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: Frank Reinart, P.E., Senior Project Engineer
David Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: November 6, 2014

Subject: PARK LANE PEDESTRIAN CORRIDOR ENHANCEMENTS PHASE 2 & WATER MAIN REPLACEMENT PROJECT – PRE-AWARD

RECOMMENDATION:

It is recommended that City Council pre-authorizes the City Manager to sign a Public Works construction contract for the Park Lane Pedestrian Corridor Enhancement Phase 2 & Water Main Replacement Project, provided the lowest responsive bid price received from a bidder deemed responsible to perform the specified work for the Project is in an amount not greater than 5% over the engineer's estimate, plus contingency (for a total of $ 132,500 over the engineer's estimate).

BACKGROUND DISCUSSION:

In 2008 the Council approved funds for a study to establish a vision for the Park Lane corridor between Lake Street and 3rd Street. The study was driven by the *Downtown Strategic Plan* and the conditions of the existing infrastructure along Park Lane. Issues identified within the Study include:

- Park Lane's aging pavement surface
- Failing concrete curbs and sidewalks
- Obstructed pedestrian access with (pedestrian surface areas too narrow and irregular to meet current Americans with Disabilities Act (ADA) standards)
- Inefficient street lighting and an inadequate electrical capacity to support current street illumination requirements
- Health issues for the existing trees and significant root intrusion beneath concrete pavement surfaces
- Water and surface water utilities with increasingly limited capacity that are reaching the end of design life expectancy

The results of the study and the associated robust public involvement and input process identified a "Flexible Street" concept as the favored concept vision for Park Lane (See Attachment A). Council adopted that concept at its February 2, 2010 meeting and, as recently as September 2, 2014, Council received a full update on the Project. The most recent Council briefing included an overview on the Project's schedule and funding for both the City's level of contribution plus two substantial funding partners for the Project: the Washington State Department of Ecology*2010 Storm Water Retrofit and LID Grant Program* and the federal *Transportation Alternatives Program* (Attachment A).

The design for the Park Lane Pedestrian Corridor Enhancements Phase 2 and Water Main Replacement Project was completed by the City's consultant and design team on time and schedule, as presented to Council on September 2, 2014. All design comments by our grant funding partners and the required environmental documentation approvals were addressed by the end of September. The current bidding set consists of a multiple schedule package that is fully advertisement ready for the following two CIP projects:

- NM 0064 – Phase II Park Lane Pedestrian Enhancements
- WA 0148 – Park Lane Water Main Replacement

Unfortunately, final construction funding approval and authorization to proceed with an Invitation to Bid has been delayed by the Project's *Transportation Alternatives Program* (TAP) federal grant partner. Staff has been informed by the grant administrator of the Washington State Department of Transportation (WSDOT) Local Programs Office that there are no problems with the Project package or the continued availability of funding for the Project. The delay in authorization is apparently due to workload factors at the federal authorizing agency that are outside of the control of City and WSDOT Local Programs Office staff. Based on continued close communication with the WSDOT Local Programs Office, the City expects the full authorization by the federal government in early November.

As a result of the delay, the revised bid schedule for the Project no longer matches up with the City Council meeting schedule for the remainder of 2014. Further, the TAP grant requirement of a minimum 3-week bidding period will run up against the Thanksgiving holiday. The consequence of these scheduling challenges is a delay until early December for the receiving, opening and certification of all contractor bids.

As the Project's current construction schedule calls for an early January start, there is a compelling need to award the contract for the Project as soon as possible in December. The current Project schedule calls for a project completion by early May 2015 following an approximate 4-month construction phase. Any delay in the award of contract will significantly impact that very tight overall Project schedule, a consequence of which would likely result in a construction completion date beyond both the deadline required by the grant from the Washington State Department of Ecology and the highly desired completion date for the Project in spring, 2015.

Staff Recommendation

Due to the schedule constraints described above, staff recommends a Council pre-authorization for the City Manager to sign a Public Works construction contract with the lowest responsive bid from a bidder deemed responsible to perform the specified work for the Project, with a cap on the City Manager's approval authority of 105 percent of the Engineer's Estimate. Such an authorization will permit staff and the successful bidder to proceed with contracting and other

pre-construction processes in order to meet the highly desired start of construction in January, 2015.

As presented to Council in the September 2, 2014 Project Update, staff expects bidding for the Project may be influenced by a few factors including perceived and actual risks of a winter construction season, the current construction business climate, and the availability of contractor staff during a typically-low period for the general contracting business. To manage some of these unpredictability factors, staff did pre-advertise the Project in September in order to notify prospective bidders of the upcoming opportunity. To date, there has been a good level of interest expressed by prospective bidders and staff continues to keep those prospective bidders updated on the bidding schedule.

It is possible that perceived or actual winter work factors may result in bids higher than currently estimated. In order to avoid a substantial delay in the Project caused by a low bid that may be within a relatively close margin of the estimated contract amount, staff requests Council approval for the City Manager to execute a construction contract for up to 105 percent of the current estimate plus contingency (a total of $132,486 over the engineer's estimate). In such a case, the received bid amount may require additional City construction contingency reserves to fully fund the Project. In the event an increase in funding is needed, staff would update City Council at the first regularly scheduled City Council meeting with an applicable fiscal note.

In the event the low bid exceeds the requested 105 percent contract overage authorized, staff would return to City Council as soon as possible with an array of other options for moving the Project forward.

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MEMORANDUM

To: Kurt Triplett, City Manager

From: Frank Reinart, P.E., Project Engineer
David Snider, P.E., Capital Projects Manager
Marilynne Beard, Interim Public Works Director

Date: August 21, 2014

Subject: PARK LANE PEDESTRIAN CORRIDOR ENHANCEMENTS PROJECT UPDATE & AUTHORIZATION TO BID

RECOMMENDATION:

That City Council:

- Receives an update for the Park Lane Project, including the results of the 2014 public involvement and outreach process and the resulting project design merging public input and current requirements,
- Approves the most current project design elements including parking lot modifications,
- Provides preliminary approval of the staff-recommended additional funding for construction for the project using Surface Water Construction Reserve and REET 2 Reserve funds, and
- Authorizes staff to advertise for contractor bids upon completion of the project design.

BACKGROUND DISCUSSION:

In 2008 City Council approved funds for a study to establish a vision for the Park Lane corridor between Lake Street and 3rd Street. The study was driven by the *Downtown Strategic Plan* and the conditions of the existing infrastructure along Park Lane. Issues identified within the Study included:

- Aging pavement surface
- Failing concrete curbs and sidewalks
- Obstructed pedestrian access with pedestrian surface areas too narrow and irregular to meet current Americans with Disabilities Act (ADA) standards
- Inefficient street lighting and an inadequate electrical capacity to support current street illumination requirements
- Health issues for the existing trees and significant root intrusion beneath concrete pavement surfaces
- Water and surface water utilities with increasingly limited capacity that are reaching the end of design life expectancy.

In addition to addressing the issues identified in the study, two key goals included:

- Exploring and developing a community-embraced concept vision for enhancements along Park Lane, and
- Identifying various funding alternatives to accomplish that concept vision.

The results of the study and the associated robust public involvement and input process, identified a "Flexible Street" concept as the favored concept vision for Park Lane. City Council adopted that concept at their February 2, 2010 meeting.

Evolution to a Combined Infrastructure Project

In addition to meeting with public approval, the concept also included options for mitigating the deteriorating condition of the existing Park Lane infrastructure for both water and stormwater, including further consideration of short and long-term tree health. Staff also identified and subsequently pursued grant funding from the Washington State Department of Ecology (Ecology) and the Puget Sound Regional Council (PSRC) for both the transportation and stormwater elements. Although the pedestrian/transportation elements have not meaningfully changed, once the Ecology grant was awarded, the project scope was adjusted to add significant stormwater infrastructure improvements. More than half the scope of the new combined project was now stormwater or water utility related. While the bulk of the citizen input has been related to the "flexible street" and surface elements, the combined project has substantial benefits to the city infrastructure that must be done before Park Lane is resurfaced.

Interim Actions

While grant funding options were being investigated, the City designed and implemented several interim surface enhancements between Lake Street and Main Street. These enhancements improved areas of damaged concrete sidewalk at various locations. A few of these areas were identified as being caused by shallow tree root intrusion, necessitating the replacement of sidewalk surface with temporary rubber sidewalk material. The City also planted two new trees in Silva Cell™-supported tree wells in order to evaluate the effectiveness of that Low Impact Development (LID) method to support healthy tree growth for future use along Park Lane.

The City partnered with King County Department of Natural Resources (KCDNR) to make surface improvements on Park Lane in the immediate vicinity of the County Wastewater Lift Station located at the intersection of Park Lane and 3rd Street. These improvements were compatible with the "Flexible Street" concept and provided a transition between the Kirkland Transit Center on 3rd Street and the future surface improvement of Park Lane.

At the January 7, 2014 meeting, City Council received an update on the project that described the two external funding grants received by the City. Staff received approval from City Council to begin full design efforts for the Park Lane project in order to complete construction in 2015. The January 7 update also marked the beginning of a renewed public involvement and outreach effort to update the concept vision with the most current public desires. This effort was performed concurrently with the design team and an advisory group of stakeholders, including volunteers from both local business and residents. It was organized to discuss design, public concerns and expectations. Additionally, during public events, staff and the City's design consultant, Perteet, Inc., provided opportunities for the community to express desires and preferences for the design.

Specific elements of our 2014 public involvement effort included:

- Presentations to the Moss Bay, Everest, and Bridle Trails/South Rose Hill Neighborhood associations between January and May, 2014. Approximately 60 to 70 local residents were reached during these meetings.
- An on-site presentation of options and concepts open to the public on Park Lane on April 22, 2014, that offered the community the opportunity to meet the project team and to provide comments and communicate preferences for the Park Lane Project. This opportunity included providing preferences for options for specific Park Lane surface features. This event was attended by 60 to 70 people, and 52 people left written comments for the Project team.
- A second opportunity was held on April 26, 2014 in conjunction with the City's Community Planning Day event in order to gain additional comments and communicate preferences for the Park Lane Project from a larger City-wide perspective. Approximately 150 people attended this event and many stopped to look at the Park Lane displays and discuss the project with City staff. The displays retained many of the comments from the April 22, 2014 event, and the project team received an additional 24 written comments at this event.
- Three advisory group meetings were hosted by the City and the design team. These meetings were held between May and August, 2014 during the design process. Sixteen representatives of local businesses and residents volunteered to be on the advisory group, and an average of eight to nine representatives attended each meeting. With different members at each meeting, staff received a relatively wide cross-section of concerns and input from the advisory group.
- Staff had regular web site, email, phone, and face-to-face communications with business owners along Park Lane with specific concerns or questions. This included a presentation to the local Kirkland Toastmaster's Group, discussions with approximately 20 interested local residents during a Wednesday Market display and the opening event for the King County Pump Station on Park Lane. In addition to the project Web page, staff has received comments from members of the community on social networking sites such as NextDoor.com.
- A construction information and notification plan was developed in cooperation with the advisory group and other interested residents and local business owners. At the time of this memorandum, this plan is still under development. A final plan will be provided to local business owners and interested residents in October and November, 2014. Staff expects to host at least one construction orientation meeting open to the public during November or December, 2014.

As direct input from the local businesses is important to the project, all were offered opportunities to make suggestions for the project team to consider. Where feasible, these suggestions are being integrated into the final project design.

Current Park Lane Design

The current Park Lane design represents a union of the "Flexible Street" concept vision for Park Lane, changes in the condition of Park Lane infrastructure during the past five years (i.e. since the date of the study), updated and current LID and ADA standards and practices, and the desires and preferences presented to staff by the public during the 2014 design and public

outreach process. Where feasible, staff and Perteet, Inc. have accommodated as many business and resident preferences and requests into the design process as possible.

A summary of significant suggestions received from the public involvement efforts and implemented into the current Park Lane design include:

- Businesses to remain open for normal business hours through the duration of construction.
- Safe, uninterrupted, and ADA-accessible front-door access to all businesses along Park Lane during construction.
- A construction contract to restrict contractor workers vehicles from the Central Business District during construction in order to maximize availability of parking for local business access.
- To the extent permitted by project grant funding requirements and limitations, contract documents with specific Supplemental Bidder Requirements to retain a contractor qualified for meeting the expected construction conditions and schedule.
- The City to provide for a strong construction inspection program as a means to minimize project delays and maximize the quality of the completed work.
- A design for Park Lane that provides for the ability to temporarily close portions of the Lane for local festivals, special events and activities.
- Provide updated pedestrian areas to accommodate current ADA requirements, while still offering trees, walkway, street and surface amenities, and areas for local restaurants to continue extending their seating outdoors into the public rights-of-way
- The replacement of most of the existing trees along Park Lane is due to a combination of the health of the existing trees, as well as a consequence of meeting certain Project requirements. However, the Project Team selected trees appropriate to provide the long-term establishment and sustainability of a tree canopy over Park Lane desired by local residents. Further, the planned replacement trees will be somewhat older than typically required in the public right-of-way in order to shorten the period of time for the canopy to re-establish.
- Round-the-clock construction was found to be unfeasible due to the disruption to local residents and nearby hotel operations.
- Construction confined to a winter season period between January and April. Businesses requested the City to consider phasing construction to minimize the period of disruption to the block of Park Lane businesses located between Lake Street and Main Street; however, this request also proved unfeasible to implement.
- The City to temporarily suspend parking fees for the public parking lots located at the east and west ends of the Project site for the four-month duration of construction to encourage customer and client access to local businesses.

As one example of how public preferences were integral to design requirements was a strong preference by local business owners and residents to consider the use of brick pavers as the surface for Park Lane. Approximately 80 percent of 2014 public comments regarding the surface of Park Lane favored a brick paver surface over other options, including the pervious concrete surface of the older "Flexible Street" concept vision. A brick paver surface is easier to build during the winter months while maintaining front-door access to the local businesses than a concrete surface. The use of brick pavers satisfies an Ecology grant requirement for a pervious surface and, for those reasons, the Project Team is proposing the use of brick pavers as the surface treatment for both non-motorized and vehicular surfaces.

A plan view of the design and surface features for Park Lane is shown on Attachment A; staff remains in close communication with the City's external grant funding partners for conformance

of all design attributes with grant requirements. Final design, including implementation of design comments by our grant funding partners, is expected by the end of September 2014.

Park Lane Parking Revisions

Wherever possible, the Project team recognized the importance of parking in the Central Business District. However, in order to meet current ADA accessibility requirements while also providing sufficient space for the planned LID facilities and pedestrian improvements, the existing angle parking along Park Lane needed adjustment. The consequences of these adjustments was a net reduction of three parking spots between Lake Street and Main Street and the reduction of two parking spots between Main Street and 3rd Street. This change was discussed with local business owners and the Park Lane advisory group during May and June, as well as with City departments. It was generally accepted that, while a reduction in parking along Park Lane was unfortunate, it was understandable based on the overall limited area available along Park Lane and the need to meet current ADA and LID requirements, and incorporate the other features and benefits desirable for the pedestrian corridor.

As a means to facilitate and expedite the construction of Park Lane, staff is also proposing a reconfiguration of the adjacent City parking lot located on Lake Street, between Central Way and Park Lane. This reconfiguration will permit the circulation of cars within the parking lot while Park Lane is under construction. The existing Central Way and alley ingress and egress to the parking lot will be maintained during construction; however, during construction, all parking lot access from Park Lane would be closed. A net of two parking spaces are lost within the parking lot to achieve this change to the driveways and the internal traffic circulation for the lot.

While the Lake Street parking lot reconfiguration was originally intended to be temporary during construction, staff has identified several potential long-term benefits to Park Lane by only restoring one of the two parking lot driveways off of Park Lane. Benefits desirable to the vision of Park Lane included both increased pedestrian walking and seating area and improved safety with the loss of a current pedestrian-vehicle conflict point.

To gain these benefits, staff recommends the temporary construction parking lot reconfiguration for the Lake Street parking lot shown in Attachment B be made permanent. The current Park Lane ingress driveway would be restored and parking lot circulation would be maintained completely within the lot. Under this proposed scenario, the current egress onto Park Lane would be replaced with trees and increased pedestrian space. Per the temporary configuration described above, this would reduce the number of parking spaces in the Lake Street parking lot by two.

Alternatively, if City Council chooses, the Lake Street parking lot could be restored to its pre-Park Lane Project construction with no net loss of parking spaces within the lot.

Project Funding Approval

The State Department of Ecology grant was provided as part of its *2010 Storm Water Retrofit and LID Grant Program.* This grant was awarded and a funding agreement was executed in June 2013 in the amount of $739,000.

The City also submitted a *Transportation Alternatives Program (TAP)* grant application in September 2013 to the Puget Sound Regional Council (PSRC). The PSRC Executive Board for PSCR voted to approve the City's application for $857,480 at their meeting of December 5, 2013.

City staff had previously been notified by both Ecology and the Local Programs Office at the Washington State Department of Transportation (WSDOT), the administrator of the PSRC approved grant, that certain elements of this Project may not be grant eligible for one or both grants. As a result, staff has been close coordinating with both Ecology and the WSDOT Local Programs Office in assessing the overall project during the design process. At this time, neither agency has identified a need to reduce the amount of grant funds awarded.

The Park Lane project design retains the general nature of the "Flexible Street" vision concept, but has been enhanced by a combination of changes in design requirements and the input staff received from stakeholders and the wider community during 2014. There have also been updates to State DOE design requirements which, in combination with community input, have resulted in an increase in the design and estimated construction costs.

The overall total Park Lane Corridor Enhancements Project cost is now currently estimated to be $4.17 million for all elements and proposed features. This estimate is comprised of all of the following project phases, including both previously-completed and yet-to-be-completed elements:

- NM 0064 (Phase I) – Phase I Park Lane Pedestrian Enhancements: Included initial planning, public involvement, and development of the "Flexible Street" vision concept and limited, interim surface enhancements up through 2010, before the full "Flexible Street" concept vision could be designed and completed. Total cost for this completed element was $ 370,000 and was funded entirely by the City.
- King County Wastewater Treatment improvements: Surface improvements completed by 2014 on Park Lane along the frontage of the County Lift Station at the intersection of Park Lane and 3rd Street. Total cost for this completed element was $ 250,000, of which the City contributed $ 75,000 in Surface Water Utility funds.
- WA 0148 – Park Lane Water Main Replacement: Replacing the aging water main from Lake Street to Main Street ahead of the surface improvements. This element is to be completed by May 2015. The total estimated cost for this element is $ 297,000 and is funded entirely by City Utility funds.
- NM 0064 (Phase II) – Phase II Park Lane Pedestrian Enhancements: Final surface redevelopment of Park Lane with pervious pavers to meet the "Flexible Street" concept vision while providing stormwater benefits. This element is to be completed by May 2015. The total estimated cost for this element is $ 3,249,632. The City has currently contributed $ 732,900 for this project element, including required grant matching using a combination of Transportation and Surface Water Utility funding; there is a current estimated shortfall of $ 920,253, as outlined below.

The City's current contribution to the overall Project budget is approximately $1.47 million with funds from Transportation Reserves, Surface Water Construction Reserves, Annual Street Preservation funds, and Annual Sidewalk Maintenance funds. The $739,000 Ecology grant and $857,479 TAP grant, together with the City's contributions and contributions by King County for the Wastewater Treatment improvements, provide a current overall Project funding of approximately $3.25 million. A summary of the current total contributions by both City and external funds are summarized in Table 1.

TABLE 1: PARK LANE PEDESTRIAN ENHANCEMENTS AND WATER MAIN

Element	Flexible Street	Fund Source (available)
FUNDING		
1) Phase I (Complete)	$ 370,000	Surface Water (SW)/REET (2010)
2) KCDNR (Complete)	$ 75,000	City Surface Water funds (Current CIP)
	$ 175,000	King County DNR funds (2014)
3) Water main	$ 297,000	City Water Utility (Current CIP)
4) Ecology Grant	$ 739,000	Ecology (2014/15)
	$ 246,333	City Surface Water for Ecology Grant Match
5) TAP Grant	$ 857,479	TAP (2013/15)
	$ 133,826	City Transportation, Street Maintenance, and Sidewalk Maintenance funds for TAP Grant Match
6) City Funding (additional to grant match)	$ 326,567	City Surface Water (Current CIP and January 2014 City Council authorization)
	$ 26,174	City Transportation, Street Maintenance, and Sidewalk Maintenance funds (Current CIP and January 2014 City Council authorization)
Subtotal	$ 3,246,379	Current Project Funding
ANTICIPATED COST		
Total	($ 4,166,632)	Based on Engineer's Estimate July 2014
BALANCE	**($ 920,253)**	Additional need (Equals $3,246,379 - $4,166,632)

Staff has identified four major factors arising from changes made in the Park Lane project that contributed significantly to the funding shortfall described in Table 1:

1. A more complete, post-design understanding of all costs associated with a winter construction project.
2. City commitment to keep the businesses open during construction, including provisions for complete and minimally unobstructed front-door accessibility to all businesses throughout construction.
3. A fully maximized public outreach, involvement and communication support process during construction, and
4. Changes in Ecology LID standards and design requirements and practices during the past few years. All costs associated with these changes were not known prior to completion of the project design.

Based on the Design Team's evaluation of the major factors leading to an estimated $920,300 funding shortfall, approximately $230,000 in project costs are the direct result of external agency requirements, including:

- The union of the "Flexible Street" concept vision for Park Lane with changes in the condition of Park Lane infrastructure during the past five years. This includes current LID and ADA standards and practices, the desires and preferences expressed to staff by the public during the 2014 design process and significant efforts to achieve compatibility with current City right-of-way policies and the policies of the external grant funding partners.
- Updated Department of Ecology requirements for construction storm water management on a project with close proximity to Lake Washington, particularly during winter construction.
- Changes to Ecology design requirements for LID site features since the development of the original plan for Park Lane, including required design size changes for the bio-retention facilities based on current and expected storm water conditions.

Approximately $639,936 of the shortfall is directly attributable to requests and preferences submitted by Park Lane business and property owners, as well as the community at-large during the design and public involvement process in 2014, with design issue outcomes as follows:

- Use of a composite pervious and impervious brick paver surfacing design, based on the strong preferences of the community and more effective construction during the winter months within the required project construction schedule constraints.
- As specifically requested by the local businesses during our 2014 public involvement program, maintaining near-continuous, ADA-compliant, temporary and safe walking access to all business store fronts during construction. This includes both the immediate construction of temporary paved pathways at the beginning of the project and removal of those pathways immediately before final surface construction.
- Completion of the project within a four-month, late-winter construction period.
- Complex construction sequencing and project management requirements for this Central Business District project site involving the cooperation and coordination of multiple City departments, parking lot and City street access at Main Street, and near-continuous utility service to all businesses.
- Providing a complete yet flexible construction outreach program to keep the public informed about the project and the status of the local businesses, as well as to immediately assist and support local business concerns and complaints during construction.
- Provide a string light feature attached to the tops of the planned light standards to provide festive lighting along Park Lane and offer visual mitigation of the shorter tree canopy for the first few years.
- Design and construction of sufficient LID tree root support for the comprehensive tree canopy enhancement extending the full length of Park Lane from Lake Street to the edge of the King County pump station project near the Park Lane intersection with 3rd Street. This element was based on the total number of new trees, which could not be more fully determined until the design was complete.

Finally, approximately $50,317 of the shortfall is attributable to a recommended response by staff to public and business owner concerns over loss of business during construction:

- Apply a temporary waiver of parking fees associated with the two City parking lots adjacent to Park Lane. This accommodation has an estimated cost to the City of $50,317.

Staff performed a cost assessment based upon the estimated costs associated with the transportation and pedestrian enhancements portion of the project, as well as those for the surface and storm water enhancements portion of the Project, including the additional Ecology LID requirements and increased capacity to address both winter construction and post-construction surface water management. Based on that assessment of the scope-of-work and estimated costs, including evaluation of which portions of the Project are already funded through City and external funding, staff concluded that the ratio of stormwater funding to the overall project budget was significantly less than the stormwater benefits provided and stormwater costs incurred by the project. Therefore staff recommends that additional funding come from the following sources:

TABLE 2: PARK LANE PROPOSED ADDITIONAL FUNDING SOURCES

Fund Source	Amount
REET 2 (to replace parking revenue) *	$ 50,317
Surface Water Construction Reserve (to fund remainder of shortfall described above) *	$ 869,936
TOTAL	$ 920,253

* See fiscal note Attachment C.

As the project is in the final stages of design, it is possible that actual project costs may be different due to the current bidding climate for the construction contract or other factors. With City Council's approval to advertise the Project, staff will pre-advertise the Project during September, 2014, to support the best possible competitive outcome to a later formal invitation for bids. By doing so, potentials bidders will be alerted of an extraordinary winter construction project opportunity during what is typically a slower time for this type of construction. City Council will receive another project update at the time of Award, including a revised funding recommendation if required.

Authorization to Advertise

Given its importance to the City, overall community expectations, and the significant amount of external funding available for the project, staff recommends City Council approval to proceed with the bidding process for the project once final design is complete, provided final reviews and comments from external funding partners do not result in significant changes to either the design or project cost. Advertisement for contractor bids will be for a multiple schedule bid package during October, 2014 for the following two CIP projects:

1. NM 0064 – Phase II Park Lane Pedestrian Enhancements
2. WA 0148 – Park Lane Water Main Replacement

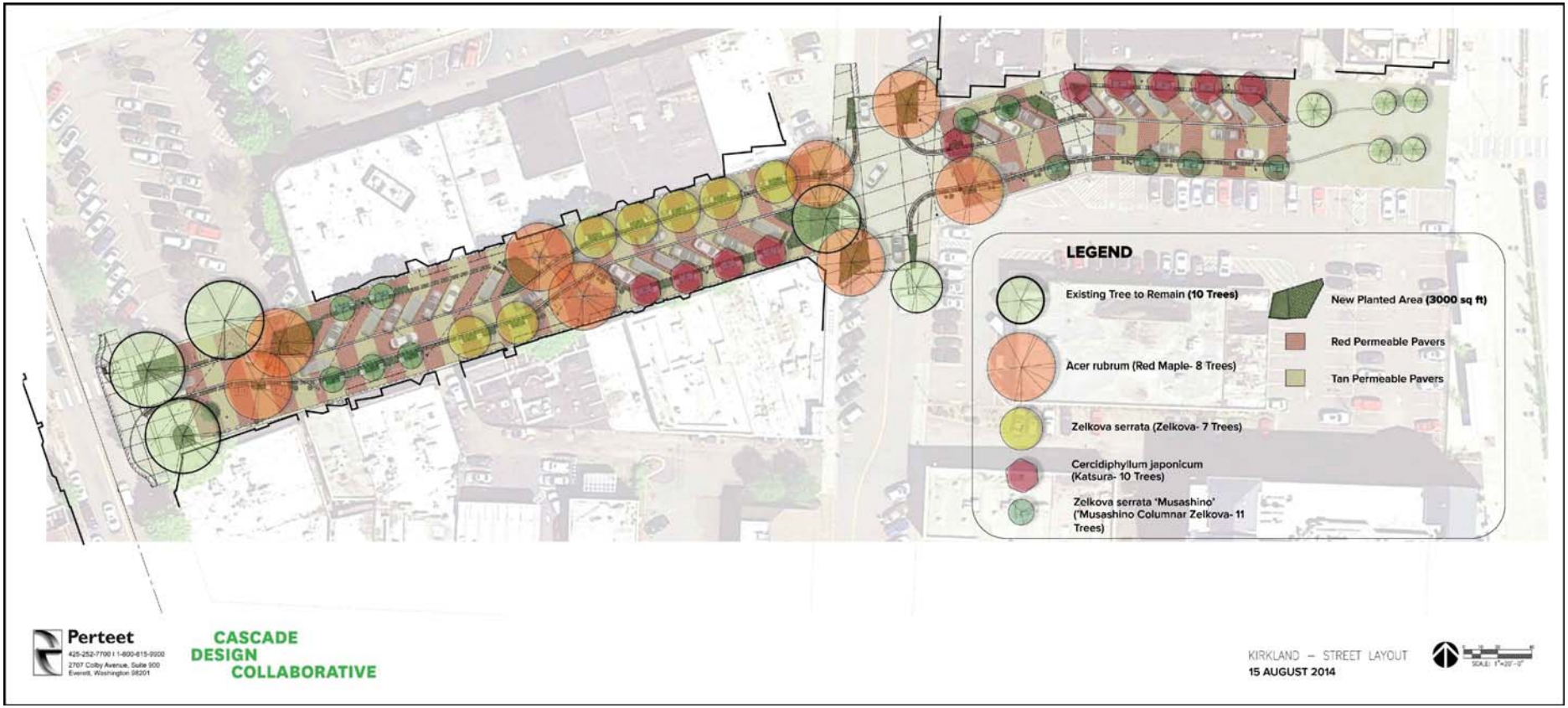
The bid opening would then be scheduled for the beginning of November, with a City Council Award action currently anticipated for a November 2014 meeting.

Construction would begin as soon as possible after January 1, 2015, and be substantially completed by the end of April, 2015, under a schedule needed to conform to the deadline for completion of the project required by the Ecology grant.

Attachment A – Park Lane Illustrative Plan View
Attachment B – Lake Street Parking Lot Revision
Attachment C – Fiscal Note

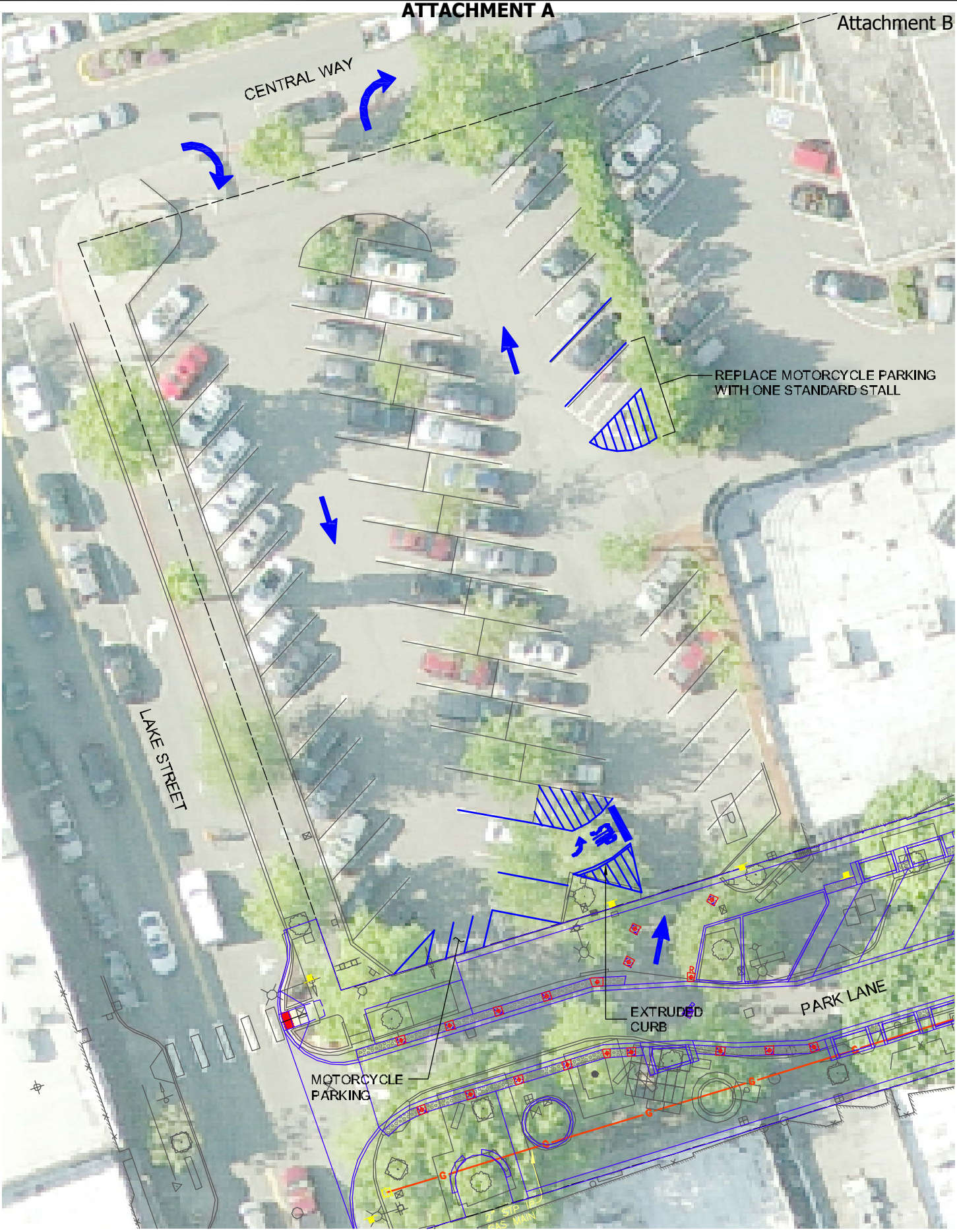
ATTACHMENT A

Park Lane Illustrative Plan View



ATTACHMENT A

Attachment B



Perteet
425-252-7700 | 1-800-615-9900
2707 Colby Avenue, Suite 900
Everett, Washington 98201

PARK LANE PARKING LOT - CHANNELIZATION

SCALE
0 15 30

ATTACHMENT A

Attachment C

FISCAL NOTE

CITY OF KIRKLAND

Source of Request

Marilynne Beard, Interim Public Works Director

Description of Request

Additional funding for Park Lane Pedestrian Improvements (CNM 0064) as described in the attached memo. Request of $869,936 from the Surface Water Transportation Reserve and $50,317 from the REET 2 reserve.

Legality/City Policy Basis

Fiscal Impact

One-time use of $869,936 from Surface Water Transporation Reserve and $50,317 from REET 2 Reserve. These reserves are fully able to fund this request.

Recommended Funding Source(s)

	Description	2014 Est End Balance	Prior Auth. 2013-14 Uses	Prior Auth. 2013-14 Additions	Amount This Request	Revised 2014 End Balance	2014 Target
Reserve	Surface Wtr. Transp. Rsv.	4,580,229	223,619	70,000	869,936	3,556,674	N/A
	REET 2 Reserve	2,319,112	371,615	126,303	50,317	2,023,483	1,071,000
	Prior Authorized Uses of Reserves: 1) Surface Wtr. Transportation Reserve: 6th Street Sidewalk ($25,243); NE 120th Street Extension ($123,766); NE 112th Street Sidewalk ($74,610). 2) REET 2 Reserve: NE 112th Street Sidewalk ($214,000), Central Way Sidewalk ($50,000); 6th Street Sidewalk ($3,045); 98th Avenue Bridge ($15,000); Lakeview School Walkroute project ($3,670); 100th Ave NE Bicycle Lanes project ($61,600); Peter Kirk Elementary Sidewalk ($19,000); and Transit Center Restroom ($5,300). Prior Authorized Additions to Reserves: 1)Surface Water Transporation Reserve: Central Way Sidewalk ($21,000) and Peter Kirk Elementary Sidewalk ($49,000). 2) REET 2 Reserve: NE 120th Street Extension ($77,303), NE 112th St. Sidewalk ($49,000).						
Revenue/Exp Savings							
Other Source							

Other Information

Prepared By	Neil Kruse, Senior Financial Analyst	Date	August 12, 2014