	sq. ft./GFA	815	\$7.22
Furniture Store	sq. ft./GFA	890	\$0.46
Hardware/Paint Store	sq. ft./GFA	816	\$5.59
Home Improvement Superstore	sq. ft./GFA	862	\$3.50
Other Retail Sales	sq. ft./GFA	814	\$3.13
Nursery/Garden Center	sq. ft./GFA	817	\$4.39
Pharmacy (with Drive-Through)	sq. ft./GFA	881	\$7.11
Quick Lubrication Vehicle Shop	service bay	941	\$3,427.00
	sq. ft./GFA	896	\$7.72
Supermarket	sq. ft./GFA	850	\$15.98
Tire Store	service bay	849	\$4,379.00
<i>Commercial—Office</i>			
General Office Building	sq. ft./GFA	710	\$6.64
Medical Office/Clinic	sq. ft./GFA	720	\$13.00

634 VFP = Vehicle Fueling Positions (maximum number of vehicles that can
635 be fueled simultaneously)
636 GLA = Gross Leasable Area
637 GFA = Gross Floor Area
638 Note 1. Senior housing rate is one-half of attached and stacked housing
639 rate.
640 Note 2. Includes cottage, carriage and two-/three-unit homes approved
641 under Chapter 113 KZC.

<u>Land Uses</u>	<u>Unit of Measure</u>	<u>ITE Land USE Code</u>	<u>Fee per Unit</u>
			<u>persons</u>
<u>Cost per Person Trip End ></u>			<u>\$3,454.15</u>
<u>Trip Length</u>			
<u>Residential</u>			
<u>Detached Housing</u>	<u>dwelling</u>	<u>210</u>	<u>\$ 5,009</u>
<u>Attached and Stacked Housing</u>	<u>dwelling</u>	<u>220,221,230,233</u>	<u>\$ 2,855</u>
<u>Senior Housing</u>	<u>dwelling</u>	<u>See note 1</u>	<u>\$ 1,427</u>
<u>Nursing Home</u>	<u>bed</u>	<u>620</u>	<u>\$ 742</u>
<u>Congregate Care/ Assisted Living</u>	<u>dwelling</u>	<u>253,254</u>	<u>\$ 573</u>
<u>Commercial - Services</u>			
<u>Drive-in Bank</u>	<u>sq ft/GFA</u>	<u>912</u>	<u>\$ 28.53</u>
<u>Walk-in Bank</u>	<u>sq ft/GFA</u>	<u>911</u>	<u>\$ 17.53</u>
<u>Day Care Center</u>	<u>sq ft/GFA</u>	<u>565</u>	<u>\$ 22.29</u>
<u>Hotel</u>	<u>room</u>	<u>310</u>	<u>\$ 3,434</u>
<u>All Suites Hotel</u>	<u>room</u>	<u>311</u>	<u>\$ 2,290</u>
<u>Service Station/Minimart</u>	<u>VFP</u>	<u>945</u>	<u>\$ 12,167</u>
<u>Movie Theater</u>	<u>screens</u>	<u>445</u>	<u>\$ 32,107</u>
<u>Health Club</u>	<u>sq ft/GFA</u>	<u>492</u>	<u>\$ 9.88</u>
<u>Racquet Club</u>	<u>sq ft/GFA</u>	<u>491</u>	<u>\$ 2.97</u>
<u>Marina</u>	<u>Berth</u>	<u>420</u>	<u>\$ 638</u>
<u>Commercial - Institutional</u>			
<u>Elementary School/Jr. High School</u>	<u>student</u>	<u>520,522</u>	<u>\$ 289</u>
<u>High School</u>	<u>student</u>	<u>530</u>	<u>\$ 282</u>
<u>University/College</u>	<u>student</u>	<u>550</u>	<u>\$ 553</u>
<u>Church</u>	<u>sq ft/GFA</u>	<u>560</u>	<u>\$ 2.45</u>
<u>Hospital</u>	<u>sq ft/GFA</u>	<u>610</u>	<u>\$ 4.48</u>
<u>Commercial - Restaurant</u>			
<u>Quality Restaurant</u>	<u>sq ft/GFA</u>	<u>931</u>	<u>\$ 17.17</u>
<u>High-Turnover Restaurant</u>	<u>sq ft/GFA</u>	<u>932</u>	<u>\$ 22.98</u>
<u>Fast Food Restaurant w/o drive thru</u>	<u>sq ft/GFA</u>	<u>933</u>	<u>\$ 31.49</u>
<u>Fast Food Restaurant w drive thru</u>	<u>sq ft/GFA</u>	<u>934</u>	<u>\$ 39.31</u>
<u>Industrial</u>			
<u>Light Industry/High Technology</u>	<u>sq ft/GFA</u>	<u>110</u>	<u>\$ 5.80</u>
<u>Industrial Park</u>	<u>sq ft/GFA</u>	<u>130</u>	<u>\$ 5.08</u>
<u>Warehousing/Storage</u>	<u>sq ft/GFA</u>	<u>150</u>	<u>\$ 1.91</u>
<u>Commercial - Retail</u>			
<u>Shopping Center</u>	<u>sq ft/GLA</u>	<u>820</u>	<u>\$ 4.94</u>
<u>Auto Parts Sales</u>	<u>sq ft/GFA</u>	<u>843</u>	<u>\$ 6.98</u>
<u>Auto Care Center</u>	<u>sq ft/GLA</u>	<u>942</u>	<u>\$ 4.46</u>

<u>Car Sales - New/Used</u>	<u>sq ft/GFA</u>	<u>841</u>	<u>\$ 11.61</u>
<u>Convenience Market</u>	<u>sq ft/GFA</u>	<u>851</u>	<u>\$ 40.20</u>
<u>Discount Club</u>	<u>sq ft/GFA</u>	<u>857</u>	<u>\$ 12.68</u>
<u>Free Standing Discount Store</u>	<u>sq ft/GFA</u>	<u>815</u>	<u>\$ 9.19</u>
<u>Hardware/Paint Store</u>	<u>sq ft/GFA</u>	<u>816</u>	<u>\$ 7.33</u>
<u>Home Improvement Superstore</u>	<u>sq ft/GFA</u>	<u>862</u>	<u>\$ 3.42</u>
<u>Nursery/Garden Center</u>	<u>sq ft/GFA</u>	<u>817</u>	<u>\$ 9.94</u>
<u>Pharmacy(with Drive Through)</u>	<u>sq ft/GFA</u>	<u>881</u>	<u>\$ 10.34</u>
<u>Quick Lubrication Vehicle Shop</u>	<u>Service Bay</u>	<u>941</u>	<u>\$ 4,249</u>
<u>Supermarket</u>	<u>sq ft/GFA</u>	<u>850</u>	<u>\$ 15.34</u>
<u>Tire Store</u>	<u>Service Bay</u>	<u>848</u>	<u>\$ 5,217</u>
<u>Miscellaneous Retail</u>	<u>sq ft/GLA</u>	<u>820</u>	<u>\$ 4.94</u>
<u>Commercial - Office</u>			
<u>General Office Building</u>	<u>sq ft/GFA</u>	<u>710</u>	<u>\$ 7.96</u>
<u>Medical Office/Clinic</u>	<u>sq ft/GFA</u>	<u>720</u>	<u>\$ 14.97</u>

Notes:

VFP= Vehicle Fueling Positions (Maximum number of vehicles that can be fueled simultaneously)

GLA= Gross Leasible Area

GFA= Gross Floor Area

For uses with Unit of Measure in sq ft, trip rate is given as trips per 1000 sq ft

Note 1. Senior Housing rate is 1/2 of Attached and Stacked Housing rate

642 Section 13. If any provision of this ordinance or its application
 643 to any person or circumstance is held invalid, the remainder of the
 644 ordinance or the application of the provision to other persons or
 645 circumstances is not affected.

646 Section 14. This ordinance shall be in force and effect on
 647 January 1, 2016, after its passage by the Kirkland City Council and
 648 publication pursuant to Section 1.08.017, Kirkland Municipal Code in the
 649 summary form attached to the original of this ordinance and by this
 650 reference approved by the City Council.
 651

652 Passed by majority vote of the Kirkland City Council in open
 653 meeting this ____ day of _____, 2015.
 654

655 Signed in authentication thereof this ____ day of
 656 _____, 2015.
 657

 MAYOR

Attest:

 City Clerk

Approved as to Form:

City Attorney

PUBLICATION SUMMARY
OF ORDINANCE NO. O-4502

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO TRANSPORTATION IMPACT FEES AND AMENDING CHAPTER 27.04 OF THE KIRKLAND MUNICIPAL CODE.

SECTION 1. Amends Kirkland Municipal Code ("KMC") Section 27.04.010 updating the findings and authority to assess impact fees.

SECTION 2. Amends KMC 27.04.020 updating the definitions relating to transportation impact fees.

SECTION 3. Amends KMC 27.04.030 relating to the assessment of impact fees.

SECTION 4. Amends KMC 27.04.035 relating to transportation impact fees relating to change of use.

SECTION 5. Amends KMC Section 27.04.040 relating to independent fee calculations, removing references to change of use.

SECTION 6. Amends KMC Section 27.04.050 clarifying exemptions from certain building permit applications.

SECTION 7. Amends KMC Section 27.04.100 clarifying if the city terminates the impact fee program the fee will be refunded.

SECTION 8. Amends KMC Section 27.04.110 relating to use of funds.

SECTION 9. Amends KMC Section 27.04.120 changing the date of an automatic fee increase to 2017 and clarifying the City can determine if a rate study update is needed.

SECTION 10. Amends KMC Section 27.04.130 by removing the reference to change of use for appeals.

SECTION 11. Amends KMC Section 27.04.135 relating to the responsibility for the payment of fees.

SECTION 12. Amends KMC Section 27.04.150 by updating the impact fee schedule.

SECTION 13. Provides a severability clause for the ordinance.

SECTION 14. 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 January 1, 2016, after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2015.

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

City Clerk

ORDINANCE O-4503

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO PARK IMPACT FEES AND AMENDING CHAPTER 27.06 OF THE KIRKLAND MUNICIPAL CODE.

1 The City Council of the City of Kirkland do ordain as follows:
2

3 Section 1. KMC Section 27.06.020 is amended to read as
4 follows:
5

6 27.06.020 Definitions.

7 The following words and terms shall have the following meanings
8 unless the context clearly requires otherwise. Terms otherwise not
9 defined herein shall be defined pursuant to RCW 82.02.090, or given
10 their usual and customary meaning.

11 (a) "Act" means the Growth Management Act, Chapter 36.70A
12 RCW.

13 (b) "Applicant" means the owner of real property according to the
14 records of the King County recorder's office, or the applicant's
15 authorized agent.

16 (c) "Building permit" means the official document or certification
17 that is issued by the planning and building department and that
18 authorizes the construction, alteration, enlargement, conversion,
19 reconstruction, remodeling, rehabilitation, erection, tenant
20 improvement, demolition, moving or repair of a building or structure.

21 (d) "Capital facilities" means the facilities or improvements included
22 in the capital facilities plan.

23 (e) "Capital facilities plan" means the capital facilities plan element
24 of the city's comprehensive plan adopted pursuant to Chapter 36.70A
25 RCW, and such plan as amended.

26 (f) "City" means the city of Kirkland, Washington.

27 (g) "Council" means the city council of the city.

28 (h) "Department" means the parks and community ~~service-services~~
29 department.

30 (i) "Director" means the director of the ~~parks and community~~
31 ~~service~~ planning and building department, or the director's designee.

32 (j) "Encumbered" means to reserve, set aside or otherwise earmark
33 the impact fees in order to pay for park planning, design, land surveys
34 and acquisition, engineering, permitting, financing, administrative
35 expenses, construction of parks and related facilities and any other
36 commitments, contractual obligations or other liabilities incurred for
37 public facilities.

38 (k) "Hearing examiner" means the person who exercises the
39 authority of Kirkland Municipal Code Chapter 3.34.

40 (l) "Impact fee" means a payment of money imposed by the city on
41 an applicant prior to issuance of a building permit ~~or a change in land~~

42 ~~use when no building permit is required as a condition of granting a~~
43 ~~building permit or as a requirement for a change in use in order to pay~~
44 for the public facilities needed to serve new residential growth and
45 development. "Impact fee" does not include a reasonable permit fee or
46 application fee.

47 (m) "Impact fee account" or "account" means the account
48 established for the system improvement for which impact fees are
49 collected. The account shall be established pursuant to this chapter, and
50 shall comply with the requirements of RCW 82.02.070.

51 (n) "Independent fee calculation" means the study or data
52 submitted by an applicant to support the assessment of an impact fee
53 other than the fee in the schedule set forth in Section 27.06.150 of this
54 chapter.

55 (o) "Interest" means the interest rate earned by local jurisdictions
56 in the State of Washington Local Government Investment Pool, if not
57 otherwise defined.

58 (p) "Interlocal agreement" or "agreement" means a park interlocal
59 agreement, authorized in this chapter, by and between the city and
60 other government agencies concerning the collection and expenditure
61 of impact fees, or any other interlocal agreement entered by and
62 between the city and another municipality, public agency or
63 governmental body to implement the provisions of this chapter.

64 (q) "Low-income housing" means: (1) an owner-occupied housing
65 unit affordable to households whose household income is less than
66 eighty percent of the King County median income, adjusted for
67 household size, as determined by the United States Department of
68 Housing and Urban Development (HUD), and where no more than thirty
69 percent of the household income is paid for housing expenses, or (2) a
70 renter-occupied housing unit affordable to households whose income is
71 less than sixty percent of the King County median income, adjusted for
72 household size, as determined by HUD, and where no more than thirty
73 percent of the household income is paid for housing expenses (rent and
74 an appropriate utility allowance). In the event that HUD no longer
75 publishes median income figures for King County, the city may use or
76 determine such other method as it may choose to determine the King
77 County median income, adjusted for household size. The director will
78 make a determination of sales prices or rents which meet the
79 affordability requirements of this section. An applicant for a low-income
80 housing exemption may be a public housing agency, a private nonprofit
81 housing developer or a private developer.

82 (r) "Owner" means the owner of real property according to the
83 records of the King County recorder's office; provided, that if the real
84 property is being purchased under a recorded real estate contract, the
85 purchaser shall be considered the owner of the real property.

86 (s) "Parks" means parks, open space, trails, and recreational
87 facilities.

88 (t) "Project improvements" means site improvements and facilities
89 that are planned and designed to provide service for a particular

90 development or users of a project, and are not system improvements.
 91 No improvement or facility included in the capital facilities plan shall be
 92 considered a project improvement.

93 (u) "Public facilities" means the public parks, open space, trails, and
 94 recreational facilities.

95 (v) "Rate study" means the "Rate Study for Impact Fees for Parks
 96 and Recreational Facilities," city of Kirkland, by Henderson, Young and
 97 Company, dated ~~March 27, 2007~~ August 13, 2015, as updated and
 98 amended from time to time.

99 (w) "Residential" means housing, such as detached, attached or
 100 stacked units (includes cottage, carriage and two-/three-unit homes
 101 approved under Kirkland Zoning Code Chapter 113-KZC), and senior and
 102 assisted living units intended for occupancy by one or more persons and
 103 not offering other services. For the purpose of this chapter, an accessory
 104 dwelling unit as regulated in Kirkland Zoning Code Chapter 115-KZC is
 105 considered an adjunct to the associated primary structure and is not
 106 charged a separate impact fee.

107 (x) "System improvements" means public facilities included in the
 108 capital facilities plan and designed to provide service to service areas
 109 within the community at large, in contrast to project improvements.

110
 111 Section 2. KMC Section 27.06.030 is amended to read as
 112 follows:

113
 114 27.06.030 Assessment of impact fees.

115 (a) The city shall collect impact fees, based on the schedule in
 116 Section 27.06.150, from any applicant seeking a building permit from
 117 the city, ~~or any person or entity seeking a change in land use to one of~~
 118 ~~the land use categories in Section 27.06.150 when no building permit is~~
 119 ~~required.~~

120 (b) All impact fees shall be collected from the applicant prior to
 121 issuance of the building permit, ~~or prior to occupancy for a change in~~
 122 ~~land use when no building permit is required based on the land use~~
 123 ~~categories in Section 27.06.150.~~ Unless the use of an independent fee
 124 calculation has been approved, or unless a development agreement
 125 entered into pursuant to RCW 36.70B.170 provides otherwise, the fee
 126 shall be calculated based on the impact fee schedule in effect at the
 127 time a complete building permit application is filed. ~~For a change in use~~
 128 ~~for which no building permit is required, the fee shall be calculated~~
 129 ~~based on the impact fee schedule in effect on the date of payment of~~
 130 ~~the impact fee.~~

131 (c) The city shall establish the impact fee rate for a land use that
 132 is not listed on the rate schedule set forth in Section 27.06.150. The
 133 applicant shall submit all information requested by the department for
 134 purposes of determining the impact fee rate pursuant to Section
 135 27.06.040.

136 ~~(d) For a change in use, the impact fee shall be the applicable~~
 137 ~~impact fee for the land use category of the new use, less the impact fee~~
 138 ~~for the land use category of the prior use.~~

139 (e-d) For building permits for mixed use developments, impact
 140 fees shall be imposed on the residential component of the development
 141 found on the schedule in Section [27.06.150](#).

142 (f-e) For building permits within new subdivisions approved under
 143 [Kirkland Municipal Code Title 22](#) (Subdivisions), a credit shall be applied
 144 for any dwelling unit that exists on the land within the subdivision prior
 145 to the subdivision if the dwelling unit is demolished. The credit shall
 146 apply to the first complete building permit application submitted to the
 147 city subsequent to the demolition of the existing dwelling unit, unless
 148 otherwise allocated by the applicant of the subdivision as part of
 149 approval of the subdivision.

150 (g-f) ~~At the time of issuance of any single-family detached or~~
 151 ~~attached residential building permit issued for a dwelling unit that is~~
 152 ~~being constructed for resale, the applicant may elect to have the impact~~
 153 ~~fee payment deferred until the building permit is complete or 18 months~~
 154 ~~after issuance of the building permit, whichever occurs first. The impact~~
 155 ~~fee due and owing, less any credits awarded, shall be paid prior to~~
 156 ~~building permit final inspection, building permit final occupancy, or 18~~
 157 ~~months after the date of building permit issuance, whichever is~~
 158 ~~applicable. record a covenant against the title to the property that~~
 159 ~~requires payment of the impact fees due and owing, less any credits~~
 160 ~~awarded, by providing for automatic payment through escrow of the~~
 161 ~~impact fee due and owing to be paid at the time of closing of sale of the~~
 162 ~~lot or unit. Applicants electing to use this deferred impact fee process~~
 163 ~~shall pay a two-hundred-forty-dollar administration fee with each~~
 164 ~~respective building permit prior to issuance of such building permit for~~
 165 ~~each individual lien filed.~~

166 (h-g) Except as otherwise provided in this section, the city shall
 167 not issue any building permit unless and until the impact fee has been
 168 paid. ~~For a change in land use when a building permit is not required,~~
 169 ~~an applicant shall not occupy or permit a tenant to occupy the subject~~
 170 ~~property unless and until the impact fee has been paid.~~

171 (I-h) The payment of impact fees may be delayed through a
 172 development agreement approved by the city council pursuant to
 173 Chapter [36.70B](#) RCW, provided the following criteria are met:

174 (1) Payment of fees may be delayed to no later than issuance of
 175 the certificate of occupancy;

176 (2) The development agreement shall provide mechanisms, such
 177 as withholding of the certificate of occupancy and/or property liens, to
 178 assure that the city will collect the deferred fees;

179 (3) The delay shall not reduce the availability of funds to
 180 implement the city's adopted capital improvement program in a timely
 181 manner; and

182 (4) Projects must provide significant public benefit, including but
 183 not limited to:

184 (A) Projects that implement adopted city council goals;

185 (B) Projects with economic benefit to the city;

186 (C) Projects that involve partnerships with other governmental
 187 agencies; and

188 (D) Projects that include affordable housing as defined by the
 189 Kirkland Zoning Code.

190
 191 Section 3. KMC Section 27.06.050 is amended to read as
 192 follows:

193 27.06.050 Exemptions.

194 (a) The following building permit applications shall be exempt from
195 impact fees:

196 (1) Replacement, alteration, expansion, enlargement, remodeling,
197 rehabilitation or conversion of an existing dwelling unit where no
198 additional units are created ~~and the use is not changed~~. Replacement
199 must occur within five years of the demolition or destruction of the prior
200 structure. For replacement of structures in a new subdivision, see
201 Section 27.06.030(f).

202 (2) Any building permit for a legal accessory dwelling unit approved
203 under Title 23 of this code, ~~(the Kirkland Zoning Code)~~.

204 (3) Miscellaneous improvements, including but not limited to
205 fences, walls, swimming pools, mechanical units, and signs.

206 (4) Demolition or moving of a structure.

207 (5)(A) Any applicant for the ~~€~~construction or creation of low-
208 income housing may request an exemption of eighty percent of the
209 required impact fee for low-income housing units subject to the criteria
210 in subsection (a)(5)(C) of this section.

211 (B) Any applicant for an exemption from the impact fee which
212 meets the criteria set forth in subsection (a)(5)(C) of this section shall
213 apply to the city manager for an exemption. The application shall be on
214 forms provided by the city and shall be accompanied by all information
215 and data the city deems necessary to process the application.

216 (C) Exemption Criteria. To be eligible for the impact fee exemption
217 established by this section, the applicant shall meet each of the following
218 criteria:

219 (i) The applicant must be proposing a greater number of low-
220 income housing units or a greater level of affordability for those units
221 than is required by the Kirkland Zoning Code and/or the Kirkland
222 Municipal Code. The allowed exemption shall only apply to those units
223 in excess of the minimum required by code unless the development will
224 be utilizing public assistance targeted for low-income housing.

225 (ii) The applicant must demonstrate to the city manager's
226 satisfaction that the amount of the impact fee exemption is justified
227 based on the additional affordability provided above that required by
228 code and is necessary to make the project economically viable.

229 (iii) The proposed housing must meet the goals and policies set
230 forth in Section VII-~~€~~ of the city of Kirkland comprehensive plan.

231 (D) The city manager shall review applications for exemptions
232 under subsection (a)(5)(A) of this section pursuant to the above criteria
233 and shall advise the applicant, in writing, of the granting or denial of the
234 application. In addition, the city manager shall notify the city council
235 when such applications are granted or denied.

236 (E) The determination of the city manager shall be the final decision
237 of the city with respect to the applicability of the low-income housing
238 exemption set forth in this subsection.

239 (F) Any claim for exemption must be made before payment of the
240 impact fee. Any claim not so made shall be deemed waived. The claim

241 for exemption must be accompanied by a draft lien and covenant
242 against the property guaranteeing that the low-income housing use will
243 continue. Before approval of the exemption, the planning and building
244 department shall approve the form of lien and covenant, which shall, at
245 a minimum, meet the requirements of RCW 82.02.060. Prior to issuance
246 of a certificate of occupancy for any portion of the development, the
247 applicant shall execute and record the approved lien and covenant with
248 the King County recorder's office. The lien and covenant shall run with
249 the land. In the event the property is no longer used for low-income
250 housing, the current owner shall pay the current impact fee plus interest
251 to the date of the payment.

252 (b) Unless otherwise established in this section, the ~~planning~~
253 director shall be authorized to determine whether a particular
254 development for a proposed building permit ~~or a change in land use~~
255 ~~when no building permit is required~~ falls within an exemption of this
256 chapter or of this code. Determinations of the director shall be subject
257 to the appeals procedures set forth in Section 27.06.130.

258
259 Section 4. KMC Section 27.06.100 is amended to read as
260 follows:

261
262 27.06.100 Refunds.

263 (a) If the city fails to expend or encumber the impact fees within
264 ten years of payment (or where extraordinary or compelling reasons
265 exist, such other time periods as established pursuant to Section
266 27.06.080), the current owner of the property for which impact fees
267 have been paid may receive a refund of the fee. In determining whether
268 impact fees have been expended or encumbered, impact fees shall be
269 considered expended or encumbered on a first-in, first-out basis.

270 (b) The city shall notify potential claimants by first class mail
271 deposited with the United States Postal Service at the last known
272 address of such claimants.

273 (c) Property owners seeking a refund of impact fees must submit a
274 written request for a refund of the fees to the director within one year
275 of the date the right to claim the refund arises or the date that notice is
276 given, whichever is later.

277 (d) Any impact fees for which no application for a refund has been
278 made within the one-year period shall be retained by the city and
279 expended on the appropriate public facilities.

280 (e) Refunds of impact fees under this chapter shall include any
281 interest earned on the impact fees by the city.

282 (f) ~~When~~If the city terminates the impact fee program, all
283 unexpended or unencumbered funds, including interest earned, shall be
284 refunded pursuant to this chapter. The city shall publish notice of the
285 termination and the availability of refunds in a newspaper of general
286 circulation at least two times and shall notify all potential claimants by
287 first class mail to the last known address of the claimants. All funds
288 available for refund shall be retained for a period of one year after the
289 second publication. At the end of one year, any remaining funds shall

290 be retained by the city, but must be expended for the appropriate public
291 facilities. This notice requirement shall not apply if there are no
292 unexpended or unencumbered balances within the account.

293 (g) The city shall also refund the impact fee paid plus interest to
294 the current owner of property for which the impact fee had been paid,
295 if the development was never completed or occupied; provided, that if
296 the city expended or encumbered the impact fee in good faith prior to
297 the application for a refund, the director may decline to provide the
298 refund. If, within a period of three years, the same or subsequent owner
299 of the property proceeds with the same or substantially similar
300 development, the owner can petition the director for an offset. The
301 petitioner shall provide receipts of impact fees previously paid for a
302 development of the same or substantially similar nature on the same
303 property or some portion thereof. The director shall determine whether
304 to grant an offset, and the determinations of the director may be
305 appealed pursuant to the procedures in Section 27.06.130.

306
307 Section 5. KMC Section 27.06.120 is amended to read as
308 follows:

309
310 27.06.120 Review of schedule and fee increases.

311 (a) The schedule in Section 27.06.150 will be amended to reflect
312 changes to the capital facilities plan in Chapter XIII of Title 17 of this
313 code (the comprehensive plan). Amendments to the schedule for this
314 purpose shall be adopted by the council.

315 (b) The fees on the schedule in Section 27.06.150 shall be indexed
316 to provide for an automatic fee increase each January 1st beginning in
317 the year ~~2009~~2017. The June to June Seattle-Tacoma-Bremerton Area
318 Consumer Price Index (CPI-W) will be used to determine the increase
319 in fees for each year to reflect increased project costs. In the event that
320 the fees on the schedule in Section 27.06.150 are increased during the
321 preceding calendar year due to changes to the capital facilities plan
322 pursuant to subsection (a) of this section, the fees will not be indexed
323 the following January. The finance and administration department shall
324 compute the fee increase and the new schedule shall become
325 effective immediately after the annual fee increase calculation.

326 (c) A new rate study, which establishes the schedule in Section
327 27.06.150, shall be updated every three years, unless the city
328 determines that circumstances ~~have not changed to~~ do not warrant an
329 update.

330
331 Section 6. KMC Section 27.06.130 is amended to read as
332 follows:

333
334 27.06.130 Appeals.

335 (a) An appeal of an impact fee imposed on a building permit ~~or a~~
336 ~~change in land use when no building permit is required~~ may only be filed
337 by the applicant of the building permit for the subject property. An
338 appeal of an impact fee assessed pursuant to Section 27.06.135(b) ~~or~~

339 ~~(e) may be filed by a property owner or occupant responsible for the~~
340 ~~change in use when no building permit is required.~~ An applicant may
341 either file an appeal and pay the impact fee imposed by this chapter
342 under protest, or appeal the impact fee before issuance of the building
343 permit ~~or before occupancy for a change in use when no building permit~~
344 ~~is required.~~ No appeal may be filed after the impact fee has been paid
345 and the building permit has been issued ~~or occupancy has occurred for~~
346 ~~a change in use for which no building permit is required.~~

347 (b) An appeal shall be filed with the hearing examiner on the
348 following determinations of the director:

349 (1) The applicability of the impact fees to a given building permit
350 ~~or change in use when no building permit is required~~ pursuant to
351 Sections 27.06.030 and 27.06.050;

352 (2) The decision on an independent fee calculation in Section
353 27.06.040;

354 (3) The availability or value of a credit in Section 27.06.060; or

355 (4) Any other determination which the director is authorized to
356 make pursuant to this chapter.

357 (c) An appeal, in the form of a letter of appeal, along with the
358 required appeal fee, shall be filed with the department for all
359 determinations by the director, prior to issuance of a building permit ~~or~~
360 ~~a change in land use when no building permit is required.~~ The letter
361 must contain the following:

362 (1) A basis for and arguments supporting the appeal; and

363 (2) Technical information and specific data supporting the appeal.

364 (d) The fee for filing an appeal shall be two hundred and fifty
365 dollars.

366 (e) Within twenty-eight calendar days of the filing of the appeal,
367 the director shall mail to the hearing examiner the following:

368 (1) The appeal and any supportive information submitted by the
369 appellant;

370 (2) The director's determination along with the record of the
371 impact fee determination and, if applicable, the independent fee
372 calculation; and

373 (3) A memorandum from the director analyzing the appeal.

374 (f) The hearing examiner shall review the appeal from the
375 applicant, the director's memorandum, and the record of determination
376 from the director. No oral testimony shall be given, although legal
377 arguments may be made. The determination of the director shall be
378 accorded substantial weight.

379 (g) The hearing examiner is authorized to make findings of fact and
380 conclusions of law regarding the decision. The hearing examiner may,
381 so long as such action is in conformance with the provisions of this
382 chapter, reverse or affirm, in whole or in part, or modify the
383 determination of the director, and may make such order, requirements,
384 decision or determination as ought to be made, and to that end shall
385 have the powers which have been granted to the director by this
386 chapter. The hearing examiner's decision shall be final.

387 (h) The hearing examiner shall distribute a written decision to the
388 director within fifteen working days.

389 (i) The department shall distribute a copy of the hearing examiner’s
390 decision to the appellant within five working days of receiving the
391 decision.

392 (j) In the event the hearing examiner determines that there is a
393 flaw in the impact fee program, that a specific exemption or credit
394 should be awarded on a consistent basis, or that the principles of
395 fairness require amendments to this chapter, the hearing examiner may
396 advise the council as to any question or questions that the hearing
397 examiner believes should be reviewed as part of the council’s review of
398 the fee schedule in Section 27.06.150 as provided by Section 27.06.120.
399

400 Section 7. KMC Section 27.06.150 is amended to read as
401 follows:
402

403 27.06.150 Fee schedule.

404 The impact fee schedule below is based on the city’s ~~2007~~latest rate
405 study. As authorized under Section 27.06.120(b), the schedule may
406 automatically increase each January 1st based on the CPI-W Index. See
407 the public works department’s fee schedule for the current impact fee.

Park Impact Fee Schedule

Type of Land Use	Impact Fee	Per Unit
Detached unit	\$3,621 <u>3,968</u>	Dwelling unit
Attached, stacked, senior or assisted living unit development, and cottage, carriage and two-/three-unit homes approved under Chapter <u>113</u> KZC	\$2,368 <u>3,015</u>	Dwelling unit

408 Section 8. If any provision of this ordinance or its application to
409 any person or circumstance is held invalid, the remainder of the
410 ordinance or the application of the provision to other persons or
411 circumstances is not affected.
412

413 Section 9. This ordinance shall be in force and effect on January
414 1, 2016, after its passage by the Kirkland City Council and publication
415 pursuant to Section 1.08.017, Kirkland Municipal Code in the summary
416 form attached to the original of this ordinance and by this reference
417 approved by the City Council.
418

419 Passed by majority vote of the Kirkland City Council in open
420 meeting this _____ day of _____, 2015.
421

422 Signed in authentication thereof this _____ day of _____, 2015.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

PUBLICATION SUMMARY
OF ORDINANCE NO. O-4503

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO PARK IMPACT FEES AND AMENDING CHAPTER 27.06 OF THE KIRKLAND MUNICIPAL CODE.

SECTION 1. Amends Kirkland Municipal Code ("KMC") Section 27.06.020 updating the definitions relating to park impact fees.

SECTION 2. Amends KMC Section 27.06.030 relating to the assessment of impact fees.

SECTION 3. Amends KMC Section 27.06.050 relating to exemptions from impact fees.

SECTION 4. Amends KMC Section 27.06.100 clarifying if the city terminates the impact fee program the fee will be refunded.

SECTION 5. Amends KMC Section 27.06.120 changing the date of an automatic fee increase to 2017 and clarifying the City can determine if a rate study update is needed.

SECTION 6. Amends KMC Section 27.06.130 by removing the reference to change of use for appeals.

SECTION 7. Amends KMC Section 27.06.150 by updating the impact fee schedule.

SECTION 8. Provides a severability clause for the ordinance.

SECTION 9. 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 January 1, 2016, after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2015.

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

City Clerk

ORDINANCE O-4504

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO SCHOOL IMPACT FEES AND AMENDING SECTIONS 27.08.030 AND 27.08.150 OF THE KIRKLAND MUNICIPAL CODE.

1 The City Council of the City of Kirkland do ordain as follows:
2

3 Section 1. Section 27.08.030 of the Kirkland Municipal Code is
4 amended to read as follows:
5

6 27.08.030 Assessment of impact fees.

7 (a) The city shall collect impact fees, based on the schedule in
8 Section [27.08.150](#), from any applicant seeking a residential building
9 permit from the city.

10 (b) All impact fees shall be collected from the applicant prior to
11 issuance of the building permit based on the land use categories in
12 Section [27.08.150](#). Unless the use of an independent fee calculation has
13 been approved, or unless a development agreement entered into
14 pursuant to RCW [36.70B.170](#) provides otherwise, the fee shall be
15 calculated based on the impact fee schedule in effect at the time a
16 complete building permit application is filed.

17 (c) For building permits for mixed use developments, impact fees
18 shall be imposed on the residential component of the development
19 found on the schedule in Section [27.08.150](#).

20 (d) For building permits within new subdivisions approved under
21 Title [22](#) (Subdivisions), a credit shall be applied for any dwelling unit
22 that exists on the land within the subdivision prior to the subdivision if
23 the dwelling unit is demolished. The credit shall apply to the first
24 complete building permit application submitted to the city subsequent
25 to demolition of the existing dwelling unit, unless otherwise allocated by
26 the applicant of the subdivision as part of approval of the subdivision.

27 (e) ~~At the time of issuance of any single-family detached and~~
28 ~~attached residential building permit issued for a dwelling unit that is~~
29 ~~being constructed for resale, the applicant may elect to have the impact~~
30 ~~fee payment deferred until the building permit is complete or 18 months~~
31 ~~after issuance of the building permits, whichever occurs first. The impact~~
32 ~~fee due and owing, less any credits awarded, shall be paid prior to~~
33 ~~building permit final inspection, building permit final occupancy, or 18~~
34 ~~months after the date of building permit issuance, whichever is~~
35 ~~applicable. record a covenant against the title to the property that~~
36 ~~requires payment of the impact fees due and owing, less any credits~~
37 ~~awarded, by providing for automatic payment through escrow of the~~
38 ~~impact fee due and owing to be paid at the time of closing of sale of the~~
39 ~~lot or unit. Applicants electing to use this deferred impact fee process~~
40 ~~shall pay a two-hundred-forty-dollar administration fee with each~~
41 ~~respective building permit prior to issuance of such building permit. for~~
42 ~~each individual lien filed.~~

43 (f) Unless payment has been scheduled under subsection (e) of
44 this section, the planning and building department shall not issue any
45 building permit unless and until the impact fee has been paid.

46 Section 2. Section 27.08.150 of the Kirkland Municipal Code is
47 amended to read as follows:

48
49 27.08.150 Fee schedule.

50 (a) School Impact Fee Schedule. School impact fees
51 shall be set as set forth below:

Type of Land Use	Impact Fee	Per Unit
Single-Family Dwelling (detached unit)	\$9,6239,715	Dwelling Unit
Multifamily Dwelling (attached, stacked, and assisted living unit)	\$745816	Dwelling Unit

52
53 Section 3. This ordinance shall be in force and effect January 1,
54 2016, after its passage by the Kirkland City Council and publication, as
55 required by law.

56
57 Passed by majority vote of the Kirkland City Council in open
58 meeting this _____ day of _____, 2015.

59
60 Signed in authentication thereof this _____ day of
61 _____, 2015.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director of Parks and Community Services
Michael Cogle, Deputy Director

Date: November 6, 2015

Subject: Adoption of City of Kirkland Parks, Recreation, and Open Space Plan

Recommendation

That the City Council adopt a resolution approving the City of Kirkland Parks, Recreation, and Open Space (PROS) Plan.

Background

A final draft of the PROS Plan was reviewed by the City Council in July of 2015. A copy of the staff memo from July is provided as **Attachment 1**. Final approval was deferred until completion of a rate study for park impact fees, which was reviewed by the City Council in September. The language in the PROS plan has been integrated with the park impact fee ordinance which is also scheduled for adoption at the November 17 Council meeting.

The final PROS Plan, available for review on the City of Kirkland website (http://www.kirklandwa.gov/depart/parks/Park_Planning/Park_Planning_Development/PROS_Plan_Update.htm), has been created with extensive community input and is recommended for adoption by the Park Board. The PROS Plan provides a vision for Kirkland's park and recreation system and provides strategies to implement goals and objectives. Major goals include:

- Acquire, develop, and renovate a system of parks, recreational facilities, and open spaces that are attractive, safe, functional and available to all segments of the population.
- Enhance the quality of life in the community by providing services and programs that offer positive opportunities for building healthy, productive lives.
- Protect, preserve and restore publicly-owned natural resource areas.

The PROS Plan also outlines policies and objectives related to parks, trail networks, recreation services and community centers, universal access and inclusion, athletics, conservation, and stewardship.

The PROS Plan details a new level of service (LOS) for Kirkland's park and recreation system based on the "Investment per Person" methodology. The PROS Plan sets a LOS standard of \$4,094 per person.

A draft Capital Facilities Plan (CFP) is included in the PROS Plan. Once the final CIP and CFP are adopted by Council, the table in the PROS Plan will be revised.

Attachment:

July 2015 Memorandum to Council

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director of Parks and Community Services
Michael Cogle, Deputy Director

Date: June 30, 2015

Subject: PROS Plan: Final Draft

Recommendation

That the City Council reviews a final draft of the Park, Recreation, and Open Space (PROS) Plan and provides input and feedback. Following Council review, the PROS plan will be brought back to a future Council meeting for final adoption along with final park impact fee rates.

Background

An initial draft of the updated Parks, Recreation, and Open Space (PROS) Plan was reviewed by the City Council in 2014. A final draft of the PROS Plan has now been completed, with review of goals and policies by the Park Board, Planning Commission, and Houghton Community Council. The PROS Plan has also been presented to the community as part of the City's Kirkland 2035 planning process.

The Goals section of the Plan is provided herein as **Attachment A**; the entire plan can be reviewed on the City website. [A](#) printed copy of the Plan has been placed in the Council's study room.

The final draft features primarily minor edits and corrections with the exception of two substantive policy changes:

Level of Service – Investment per Person

At their meeting of April 7, 2015, the City Council reviewed park impact fee methodologies and expressed a preference for the City to develop a new standard for determining level of service (LOS) for the park system. This standard, referred to as "Investment per Person", looks beyond typical quantitative measurements (such as acres per capita) to consider the full breadth of the City's capital assets (both land and improvements) to ensure that each resident continues to receive an adequate amount of parks and recreational services. This methodology is gaining popularity in the region and is being used by a number of local cities.

In part, the methodology will be used to calculate park impact fees, ensuring that the City's park system is able to keep up and adapt with future growth. An impact fee rate study will be completed later this year, with new rates anticipated to be adopted by the end of 2015. Once the rates are determined, the PROS Plan will be edited to include the new LOS measurement and will be brought back to the City Council for final adoption.

The "Investment per Person" LOS does not preclude the City from maintaining acreage goals and other targets, such as ¼-mile park proximity to households, and the final draft Park Element continues to refer to these traditional measurements to guide future planning for the community's park system.

New language describing the "Investment per Person" LOS can be found on page 134 of the Plan, which is provided as **Attachment B**. In a related change, goals for park acreage are now described in the plan as "guidelines" or "goals" rather than "standards".

Legal and financial analysis of the new methodology is still underway. The final document may include technical changes to the proposed "investment per person" methodology sections and guideline descriptions to ensure the new LOS methodology/guideline mix is appropriate and defensible.

Economic Development

As requested by the City Council, a new policy, found on page 36 of the Plan, has been added to support the City's economic development efforts. The specific new language is as follows:

Policy 10.1 – Support Economic Development

Utilize strategic capital investments in parks, trails, open spaces, recreation and art to encourage and support economic development and revitalization.

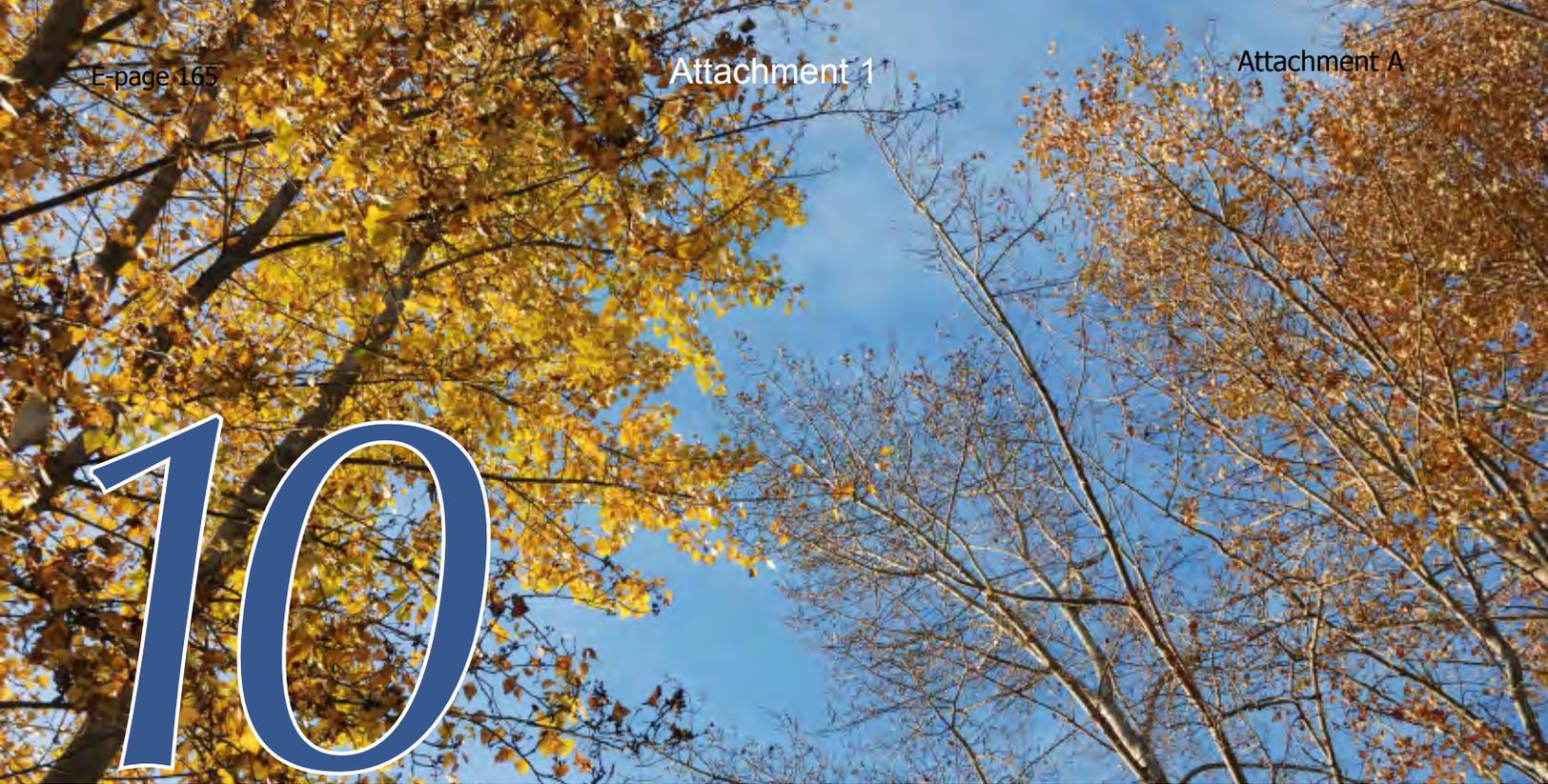
Actions/Objectives

- Target and time investments in park facilities to support economic development in and around the Totem Lake Urban Center, downtown Kirkland and its waterfront, and along the Cross Kirkland Corridor.

Next Steps

Staff is seeking final comments and input on the PROS plan from the Council. Any changes will be incorporated into the final version of the plan which will be brought back to the Council for adoption later this year.

Attachments



SERVICE GUIDELINES

In addition to and in support of the parkland gap analysis discussed in Chapter 4, a level of service (LOS) review was conducted as a means to understand the distribution of parkland acreage by classification and for a broader measure of how well the City is serving its residents with access to parks and recreation facilities. Service guidelines are the benchmarks the City is trying to attain with their parks system; the level of service is a snapshot in time of how well the City is meeting the adopted guidelines.

Service Guidelines

As part of the 2010 PROS Plan, the City of Kirkland adopted a set of guidelines for parkland classifications and recreation facilities. These guidelines reflect Kirkland’s unique qualities, inventory and community interests.

Figure 8. Parkland Guidelines

Type	Existing Guideline
Community Park	2.095 ac/1,000
Neighborhood Park	2.06 ac/1,000
Waterfront Parks	--- ac/1,000
Natural Parks & Open Space	5.7 ac/1,000
	9.855 ac/1,000

Figure 9. Recreation Facility Guidelines

Type	Existing Guideline
Baseball Fields	1 field/5,000 people
Softball Fields	1 field/10,000 people
Soccer / Football	1 field/7,500 people
Tennis Courts	1 courts/2,000 people
Skate Parks	1 per 20,000 people
Outdoor Pools	1 per 35,000 people
Indoor Pools	1 per 20,000 people

Level of Service Assessment

The level of service assessment is based on the existing parkland and facility inventory for Kirkland.

Inventory Adjustments

Residents of Kirkland have access to a wider array of parks and facilities than those provided only by the City itself. The community makes use of school sites, private parks and other facilities to meet their recreation needs. Upon review of the City's land inventory and past practices regarding how recreational lands are accounted, a few adjustments to the inventory are warranted and proposed as follows.

In the neighborhood park classification, this Plan recommends that the acreage for North Rose Hill Woodlands Park and Carillon Woods be reallocated between neighborhood parks and natural parks. Both of these parks are larger than the typical Kirkland neighborhood park, and both contain areas more appropriately suited to the natural park classification. Instead of the entire acreage for these properties being allocated to only the neighborhood park classification, this Plan recommends a minor redistribution to reflect the use and nature of these parks and better reflect the more active park areas within the neighborhood park classification.

Figure 10. Neighborhood Park Rebalancing

Park	Acreage	Re-Allocation by Classification	
		Neighborhood Park	Natural Park
Carillon Woods	9.1	3.2	5.9
North Rose Hill Woodlands Park	21.1	3.8	17.3
Subtotal	30.2	7.0	23.2

Additionally, the 2010 PROS Plan noted the inclusion of school lands into the level of service calculations for neighborhood and community parks. As a result of the recent annexation, the amount of school lands available within the City has been updated to reflect the City's larger boundary. The previous plan assigned 50% of the available recreational lands at primary (elementary) schools to the neighborhood park

classification and 100% of the available lands at secondary (middle and high schools) to the community park classification. This Plan maintains this allocation method, and these sites were included in the watershed-based gap analysis. However, due to the somewhat restricted access to school properties, the City should continue to assess parkland access and distribution to ensure that residents are well-served with available parkland.

Figure 11: Public School Land Allocations

School	Recreational Land Acres	Allocation to Inventory
Alexander Graham Bell Elementary School	2.5	1.2
Benjamin Franklin Elementary School	1.1	0.6
Carl Sandberg Elementary	5.5	2.7
Helen Keller Elementary School	3.7	1.8
Henry David Thoreau Elementary	2.7	1.3
John Muir Elementary	3.6	1.8
Juanita Elementary School	3.9	2.0
Lakeview Elementary School	3.5	1.7
Mark Twain Elementary School	4.6	2.3
Peter Kirk Elementary School	3.6	1.8
Robert Frost Elementary School	0.0	0.0
Rose Hill Elementary School	3.4	1.7
Subtotal		19.1
Finn Hill Middle School	15.5	15.5
Kamiakin Middle School	15.9	15.9
Kirkland Middle School	9.4	9.4
Emerson High School	2.0	2.0
Juanita High School	16.9	16.9
Lake Washington High School	17.4	17.4
International Community School	10.3	10.3
Subtotal		87.4

Current Level of Service

At approximately 819 acres, the current, overall level of service for the City of Kirkland is 9.95 acres per 1,000 people, which includes acreage of public school recreational lands, private homeowner association parks and private open space tracts.

Figure 12. Current Levels of Service by Park Type

Type	Existing Guideline	Current Inventory*	Current Level of Service	Current Surplus / (Deficit)
Community Park	2.095 ac/1000	207.92	2.54 ac/000	36.70
Neighborhood Park	2.06 ac/1000	107.57	1.25 ac/000	(60.80)
Waterfront Parks	--- ac/1000	76.76	0.94 ac/000	---
Natural Parks & Open Space	5.7 ac/1000	426.52	5.22 ac/000	(39.34)
	9.855 ac/1000	818.77	9.95 ac/000	

* NOTE: Current Inventory column includes private parks, inventory reallocations and recreation areas of public schools (50% for elementary; 100% for secondary)

Figure 13. Current Levels of Service by Recreation Facility

Type	Existing Guideline	Current Inventory	Current Level of Service	Current Surplus / (Deficit)
Baseball Fields	1 fields/5000 people	25	1 per 3,270	8
Softball Fields	1 fields/10000 people	10	1 per 8,173	1
Soccer / Football / Lacrosse	1 fields/7500 people	9	1 per 9,081	(2)
Tennis Courts	1 courts/2000 people	33	1 per 2,477	(8)
Skate Parks	1 per 20000 people	1	1 per 81,730	(3)
Outdoor Pools	1 per 35000 people	1	1 per 81,730	(2)
Indoor Pools	1 per 20000 people	1	1 per 81,730	(3)

Using the service guidelines from the previously adopted plan, figures 12 and 13 illustrate the current level of service for recreation lands and facilities, along with current surpluses or deficits to those existing service goals. No guidelines were previously adopted for waterfront parks. It should be noted that the above tables include not only City owned and managed facilities, but also school district lands and facilities, private parks and private open space tracts. Even with the inclusion of privately-held parks and open space tracts, the City has a combined acreage deficit of nearly 80 acres - most of which is within the neighborhood park classification.

Today, the City is meeting its goals for community parks, baseball fields and softball fields. The City has a current deficit for neighborhood parks, natural parks and several facility types including soccer/football fields, tennis courts, skateparks and pools. As was previously noted, the largest apparent current deficit is with regard to neighborhood parks and available sport fields.

Proposed Revisions to Service Guidelines

The use of numeric guidelines is a limited tool to assess how well the City is delivering park and recreation services, since the numeric values alone neglect any recognition for the quality of the facilities or their distribution (i.e., the ease to which residents have reasonable, proximate access to park sites). This Plan re-emphasizes the importance of distribution guidelines as noted in the Goals Chapter (Chapter 3) as a means to provide parklands and facilities within reasonable distance for residents.

While public ownership of a broad range of recreation lands is crucial to the well-being of the City, the simple use of an overall acreage standard does not match with the citizen input received during this planning process. Residents were particularly interested in the availability of trails and active use parks (neighborhood and community parks) within a reasonable distance from their homes. To more appropriately measure and target toward that desire, the service guidelines, and the resulting service snapshot, were re-evaluated and re-aligned during the development of this Plan.

This Plan proposes an increase in the acreage guideline for community parks to 2.25 acres per 1,000 people, primarily to emphasize the relative importance of this park classification. Community parks are often the 'work horse' parks of a park system in that they provide the land base to accommodate a range of mixed recreational uses,

park infrastructure (i.e., parking, restroom, etc) and the potential for sport fields. One consideration is the future use of the Taylor Fields site. At the present, the site is partially developed with baseball fields; however, the City should negotiate with King County for the re-use of this site as a community park.

This Plan also proposes a change to the neighborhood park guideline and recommends a reduced goal of 1.5 acres per 1,000 residents. Although the need for additional and more well distributed neighborhood parks was noted from the community outreach, the existing guideline of 2.06 acres per 1,000 creates a significant acreage deficit. This deficit is only slightly diminished by the proposed acquisitions noted in the needs chapters. This Plan recommends a reduction to this guideline to better align the goal for the provision of neighborhood park with the potential for the City to secure additional parkland for this use as the City grows and redevelops. Although the guideline is reduced, an acreage deficit remains; however, the City’s primary focus should be toward the acquisition of new neighborhood park sites to fill the documented gaps in distribution as described earlier in this Plan.

This Plan also proposes the elimination of numeric guidelines for natural parks and open space. While numerical planning standards are common for helping to determine a desirable number of neighborhood parks per thousand residents, they do not translate easily to natural parks because the uniqueness of the land base itself. Additionally, approximately 92 acres of sensitive or protected lands have been set aside as privately held open space tracts via the platting and land development process. The inclusion of future, protected sensitive or critical areas as part of the broader greenspace network further clouds the relevance of a numeric standard for natural parks and open space. While it is still important for the City to protect sensitive lands to set them aside as part of a greenspace system, priority should be focused toward either the acquisition of or negotiation for additional, adjacent natural park lands to ensure the protection of unique or special habitat areas and sufficient land is available to accommodate future trail connections.

The following table illustrates the effect of the proposed standards.

Figure 14. Proposed Levels of Service by Park Type

Type	Proposed Guideline	Current Inventory*	Projected Additions	Projected 2035 Surplus / (Deficit)
Community Park	2.25 ac/1000	207.92	25	21.42
Neighborhood Park	1.5 ac/1000	107.57	27	(6.43)
Waterfront Parks	--- ac/1000	76.76		---
Natural Parks & Open Space	--- ac/1000	426.52		---
	3.75 ac/1000	818.77	52	

* NOTE: Current Inventory column includes private parks, inventory reallocations and recreation areas of public schools (50% for elementary; 100% for secondary)

This Plan proposes a reduction to the guidelines for skateparks and tennis courts to better align the existing demand for these facilities to the likely development of new facilities city-wide. The proposed skatepark goal is 1 facility per 40,000 people, and the proposed tennis court goal is 1 court per 3,000 people. This Plan also proposes the elimination of the guidelines for outdoor pools with the expectation that the City would prioritize and focus capital dollars toward the construction of new indoor,

all-season aquatic facilities, rather than constructing a new outdoor pool that has a 3-month operating season.

The following table illustrates the revised guidelines for recreation facilities.

Figure 15. Proposed Levels of Service by Recreation Facility

Type	Proposed Guideline	Inventory	Projected Additions	Projected 2035 Surplus / (Deficit)
Baseball Fields	1 fields/5000 people	25		6
Softball Fields	1 fields/10000 people	10		0
Soccer / Football / Lacrosse	1 fields/7500 people	9		(4)
Tennis Courts	1 courts/3000 people	33		1
Skate Parks	1 per 40000 people	1		(1)
Outdoor Pools	--- per 35000 people	1		---
Indoor Pools*	1 per 40000 people	1	1	(1)

* NOTE: For the purpose of this study, it is assumed that the existing Juanita High School Pool will be closed. A new facility would be a replacement

The proposed capital projects noted in the next chapter help ameliorate some of the projected acreage needs to meet the proposed guidelines.

Investment per Person Standard

This Plan proposes a new standard for determining the level of service for its park system. Known as “Investment per Person”, this standard ensures that each person receives access to a constant amount of parks and recreational facilities as the community grows. The City provides this value by capital investment in parks and recreation facilities that are most appropriate for each site and which respond to changing needs and priorities as Kirkland grows and the demographics and needs of the population change. This standard allows the City flexibility in determining the precise mix of facilities that the City builds to meet the needs of its current and future residents.

In determining Kirkland’s park “Investment per Person”, the following formula is used:

$$\frac{\text{Replacement Value of Parks \& Recreation Inventory}}{\text{Population}} = \text{Capital Investment per Person}$$

The following table indicates Kirkland’s Capital Investment per Person Standard.

Figure 16. Proposed Investment per Person Standard

Replacement Value of Inventory	Population	Investment per Person
\$ - Pending -		\$ - Pending -

Data used to develop the Investment per Person standard can be found in Appendix G.

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RESOLUTION R-5170

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND
ADOPTING AN UPDATED COMPREHENSIVE PARKS, RECREATION, AND
OPEN SPACE PLAN FOR THE CITY OF KIRKLAND.

1 WHEREAS, the Kirkland Park Board, together with the Department
2 of Parks and Community Services, has conducted an in-depth study and
3 review of Kirkland’s programs, policies, and planning for parks,
4 recreation, and open space, which process included surveying the
5 opinions and desires of residents; and
6

7 WHEREAS, the Kirkland Park Board and Department of Parks and
8 Community Services, on the basis of the study and review, and in
9 collaboration with community members, have completed an updated
10 comprehensive Parks, Recreation and Open Space (PROS) Plan; and
11

12 WHEREAS, the updated PROS Plan provides a vision for the City’s
13 parks and recreation system, proposes changes to the City’s park level
14 of service methodology, includes updates to service guidelines, and
15 addresses goals, objectives, and other management considerations for
16 the provision of high quality recreation opportunities to benefit residents
17 and visitors to Kirkland; and
18

19 WHEREAS, the Kirkland City Council has reviewed the PROS Plan
20 and finds it consistent with and in aid of the parks and open space policy
21 elements of the Kirkland Comprehensive Plan; and
22

23 WHEREAS, certain portions of the Parks, Recreation, and Open
24 Space Plan will be amended or replaced when final versions of the
25 Capital Improvement Program, the Comprehensive Plan, and
26 amendments to the Kirkland Municipal Code pertaining to impact fees
27 currently pending before the Council are adopted; and
28

29 WHEREAS, an updated PROS Plan has been considered by the City
30 Council in open public meeting.
31

32 NOW, THEREFORE, be it resolved by the City Council of the City
33 of Kirkland as follows:
34

35 Section 1. The document entitled “City of Kirkland Parks,
36 Recreation, and Open Space Plan,” dated November 2015, as prepared
37 by the Department of Parks and Community Services and as
38 recommended by the Kirkland Park Board is adopted.
39

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

42
43

Signed in authentication thereof this _____ day of _____, 2015.

MAYOR

ATTEST:

City Clerk



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

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: November 5, 2015

Subject: Adoption of the Transportation Master Plan

RECOMMENDATION:

It is recommended that the City Council pass the attached resolution adopting the Transportation Master Plan
<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/transcom/City+of+Kirkland+Transportation+Master+Plan+2015.pdf>.

BACKGROUND DISCUSSION:

Introduction

Over the past 3 years, the City Council has had a series of briefings on the Transportation Master Plan (TMP) and related topics, including goals and policies, projects, impact fees and concurrency.

The TMP has several foundational elements:

- **Goals** that follow from the 2035 Vision and that are structured around four main principles that were identified by the Transportation Commission: 1) Move people safely; 2) Link to land use; 3) Be sustainable; and, 4) Be an active partner.
- Specifics woven into the **policies** that support the goals include the following:
 - A vision zero safety approach
 - Balance across all modes of transportation
 - Accessibility to a variety of modes for people of all ages and abilities
 - Improved connections for people riding bikes and people walking
 - Frequent and reliable transit service
 - Smart improvements that reduce delay for drivers
 - Emphasis on using funding to maintain what we have.
- **Actions** for policies that serve as starting points for implementation.

On June 16, 2015 the City Council had an opportunity for final review of the draft document. There were several recommended changes that have been made to the TMP as a result of that review:

- Edits and corrections to language, grammar, punctuation

- Improvements to some graphics
- Information was added to a number of subject areas:
 - Balance on Vision Zero approach
 - All-way walk treatments
 - Flexibility on greenway locations
 - Hills and bicycle route planning
 - Bicycle signals
 - Connections between Cross Kirkland Corridor and Redmond Central Connector
 - City funding of transit
 - Clarification of language around Express Toll Lanes
 - Partnering with others to obtain the portion of the Eastside Rail Corridor in Kirkland.

At its July meeting, the Transportation Commission recommended other small edits, including more information about the City's climate change goals and the role of transportation. At that same meeting, the Commission recommended forwarding the TMP to the Council for adoption. The Planning Commission and the Houghton Community Council have also made recommendations to the Council to adopt the TMP. The Houghton Community Council requested that a reference to roundabouts be included in the plan; the change was approved by the Transportation Commission and it is reflected in the final draft document.

Another change to the TMP since it was last viewed by Council is that a table of Capital Improvement Program (CIP) projects has been replaced with a draft Capital Facilities Plan (CFP). Once the CFP is adopted by Council, the table in the TMP will be revised as needed.

The CFP stems from the principle of financial sustainability in the TMP; that is the project list for the CFP is in line with expected transportation revenues. Therefore, there are unmet needs in the form of projects that would be valuable to the transportation system but are not currently contemplated as funded. Two examples are completion of the paved trail on the Cross Kirkland Corridor as envisioned in the Master Plan or improvement of the Pavement Condition Index beyond its current target of 70. Large scale projects and initiatives such as these would require significant additional funding beyond a reprioritization of currently forecasted revenues.

On December 8, Council is scheduled to adopt the Transportation Element of the Comprehensive Plan. That element will primarily be the Goals and Policies of the TMP. Actions and sidebars in the TMP will not be in the Transportation Element, in keeping with the tenor of the rest of the Comprehensive Plan. Some particularly helpful illustrations are planned to appear in both the TMP and the Transportation Element of the Comprehensive Plan, including the following:

- Vision zero safety program
- Cross Kirkland Corridor character zones
- Crosswalk safety
- Illustrations of all ages and all abilities bike facilities
- Greenways
- Intelligent Transportation System (ITS) purpose
- Concurrency
- Level of completion (level of service).

Staff will continue to make improvements to the aesthetics and formatting of the TMP through the end of 2015.

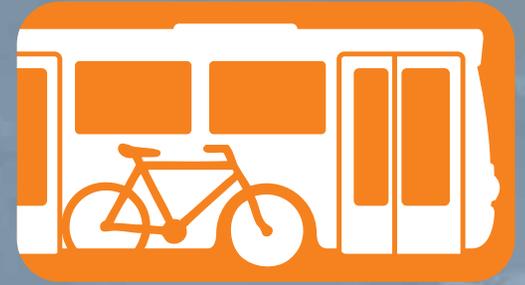
A draft Executive Summary document (Attachment 1) has been prepared for the TMP. The purpose of the document is to collect some of the most important points of the TMP in one easily understood document. Staff would welcome any edits Council would like to propose to the Executive Summary.

Attachment 1 – Executive Summary



City of Kirkland TRANSPORTATION MASTER PLAN

Executive Summary | October 2015



Where Are We Today?

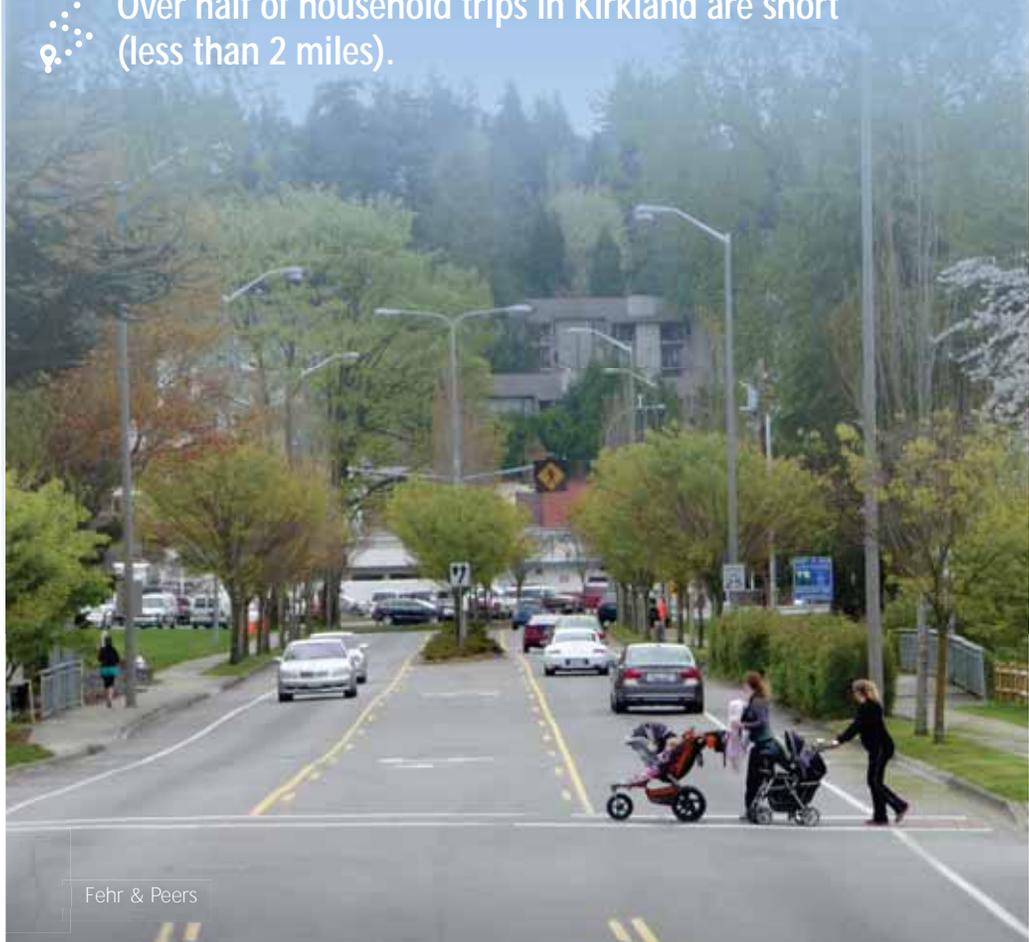


Kirkland by the Numbers...

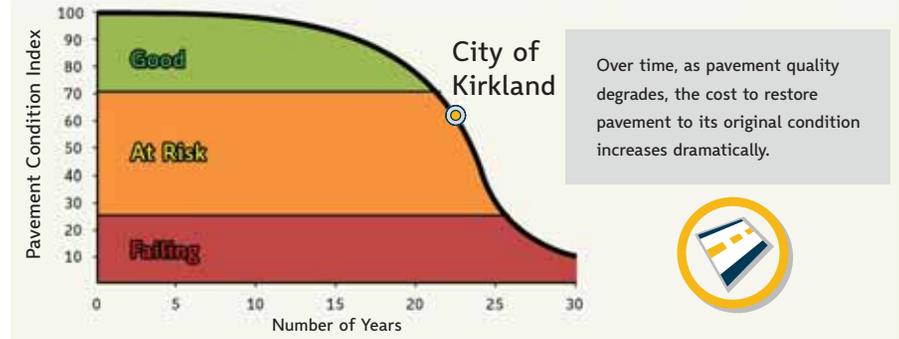
 On an average weekday, the 24 bus routes that serve Kirkland transport nearly 25,000 passengers.

 Approximately 1,000 crashes were reported each year with about one-third of these occurring at signalized intersections.

 Over half of household trips in Kirkland are short (less than 2 miles).



Average Pavement Condition



Traffic Control Devices
Maintained by the City Signal Shop

- Rapid Flashing Beacons – 30
- School Zone Flashers – 17
- Radar Signs – 12
- Traffic Signals – 21
- Street Lights – 1,316



School Walkways

Street Type	Miles
Minor Arterial	0.32
Collector	2.15
Local	7.51

Addressing Future Challenges



		Today's Challenge	Proposed Plan Concept
	Safety	How can we make it safer for everyone to travel in Kirkland?	<ul style="list-style-type: none"> Develop a safety program that starts with a goal of zero fatalities/serious injuries, modeled on what's worked well in other cities.
	Maintenance	Fixing everything would use up all the money we have.	<ul style="list-style-type: none"> Emphasize maintaining traffic signals and pavement markings. Make sure that street surfaces are maintained to a high standard.
	Walking	Too many neighborhoods don't have adequate sidewalks or crosswalks.	<ul style="list-style-type: none"> Improve crosswalks where the safety risk to pedestrians is greatest. Prioritize new sidewalks on routes to schools, and provide connections to parks, shopping and transit.
	Biking	Not everyone will travel by bike. Rain and hills can be a deterrent for many.	<ul style="list-style-type: none"> Create more places where people feel comfortable riding a bike. Make bicycling a viable option for many trips – especially short trips.
	Transit	Kirkland doesn't control bus service, and buses sometimes get stuck in traffic.	<ul style="list-style-type: none"> Create an environment where transit can thrive through mixed use development and transit-friendly streets. Connect Totem Lake to the regional transit system. Make transit stops feel more safe, secure, and comfortable. Coordinate with transit providers for use of the Cross Kirkland Corridor.
	Cars	Congestion is already a problem and more development may worsen the backups.	<ul style="list-style-type: none"> Recognize that there will be congestion during peak commute periods. Make road improvements that improve traffic flow, but that are in line with our overall vision for Kirkland. Make it easier to monitor and improve signal timing.

Investing in the system

The Plan identifies potential transportation investments that reflect the overall transportation goals. The chart below outlines potential investment levels for the next 20 years.

- Maintenance - 41%
- Cars - 23%
- Walking - 18%
- Biking - 10%
- Transit - 8%



▨ 78% of maintenance funding is from a City levy and is specifically dedicated to pavement maintenance

Key Policy: Safety



Develop a **Vision Zero** safety plan that is multi-disciplinary and focuses on innovative approaches to safety.

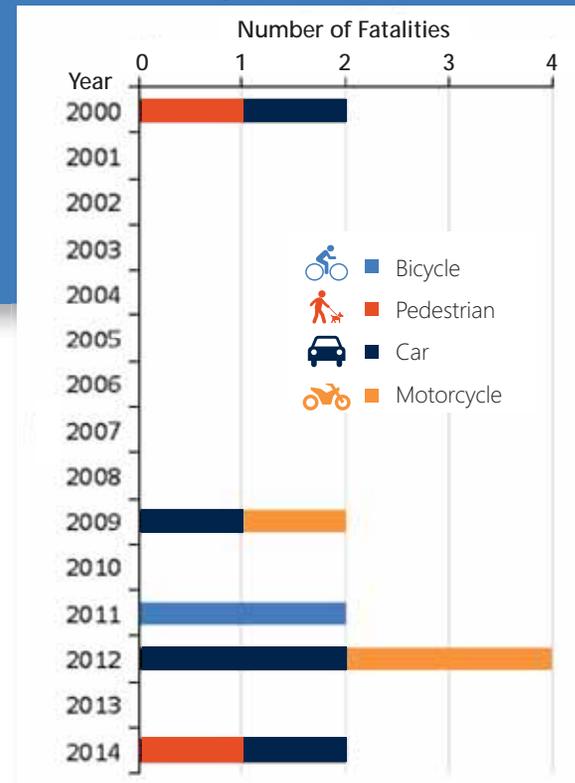
Four Key Elements of a Vision Zero Safety Plan

- 1 **Emphasis** – On crashes resulting in fatalities and serious injuries, with a date specific goal.
- 2 **Partnerships** – Policy makers, Enforcement, Education, Advocacy, Engineering, Emergency Medical Services, and Vehicle Manufactures all work together.
- 3 **System Approach** – Rather than exclusively faulting drivers and other users of the transportation system, Vision Zero places the core responsibility for accidents on the overall system design.
- 4 **Data** – Carefully analyze crashes and use data to make decisions for improvements.

The chart below shows the number of fatalities in Kirkland for the period 2000 through 2014. Note that the number of fatalities is slightly greater than the number of fatal crashes; for example a single motorcycle crash in 2012 resulted in two fatalities.

The pre-2011 annexation area of Kirkland has been fatality-free since 2000 for pedestrians, and for more than 20 years when considering bicycle crashes.

Fatalities by mode (2000-2014)



Key Policy: Walking



- Improve the **safety** of walking in Kirkland.
- Identify and **remove barriers** to walking.
- Make it safe and easy for children to **walk to school** and other destinations.

School **Walk** Routes

The City has adopted and maintains a set of elementary school walk routes in Kirkland. In order to get substantial numbers of children to walk to school however, more than walk routes with sidewalks are needed. A multi-dimensional approach that identifies and systematically removes barriers to children walking is necessary.

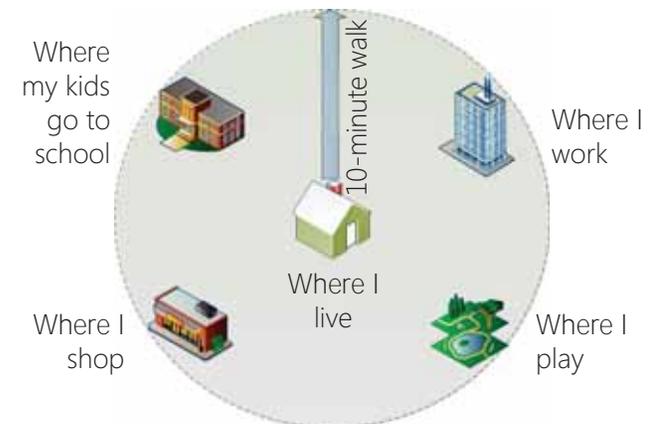
6 possible barriers to kids walking to school and other places:

1. Lack of walkways, safe street crossings.
2. Takes too long, kids have to get up earlier to go to school.
3. Parents are driving anyway, might as well drop the child off.
4. Lack of certainty that the child arrived at destination.
5. Perceived danger outweighs perceived benefits.
6. Societal pressures not to let kids walk.



The **Ten-Minute** Neighborhood

If you live in a “10 minute” neighborhood, you can walk conveniently to stores, parks buses and schools within 10 minutes. Streets in 10 minute neighborhoods that don’t have good sidewalks are excellent candidates for new sidewalk projects.

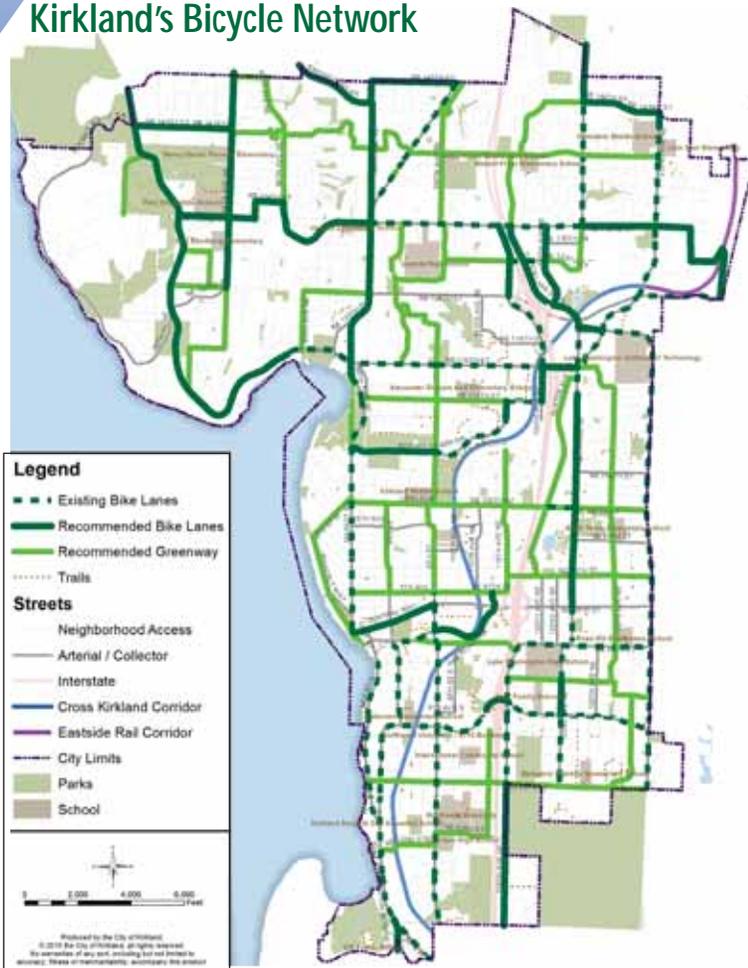


Key Policy: Biking

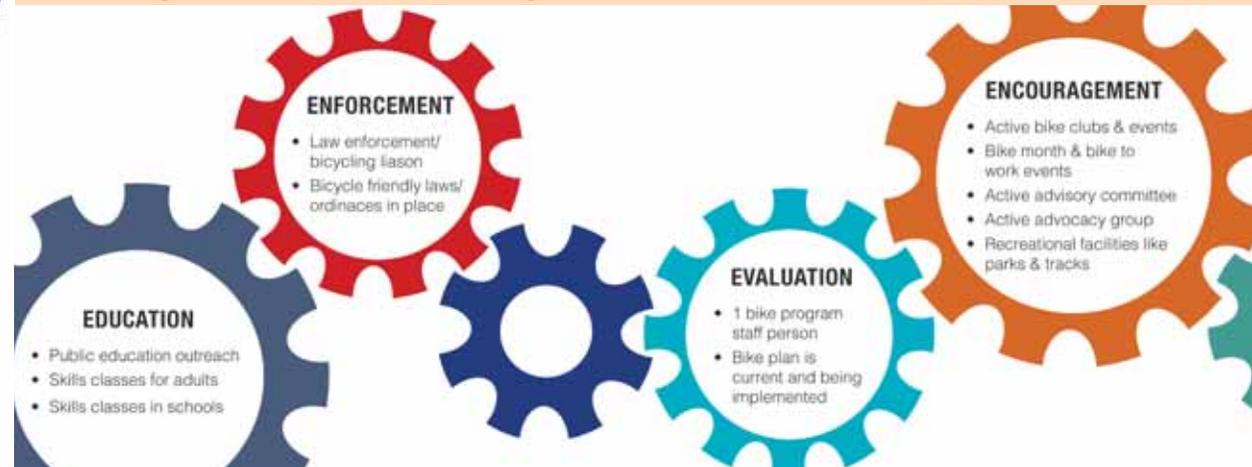


- Make bicycling **safer**.
- **Improve** existing and create **new** on-street bike facilities.
- Build a network of **greenways**.
- Implement elements and programs that make cycling **easier**.

Kirkland's Bicycle Network



What Does it Mean to be a **Bicycle-Friendly** Community?



The City's bike network has both on-street bike lanes and greenways – a network of quieter streets with treatments that make biking more accessible for more people.

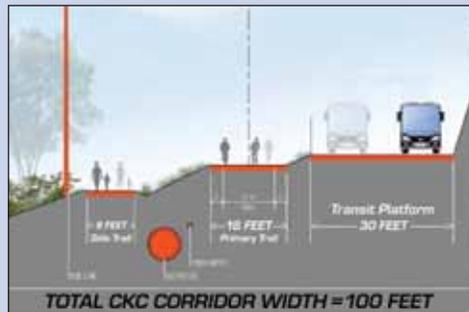
Key Policy: Transit



- Create an **environment** that supports frequent and reliable transit service.
- Support **safe and comfortable** passenger facilities.
- **Integrate** transit facilities with pedestrian and bicycle networks.
- **Partner** with transit providers to coordinate land use and transit service.

Transit Investments

- Stop Amenities
- Coordinate with transit providers for use of the Cross Kirkland Corridor



Coordination Efforts

Sound Transit, King County Metro, and other area transit agencies prepare long range plans for their service. Kirkland should coordinate with these agencies to ensure provision of high quality transit service.



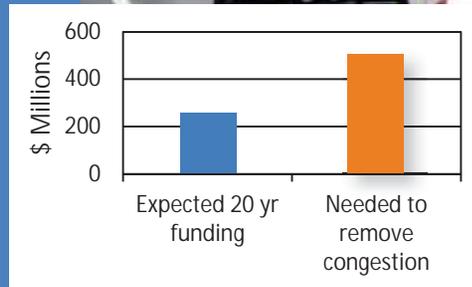
Key Policy: Driving



- Strategically invest in intersections and street **capacity** to support land use.
- Use Intelligent Transportation Systems (ITS) to **optimize** roadway network operations.
- Position Kirkland for **technological innovations**, such as electric vehicles and autonomous vehicles.
- Actively manage on-street and off-street **parking**.

Why can't we eliminate Congestion?

It's estimated that a program of widening streets to "eliminate" peak hour congestion would cost more than \$500 million and require widening of streets that would be in contrast to Kirkland's vision and goals for transportation.



Intelligent Transportation Systems

ITS uses a variety of technology centered around a communications network to make the job of optimizing signal operations easier.



Key Policy: Link to Land Use



- Expand and improve **walkable** neighborhoods.
- Design streets to **support land uses** and other City goals and policies.

Tale of 2 Cities

The illustration shows the differences in travel options between two street networks. The connecting streets in the lower half of the figure make it possible to walk or bike between destinations. Cul-de-sacs and loop roads in the upper part of the drawing make trips between destinations; even those that are physically close, longer and more likely to be auto oriented.



Four elements of Development Review

1. **Concurrency** ensures that rate at which new trips from new development is in keeping with construction of the 20 year network to accommodate those trips has been constructed.
2. The State Environmental Protection Act (**SEPA**) allows jurisdictions to require site-specific mitigations for impacts, such as building a traffic signal at a project driveway.
3. In contrast to SEPA which covers site-specific issues, **Impact Fees** are paid by development to help fund system-wide improvements.
4. **Frontage improvements**, like sidewalks are also requirements of development.

Key Policy: Sustainability



- **Balance** overall public capital expenditures and revenues for transportation.
- Highest priority for funding **maintenance** and operation of existing infrastructure.
- Support modes that are **energy efficient** and improve system performance.
- Implement transportation programs and projects in ways that prevent or minimize impacts to **low-income, minority and special needs** populations.



Environmental Sustainability

38% of Kirkland's greenhouse gas emissions are attributable to transportation.

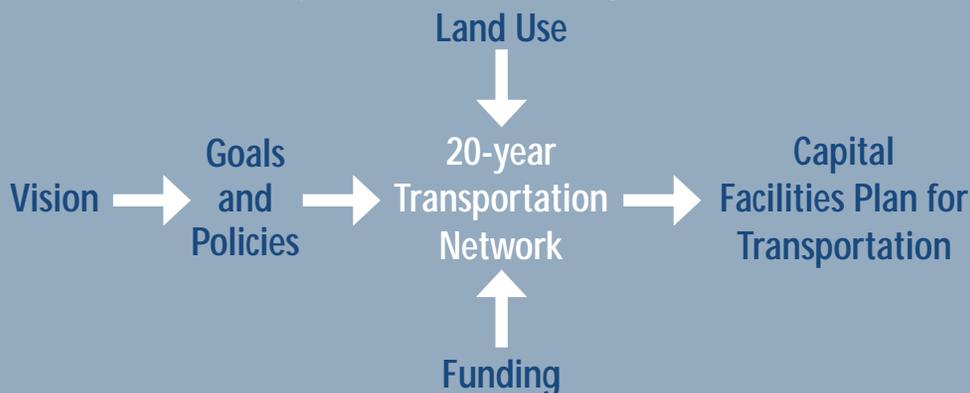
50% lower GHG emissions than 2007 levels is Kirkland's long-term vision.

40% reduction in vehicle-miles-of-travel is central to achieving this goal.

This is an ambitious goal that will require consistent implementation of the goals stated in this plan.

Financial Sustainability

The Capital Facilities Plan flows from the vision, goals and is constrained by a sustainable funding level.



Key Policy: Be An Active Partner



- Play a major role in development of **Sound Transit** facilities in Kirkland.
- **Work with the State** to achieve mutually beneficial decisions on freeway interchanges and other facilities.
- **Coordinate** multi-modal transportation systems with neighboring jurisdictions.
- **Collaborate** with the private sector and other “new” partners.



The City of Kirkland partnered with King County Metro, the City of Bellevue, a Regional Housing Coalition along with private and non-profit developers to create award winning Transit Oriented Development at the South Kirkland Park and Ride.



Sound Transit's long range plan envisions making regional investments in Kirkland, including along the Cross Kirkland Corridor. Source: Sound Transit



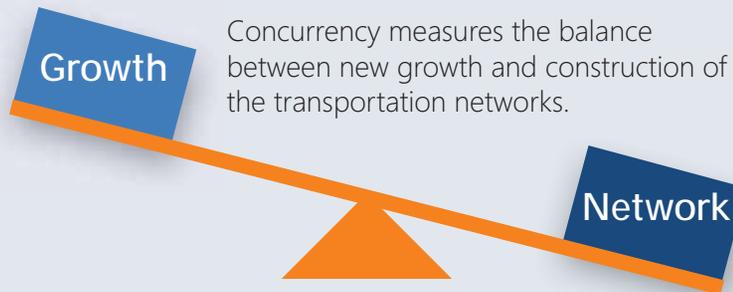
Key Policy: Measuring Progress



- Use a multi-modal plan based method for **concurrency**.
- Establish **level of service** standards for all modes.
- Adopt a **mode split** goal for the Totem Lake Urban Center.
- Ensure implementation of goals and policies and **monitor progress**.

Concurrency Approach

Concurrency measures whether construction of the transportation system is keeping up with the pace of land use development. This will be measured by tracking how the City's multimodal transportation provides "supply" in balance with person trips generated by the "demand" from new development projects.



Mode Split

Mode split is the term used to describe how trips are allocated among various types of transportation, or modes. Mode split goals are required to be adopted for the Totem Lake Urban Center. These goals are shown below:

- Drive Alone – **45%**
- HOV, Vanpool, Transit – **46%**
- Walk and Bike – **9%**

Level of Completion

Level of service standards for each mode address completeness of various aspects of the transportation network, in order to complement the concurrency system and to directly measure something for which the city has control.

- Pavement **Condition** ITS
- School **Walk Routes**
- Ten-Minute **Neighborhoods** Auto **Projects**
- On-Street **Bike Lanes**
- Greenway **Network** Passenger **Environment**
- Speed and **Reliability** Crosswalks

Acknowledgments



Thanks to all the citizens of Kirkland who gave of their time and talent to help shape the Transportation Master Plan through their comments, suggestions, criticisms and encouragements.

City Council

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

Transportation Commission

Tom Neir, *Chair*
 John Perlic, *Vice Chair*
 Kurt Ahrensfeld
 Lisa A. McConnell
 Thomas Pendergrass
 Michael Snow
 Carl Wilson
 Tess Pate, *Youth Member (term ended March, 2015)*
 Sandeep Singhal *(term ended March, 2015)*
 Glen Buhlmann *(term ended August, 2015)*

City Staff

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 Nicholas Lott-Havey, *GIS Analyst*

Consultant Team

Fehr & Peers, *Prime Consultant*
 Transpo Group, *Traffic Analysis*
 EnviroIssues, *Public Outreach*
 Henderson, Young & Company, *Funding*





RESOLUTION R-5171

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND
ADOPTING THE TRANSPORTATION MASTER PLAN.

1 WHEREAS, the Transportation Commission of the City of Kirkland
2 identified a need for the City to develop a Transportation Master Plan
3 and that need was also recognized and supported by the Kirkland City
4 Council; and

5
6 WHEREAS, the City of Kirkland embarked on Kirkland 2035, a
7 process to update the City's Comprehensive Plan, including the
8 Transportation Element of the Comprehensive Plan; and

9
10 WHEREAS, the City's vision for the Comprehensive Plan includes
11 a transportation system that supports a livable, walkable, green and
12 connected community; and

13
14 WHEREAS, the Transportation Master Plan reflects this vision
15 across a set of multimodal Goals and Policies founded on the principles
16 of moving people safely, linking to land use, being sustainable, being
17 an active partner and measuring progress; and

18
19 WHEREAS, a Vision Zero approach to improving safety, a goal of
20 eliminating all transportation related fatal and serious injury crashes in
21 Kirkland by 2035, is the first goal of the Plan; and

22
23 WHEREAS, the multimodal approach of the Transportation
24 Master Plan is used to support construction and operation of a
25 transportation network where walking, biking and transit are realistic
26 modes of transportation for many trips and this multimodal approach
27 is used as a basis for revised Concurrency and Impact Fee systems;
28 and

29
30 WHEREAS, one of the principles of the Transportation Master
31 Plan is financial sustainability and therefore the plan sets forth a
32 multimodal network of projects, the cost of which is intended to be
33 within the expected revenue projections of the next 20 years, while
34 recognizing there are still key unmet transportation needs for which
35 additional funding will be necessary such as completion of the
36 permanent trail on the Cross Kirkland Corridor or further improvement
37 of the Pavement Condition Index; and

38
39 WHEREAS, hundreds of people who live, work and play in
40 Kirkland have imparted their vision for Kirkland's future transportation
41 system by giving of their time and talent to help shape this document
42 through comments, suggestions, critiques and encouragements; and

43 WHEREAS, the Kirkland Transportation Commission has, at the
 44 direction of the City Council, carefully and thoroughly studied and
 45 overseen development of the Transportation Master Plan; and
 46

47 WHEREAS, the Transportation Master Plan has been
 48 recommended for approval to the City Council by the Transportation
 49 Commission, Planning Commission and Houghton Community Council;
 50 and
 51

52 WHEREAS, at multiple meetings, including a Study Session on
 53 June 16, 2015, where City staff and project consultants presented the
 54 final draft Transportation Master Plan, the City Council has conducted
 55 a detailed review of the Plan; and
 56

57 WHEREAS, certain portions of the Transportation Master Plan
 58 will be amended or replaced when final versions of the Capital
 59 Improvement Program, other elements of the Comprehensive Plan,
 60 and amendments to the Kirkland Municipal Code pertaining to impact
 61 fees and concurrency currently pending before the Council are
 62 adopted; and
 63

64 WHEREAS, the Council has determined the Transportation
 65 Master Plan should be adopted in the interest of the health, safety and
 66 welfare of the residents of the City of Kirkland and also to guide
 67 development of a multimodal transportation system.
 68

69 NOW, THEREFORE, be it resolved by the City Council of the City
 70 of Kirkland as follows:
 71

72 Section 1. The document entitled "City of Kirkland
 73 Transportation Master Plan," dated November 2015, as prepared by the
 74 Department of Public Works and as recommended by the Kirkland
 75 Transportation Commission is adopted.
 76

77 Passed by majority vote of the Kirkland City Council in open
 78 meeting this ____ day of _____, 2015.
 79

80 Signed in authentication thereof this ____ day of _____,
 81 2015.

 MAYOR

Attest:

 City Clerk