CITY OF KIRKLAND
CITY COUNCIL

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

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

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

AGENDA
KIRKLAND CITY COUNCIL MEETING
City Council Chamber
Tuesday, November 20, 2012
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.

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,* Council Chamber
   a. Transportation Concurrency Discussion
4. *EXECUTIVE SESSION*
   a. To Discuss Pending Litigation
   b. 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*
8. *CONSENT CALENDAR*
   a. *Approval of Minutes:* November 7, 2012

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

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 They are the most permanent and binding form of Council action, and may be changed or repealed only by a subsequent ordinance.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

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

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

b. Audit of Accounts:

Payroll $

Bills $

c. General Correspondence

d. Claims

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

(1) NE 68th Street and 108th Avenue NE Intersection Improvement Project Sanders General Construction, Maple Valley, Washington

g. Approval of Agreements

h. Other Items of Business

(1) Resolution R-4942, Approving the City of Kirkland's Allocation for the North East King County Regional Public Safety Communications Agency (NORCOM) Budget.

(2) Ordinance O-4382 and its Summary, Relating to Amendment of the Ordinance O-4299 of the City of Kirkland Relating to Granting Woodinville Water District, a Washington Municipal Corporation, the Right, Privilege, Authority and Franchise to Construct and Maintain, Repair, Replace, Operate Upon, Over, Under, Along and Across the Franchise Area Water and Sewer Facilities for Purposes of Its Water and Sewer Utility Business.

(3) Resolution R-4943, Relating to the Cross Kirkland Corridor and the City's Stormwater Utility, and Authorizing Use of the Cross Kirkland Corridor for Stormwater Purposes.

(4) Surplus and Disposal of Equipment Rental Vehicles

(5) Report on Procurement Activities

9. PUBLIC HEARINGS

a. Preliminary Property Tax Levy:

(1) Ordinance O-4385, Establishing the Amount of Property Taxes to be Levied for the Year 2013, the First Year of the City of Kirkland's 2013-2014 Fiscal Biennium.

b. Preliminary Property Tax Levy Fire District 41:

(1) Ordinance O-4386, Establishing the Amount of Property Taxes to be Levied for the Year 2013, 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.

c. 2013-2014 Biennial Budget

10. *UNFINISHED BUSINESS*

a. 2013 to 2018 Capital Improvement Program

b. Resolution R-4940, Authorizing the City Manager to Sign a Settlement Agreement Between Lobsang Dargey and Tamara Agassi Dargey, Potala Village Kirkland, LLC, and the City of Kirkland to Settle Litigation Over Plaintiffs' Challenge of the City's Moratorium as it Relates to Plaintiffs' Development of the Potala Village Project.

c. Ordinance O-4387, Relating to Land Use and Zoning, Terminating a Moratorium Within Neighborhood Business (BN) Zones on the Acceptance of Applications for the Review and Issuance of Development Permits for Any New Development, Additions or Alterations.

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

11. *NEW BUSINESS*

* *a.* Resolution R-4944, Approving the Issuance of a Process IIB Permit as Applied for in Department of Planning and Community Development File No. ZON12-00659 by Steve Lee for Kirkland Children's School Being Within a RS 8.5 Zone, and Setting Forth Conditions to Which Such Process IIb Permit Shall be Subject.

b. Ordinance O-4383 and its Summary, Relating to Transportation and Park Impact Fee Exemptions for Creation or Construction of Low-Income Housing and Amending Kirkland Municipal Code Chapters 27.04 and 27.06.

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.

12. *REPORTS*

a. City Council

(1) Regional Issues

b. City Manager

(1) Calendar Update

13. *ITEMS FROM THE AUDIENCE*

14. *ADJOURNMENT*

Council Meeting: 11/20/2012
Agenda: Study Session
Item #: 3. a.

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
Ray Steiger, P.E., Public Works Director

Date: November 8, 2012

Subject: Council Transportation Commission Study Session

RECOMMENDATION:

It is recommended that Council meets with the Transportation Commission and discuss the attached memo on Concurrency, Level of Service and Project Selection. The Commission's 2012-2013 work plan should also be discussed briefly.

BACKGROUND:

1. **Concurrency, Level of Service and Project Selection**

On October 2, 2012 the Council received a briefing on the work the Transportation Commission has completed on three concurrency and level of service related items arising from the Transportation Conversations document presented to Council in June of 2010:

- *Review and revise concurrency system*
- *Develop new level of service standards that align with transportation principles and further define what are those principles*
- *Develop clear goals and prioritization systems for project categories*

Attachment 1 to this memo is a draft report describing the result of their work. At the Study session, The Transportation Commission is seeking guidance on the following questions:

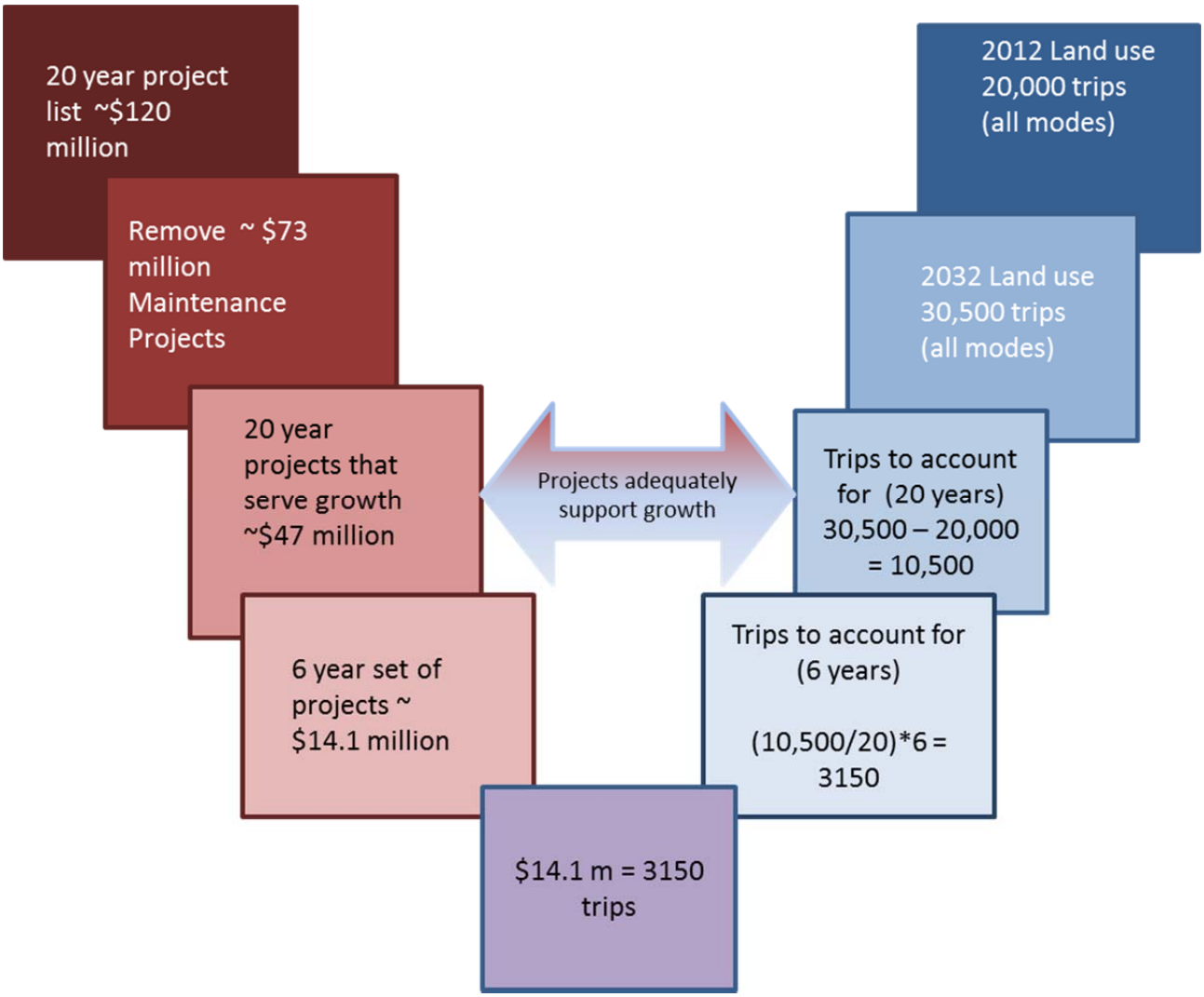
- *Are the ideas being presented clear to Council? Is there any other information that would be helpful?*
- *Is there basic agreement with the approach? Are there any changes that should be made?*
- *Should the Transportation Commission proceed to discuss the approach with the Planning Commission, and what outside groups should be briefed? Developers? Neighborhood groups? Should the process be rolled into the Comp Plan update?*

At the October 2 meeting Council asked for more examples of how the new system would work and raised two questions. Examples will be presented at the Study Session and the two questions are addressed below:

Question 1: The proposed system appears to mismatch transportation improvements with land use. For example, what if a clearly auto oriented type development was required to install bicycle improvements?

Answer: Figure 1 shows a relationship between land use and transportation improvements. It's also shown on Page 2 of Attachment 1.

Figure 1, Relationship between Trips and Transportation Projects



In the middle of the chart, the arrow between transportation projects on the left and land use on the right is meant to indicate that there is an agreed upon balance between the 20 year land use

plan and the 20 year transportation network. This would happen during the development of the Comprehensive Plan. This is the place in the process where we can make sure, on a broad level, that they types of projects being proposed match the types of land use being proposed. For example if we envision auto oriented big box developments, more auto related improvements and fewer bicycle projects might be appropriate. If more mixed use compact development is planned, then a higher number of pedestrian projects and fewer auto-capacity projects could be desirable. Concurrency is used to "keep score" and make sure that whatever land use and transportation projects are being planned, they are being constructed at a roughly equal pace. Concurrency doesn't determine what improvements are appropriate. SEPA is the process that requires site specific improvements

Question 2: Isn't it possible that a big development could come in and "use up" all the available capacity in the system? It would then be left for the next development to have to construct improvements in order to pass concurrency.

Answer: That scenario is possible with the new system of concurrency, just as it is possible with the existing system. One of the main strengths of the new system is that it is much easier for anyone to see how close we are to being "out of trips" at any particular time. This will allow more opportunities for "shortages" to be foreseen and addressed before a problem occurs. If a situation arises where capacity is limited occurs Council has several policy choices including changing the number of CIP transportation projects being funded, or making temporary increases to the number of trips that are allowed. The main safeguard is setting up the concurrency system so that plenty of trips, more than the number anticipated to be used in a given year for example, are available at the beginning of the year.

2. Work Plan

The Transportation Commission has developed a Work Plan for the next 12 months (next page). If time is available at the study session, the Commission would be pleased to receive Council comments on the plan.

Transportation Commission Work Plan

October 2012 – September 2013

Principles: *Move People, Be Sustainable, Be an Active Partner, Link to Land Use*

Major Accomplishments previous 12 months		
ITEM	ACTION/COMMENTS	DATE
Completed Draft Scope of Work for CKC Master Plan	Approved by Council	8/7/12
Completed recommendation on Concurrency, Level of Service and Project Development	Scheduled for Council Consideration	October, 2012
Most important items to be proactively pursued with action expected		
ITEM	ACTION/COMMENTS	DATE
Cross Kirkland Corridor	Develop Master Plan	Begin January 2013
Update Comprehensive Plan through Transportation Master Plan	• Include new neighborhoods • Finish concurrency/level of service/CIP prioritization and project development work • Link pollution, climate change and health	Ongoing
Pedestrian Safety	Develop recommendations to improve crosswalk safety.	Begin 10/2012
Lake Washington Boardwalk	Subcommittee to continue to develop and refine concept. Report back to Commission	Ongoing
132nd Avenue NE Speed Limit	Understand neighborhood Association decision	March 2013
Maintain these items are routine or recurring		
ITEM	ACTION/COMMENTS	DATE
Elect Officers	Chair, Vice Chair	Last meeting of the year
CIP update	Recommend CIP Projects	Summer 2013
Active Trans. Plan implementation	Plan calls for annual report	December 2012
ITS Plan implementation	Commission to receive annual update	December 2012
Neighborhood/Business District	Comment as needed	Various
Monitor no particular action needed, but keep track of what is going on with these items.		
ITEM	ACTION/COMMENTS	DATE
SR 520 Eastside project/tolling		Throughout the year
I-405 Express Toll lanes		
Metro and Sound Transit Service Planning		
Determine transportation actions/investments that would be helpful for development of Totem Lake		
Bicycle connections to and along SR 520		
Juanita Drive Master Plan		

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www.kirklandwa.gov

DRAFT

MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Ray Steiger, P.E., Public Works Director

Date: DRAFT

Subject: Level of Service/Concurrency/Project selection

Over 10 years ago, the Transportation Commission was formed to grapple with the questions of concurrency and level of service. Although the scope of the Commission's work has broadened, the question of improving concurrency has remained on the Commission's work program for much of its history.

Most recently, the Commission has been working on three concurrency and level of service related items arising from the Transportation Conversations document presented to Council in June of 2010:

1. Review and revise concurrency system
2. Develop new level of service standards that align with transportation principles and further define what are those principles
3. Develop clear goals and prioritization systems for project categories

The Transportation Conversations document (Attachment 1) lays out the reasoning behind the need for addressing these issues in more detail. This memo summarizes Commission thinking that has been developed over more than 18 months of working on these questions. The Transportation Commission has agreed to a fairly clear plan of action for items 1 and 2. For item 3, the missing pieces have been identified, but filling in those pieces is not simple. Further, full development of item 1 requires a clear set of projects and completing item 3 is needed to develop that set of projects.

1. Review and revise concurrency system

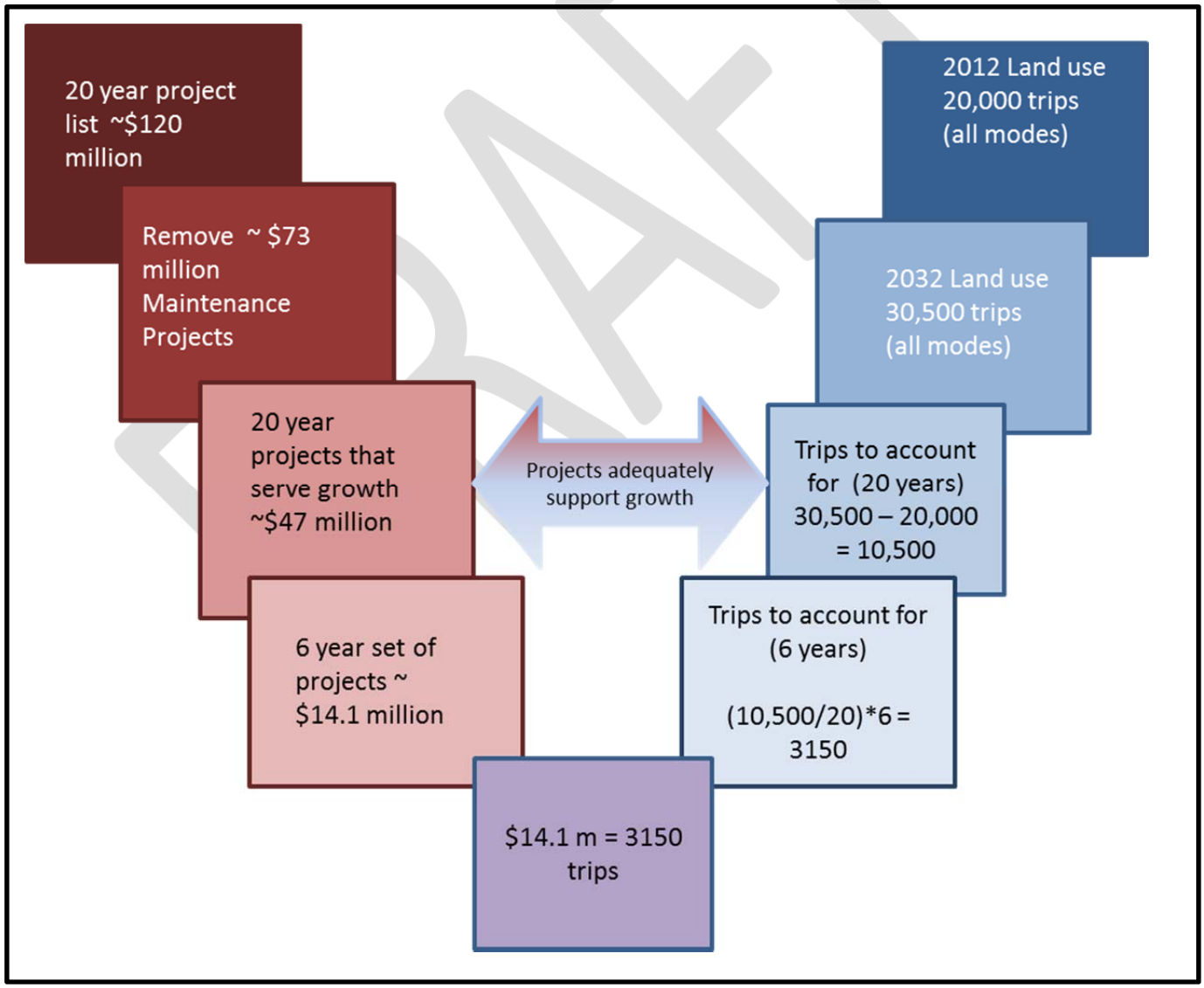
As recommended in Transportation Conversations, "Concurrency should be simplified and should consider transit, bicycling and walking…Concurrency should principally monitor the approved land use and transportation plans and insure that they are being completed in relative balance." Concurrency should help achieve land use and transportation goals, not be an impediment to achieving the goals. With its sole focus on auto capacity at traffic signals, the current concurrency

system does not help achieve the performance measures associated with a balanced transportation plan.

The Commission recommends adopting a concurrency system similar to the system in use by the City of Redmond. The City of Redmond has been successfully using their system for about 2 years. In this system, an agreed upon transportation project list that is fundable over the next 20 years is developed. This list does not include maintenance projects; only those projects that add capacity for any mode. Similarly, a land use plan for that same 20 year time period is identified.

The number of total new trips is assigned to be equal to the new capacity of the total project list. This translation between trips and projects means that the capacity (in trips) can be determined for a given list of projects, such as funded projects on the 6-year CIP.

Figure 1, Relationship between Trips and Transportation Projects



The number of total new PM peak person trips is assigned to be equal to the new capacity of the total project list as shown by the arrow in the chart above. This is an important concept because this is the point where the plans for land use and transportation are joined. Success requires having strong plans that are supported by the community. Concurrency will not decide whether or not development projects are "good" or "bad" only whether or not the number of new trips is being added at approximately the rate that capacity is being added. Furthermore, Concurrency will not decide whether or not the capacity being provided is the "right type" capacity. Again, this is decided when the transportation project list is determined and compared to the land use plan.

Equating trips and projects means that the capacity (in trips) can be determined for a given list of projects, such as funded projects on the following hypothetical 6-year CIP.

Table 1 Hypothetical 6 year funded list (excluding maintenance projects)

Project	Cost	New person trips
ITS project	$1,400,000	**312**
Road project 1	$1,100,000	245
Road project 2	$2,043,000	456
Ped project 1	$5,000,000	1115
Ped project 2	$400,000	89
Bike project 1	$1,210,000	270
Bike project 2	$470,000	105
Bike project 3	$2,500,000	558
TOTAL	$14,100,000	3150

Note that all project types in the Transportation Plan contribute to capacity. A concerned person might ask "Do you expect all that new growth to be handled by bike lanes?" That question should be answered earlier in the process, where the Land Use Plan and Transportation Plan are developed. These two plans have to be in balance with the balance representing level of service. Concurrency's role is to indicate whether or not the transportation facilities, regardless of their type, are being constructed at a rate approximately equal to the rate at which the land use plan is being fulfilled.

A ledger system can be set up, with a balance of trips "available" based on funded projects. As new land development projects are considered, the trips being proposed are compared to the trips available. If more trips are available than are being proposed by the new land development project, the project passes concurrency. If a project passes concurrency, it's future trips are subtracted from the balance. Trips are added to the balance when transportation projects are added to the funded CIP. This system requires that if concurrency is to be maintained, the 20-year project list needs to be implemented at a rate equal or faster than the rate of development.

If fewer trips are available than what are required by the development, the development can:

- construct transportation improvements that add trip capacity
- wait until more trip capacity is built by the City
- scale back the development scope so that it requires less trip capacity.

Table 2 Sample ledger system for Concurrency

Date	Item	Trips	Balance	Pass?
1/1	Start with 6 years of funded projects	+3150	3150	n/a
Throughout the year	Development 1 (10,000 sq. ft. retail; 100 units residential)	-124	3026	Yes
	Development 2 (200 units residential)	-109	2917	Yes
	Development 3 (Retail store expansion)	-65	2852	Yes
	Other projects (details omitted here) total	-200	2758	Yes
12/31	New CIP approved resulting in another year of funded projects	+525	3283	n/a

One of the advantages of this system is its simplicity. It's clear to developers, staff and the public how many trips are available for development at any given time. Because many land uses have standard trip rates associated with them, a table showing the number of trips a given size of development will contribute can be made. This allows anyone to understand the implications of a development to concurrency, and it streamlines the development review process.

Table 3 Sample Trip rates for various land uses		
Example Land use	**Unit**	**Trips**
Attached and stacked housing	Dwelling	0.56
Restaurant	1000 sq ft	7.49
Drive-in bank	1000 sq ft	45.74
Shopping Center	1000 sq ft	3.75
General Office Building	1000 sq ft	1.49
Supermarket	1000 sq ft	10.45

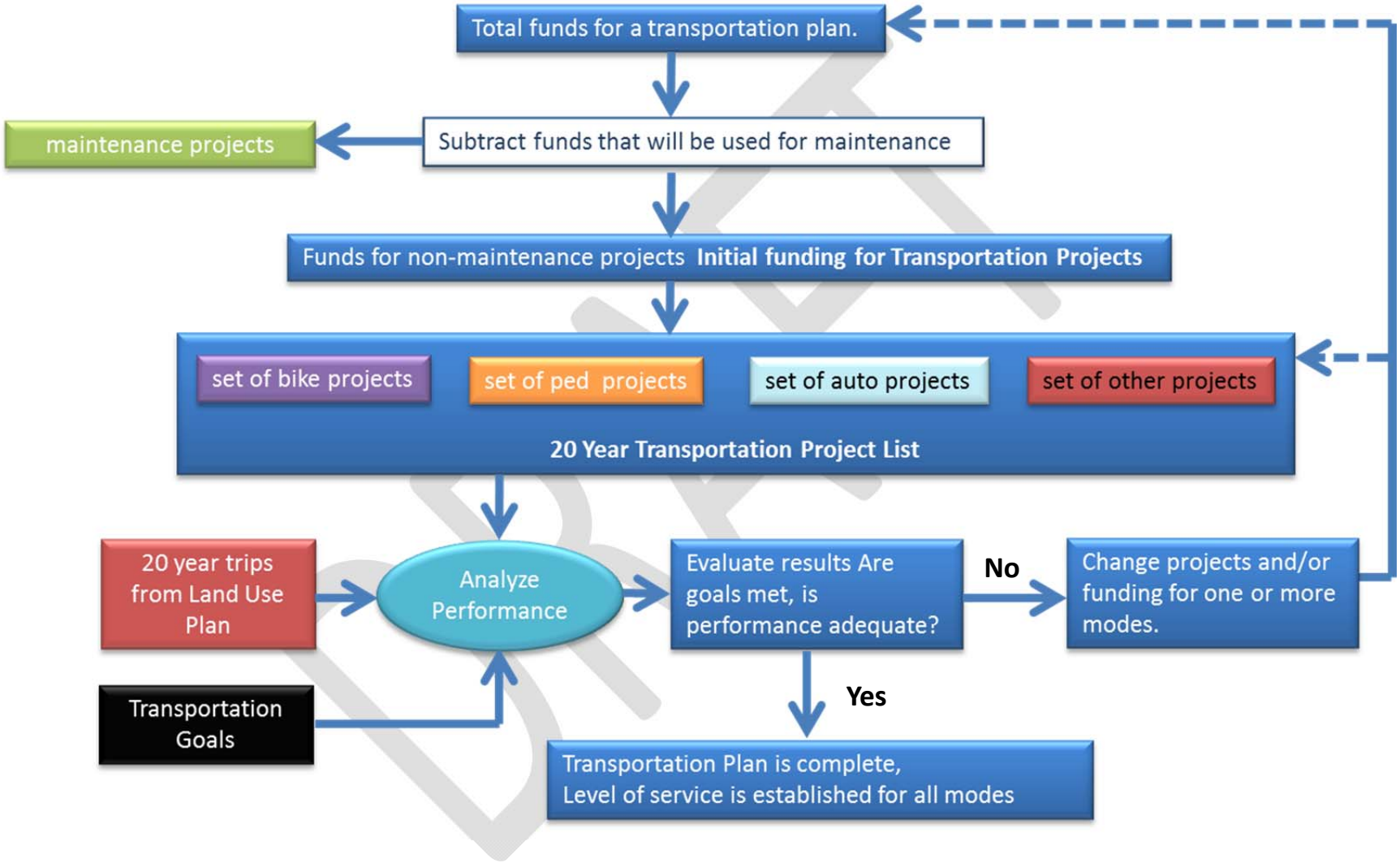
In contrast, the concurrency system we use today requires that, for each development, the number of trips that will go through each signalized intersection are estimated. Then, for each signal, a calculation is performed to determine the projected level of service at that signal. Finally, the performance of the signals is compared to the allowed level of service.

When concurrency is measured in this way – level of service at signalized intersections – only construction projects that add capacity at signalized intersections aid in meeting concurrency. It does not consider the full range of projects that should be in a transportation plan if that plan supports a balanced multi-modal transportation system. This is one reason why the Transportation Commission has recommended replacing the existing concurrency system.

2. Develop new level of service standards that align with transportation principles

As described above, Kirkland's current vehicular level of service standard measures the auto volume to capacity ratio at signalized intersections. The primary purpose of the existing level of service is for use in concurrency testing. With the concurrency system proposed in 1 above, a level of service is established for various modes when the capacity of the 20 year project list is set equal to the number of new trips to be added to the system over the same number of years. Level of service is used to decide whether or not the transportation system is adequate for the Land Use being proposed. The diagram below shows how, by using funding levels and performance goals for the transportation system, a set of projects can be developed. An iterative process is envisioned where performance and funding across modes is adjusted until a satisfactory transportation plan for these performance measures can be tracked annually to help monitor transportation system performance.

Figure 2. Setting Level of Service



3. Develop clear goals and prioritization systems for project categories

The Commission has explored this issue extensively in the context of developing a set of funded projects for the CIP. We looked at a framework for preparing a project list that suggests:

- Adopted Plan documents (e.g. Active Transportation Plan, ITS Plan) are based on adopted goals and performance measures.
- Projects enter into the CIP from adopted plans which contain clear prioritization methods and which can be used to develop project lists.
- As funding is available, prioritized lists of projects are completed. Level of service is used here to determine the types of projects that should receive funding.
- Evaluation of the system is based on adopted performance measures that come from the original goals. This evaluation drives new projects.

The table below shows, for different project types, where elements of the framework are missing (blank squares) and where they exist.

Table 4 Project types across a framework for project development non-maintenance

Project type	High level goals	Specific plan document	Prioritization methods	Funding	Evaluation
ITS	Council adopted Performance measure	ITS Plan	Priorities in plan	Grant funding has been the source of ITS funding	Performance measure
Bicycle network	Council adopted Performance measure	Active Transportation Plan describes a network			
Sidewalk construction		Active Transportation Plan establishes goals	Method in Active Transportation Plan and existing project selection method		
Crosswalk upgrades				Funding has been traditionally $35k/yr	
Auto network improvements	Comprehensive Plan sets traffic signal levels of service		Projects that are needed to meet concurrency		
School walk routes	Council adopted Performance measure for completion			Typically grant funded	

Table 5 Project types across a framework for project development Maintenance

Project type	High level goals	Specific plan document	Prioritization methods	Funding	Evaluation
Pavement maintenance	Council adopted Performance measure		Pavement maintenance software	Set in coordination with PCI goal	Measure PCI
Pavement marking Maintenance				Funding has been traditionally $250k/yr	
Traffic signal maintenance					
Sidewalk maintenance				Funding has been traditionally $200k/yr	

Although a complete or practically complete system exists for some project types, for example pavement maintenance, there are several key missing pieces in the city's current methods.

In order to fill in the missing pieces, the Commission recommends preparation of a comprehensive multimodal transportation plan that describes how all elements of the transportation system fit together under over-arching goals. Without clear, complete, integrated goals, it is difficult to develop a comprehensive set of prioritization methods. Without prioritization methods, project lists can't be developed in a straightforward manner. Without project lists it is difficult to determine where to best spend limited resources and identify critical funding gaps. It's worth noting that the City of Kirkland has never developed a multimodal Transportation Plan.

One helpful step in the process of filling in the table above was the Council's development of Performance measures (Figure 3) Unfortunately, given historic CIP funding, and the costs of the projects necessary to meet the measures, it is not possible to achieve all the measures simultaneously. Looking at a range of transportation projects under one plan will help alleviate this problem.

An update of the City's Comprehensive Plan is scheduled to begin in 2013. A Transportation Master Plan could potentially also serve as the Transportation Element of the revised Comprehensive Plan. The Comprehensive Plan update would also require an updating of the City's land use and transportation network.

Recommendation

The Commission recommends:

- Council affirm the direction proposed for the concurrency and Level of service systems. If the Council supports the proposal, the Transportation Commission would meet with the Planning Commission to hear their concerns and comments. Developing a complete Concurrency System requires a clear future land use plan and a companion list of transportation projects. The City's Comprehensive Plan update requires a revised land use plan and so will give the opportunity to supply the needed land use information.

- Funding for a transportation master plan be considered in the 2013-2014 budget process. A transportation master plan will allow missing gaps in project development system to be filled. Therefore such a plan would be an ideal opportunity to establish a transportation plan that reflects the needs of the new neighborhoods.

Figure 3 Performance measures for balanced transportation:

MEASURE	2008	2009	2010	2011	Target
Percent of Capital Improvement Program Transportation funding devoted to Active Transportation	*17.65%*	*28.76%*	*34.48%*	*21%*	*33%*
Percent of proposed Intelligent Transportation Systems projects completed	*	*	*4%*	*6%*	*100% of ITS Strategic Plan*
Complete sidewalk construction on at least one side of all school walk routes	*78.6%*	*	*81.1%*	*83%*	*100% by 2019*
Percent of bicycle network construction improvement projects completed	*	*	*50%*	*50%*	*100% by 2018*
Percentage of arterials that are complete streets	*	*	*58%*	*58%*	*100%*
Residents surveyed are satisfied with maintenance of active transportation facilities[1]	*83%*	**	*84%*	**	*90%*
Automobile crashes involving bikes	*12*	*8*	*17*	*14*	*0*
Automobile crashes involving pedestrians	*15*	*13*	*16*	*20*	*0*
Percent of total trips using active transportation mode (transit, pedestrian, bicycle)	***	***	***	***	*35% of trips in transit/other mode by 2022*
Major arterial travel times	***	***	***	***	***

[1] Active Transportation Facilities include sidewalks, bike lanes, pedestrian flags, in-pavement lights, etc
*No data available
**Community Survey occurs in even years
***Measure being refined for future reports
****2011 data excludes needs in annexation area. Assessment of need will take place in 2012.

Attachment 1: Transportation Comversations

KIRKLAND CITY COUNCIL SPECIAL MEETING MINUTES
November 07, 2012

1. CALL TO ORDER

2. ROLL CALL

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

3. STUDY SESSION

a. 2013-2014 Budget

Joining Councilmembers for this discussion were City Manager Kurt Triplett, Assistant City Manager Marilynne Beard, Director of Finance and Administration Tracey Dunlap, and Financial Planning Manager Sri Krishnan. Director of Planning and Community Development Eric Shields, Fire Chief Kevin Nalder and Deputy Fire Chief Helen Ahrens-Byington contributed to the discussion.

4. EXECUTIVE SESSION

a. To Discuss Pending Litigation

Mayor McBride announced at 6:49 p.m. that Council would enter executive session to discuss pending litigation and review the performance of a public employee and would return to regular meeting in the Council Chamber at 7:30 p.m. City Attorney Robin Jenkinson was also in attendance.

At 7:30 p.m. City Clerk Kathi Anderson announced that the City Council would require an additional ten minutes in executive session and that they would reconvene at 7:40 p.m., which they did.

5. HONORS AND PROCLAMATIONS

a. American Diabetes Month Proclamation

Paige Rinnert, American Diabetes Association Teen Leadership Council Vice President, accepted the proclamation from Mayor McBride and Councilmember Nixon.

b. Arbor Day Proclamation

Urban Forester Deb Powers shared information about the Tree City USA program and introduced Richard Emery, representing the Washington Community Forestry Council, who presented the City with the Arbor Day Foundation Tree City Award and then accepted the Arbor Day proclamation from Mayor McBride and Councilmember Sternoff.

6. COMMUNICATIONS

a. Announcements

b. Items from the Audience

Michael Phillips
Stan Handaly
Atis Freimanis
Paula Matthysse
Linda Hall
Kelly Rider
Meghan Altimore
Sants Contreras

c. Petitions

7. SPECIAL PRESENTATIONS

a. Kirkland Performance Center

Executive Director Dan Mayer and Managing Director Scott Coil shared information on the Center's past and planned activities and funding.

8. CONSENT CALENDAR

a. Approval of Minutes:

(1) October 9, 2012

(2) October 16, 2012

(3) October 25, 2012

b. Audit of Accounts:
Payroll $2,410,244.10
Bills $7,053,582.80
run #1138 checks #538208 - 538323
run #1139 checks #538324 - 538329
run #1140 checks #538330 - 538341
run #1141 checks #538342 – 538387

run #1142 checks #538388 - 538551
run #1143 checks #538582 - 538712
run #1144 checks #538715 - 538768
run #1145 checks #538769 - 538925

c. General Correspondence

(1) Letter of Support of the Eastside Transportation Partnership's 2013 Legislative Agenda

(2) Letter of Support of King County Drug Take-Back Program

d. Claims

Claims received from The Crest Homeowners Association, Timothy A. Davis and Perline L. Dottin were acknowledged.

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

(1) Annual Street Preservation Program Phase I Slurry Seal Project, Blackline, Inc., Spokane, Washington

g. Approval of Agreements

(1) Ratification of Public Safety Employees Union #519 (PSEU) Collective Bargaining Agreement 2012-2013

h. Other Items of Business

(1) Procurement Activities Report

Motion to Approve the Consent Calendar.
Moved by Councilmember Amy Walen, seconded by Deputy Mayor Doreen Marchione
Vote: Motion carried 7-0
Yes: Councilmember Dave Asher, Deputy Mayor Doreen Marchione, Mayor Joan McBride, Councilmember Toby Nixon, Councilmember Bob Sternoff, Councilmember Penny Sweet, and Councilmember Amy Walen.

9. PUBLIC HEARINGS

a. Preliminary 2013-2014 Budget

Mayor McBride explained the parameters of the public hearing and declared it open. Finance and Administration Director Tracey Dunlap reviewed the discussion to date. Testimony was provided by Joan Eads, Stan Kehl, Tom McDade, Kim Olmstead, Gayle Zawaideh, Greg Miller, Kelly Rider, Brock Gilman, Charmaine Dancy, Jennifer Mahan, Christina Brugman, Greg Roeben, Nanci Wehr and Jeff Underwood. No

further testimony was offered and the Mayor closed the public hearing. An additional public hearing will be held on November 20 prior to the presentation of the final budget for Council consideration and adoption at Council's special meeting on December 11, 2012.

b. Ordinance O-4382 and its Summary, Relating to Amendment of the Ordinance O-4299 of the City of Kirkland Relating to Granting Woodinville Water District, a Washington Municipal Corporation, the Right, Privilege, Authority and Franchise to Construct and Maintain, Repair, Replace, Operate Upon, Over, Under, Along and Across the Franchise Area Water and Sewer Facilities for Purposes of Its Water and Sewer Utility Business.

Mayor McBride explained the parameters of the public hearing and declared it open. No testimony was offered and the Mayor closed the hearing. Ordinance 4382 will return for a second reading and action at Council's regular meeting on November 20, 2012.

Council recessed for a short break.

10. UNFINISHED BUSINESS

a. Nonconforming Density Code Amendments

Planning and Community Development Director Eric Shields reviewed the amendments for Council consideration, responded to Council questions and comment and received direction to prepare an ordinance incorporating Alternative 3 for a public hearing and Council consideration at a future meeting.

b. Marine Watercraft Noise Update

City Manager Triplett briefly reviewed the implementation and results to date and planned future steps.

c. Medical Marijuana Collective Gardens

Planning and Community Development Director Eric Shields reviewed the moratorium on medical marijuana collective gardens and requested Council direction. The Council agreed to allow the moratorium to expire.

11. NEW BUSINESS

a. North Rose Hill Neighborhood Meeting with the City Council

Council provided feedback on the neighborhood meeting format and schedule.

b. Resolution R-4940, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO SIGN A SETTLEMENT AGREEMENT BETWEEN LOBSANG DARGEY AND TAMARA AGASSI DARGEY, POTALA VILLAGE KIRKLAND, LLC, AND THE CITY OF KIRKLAND TO SETTLE

LITIGATION OVER PLAINTIFFS' CHALLENGE OF THE CITY'S MORATORIUM AS IT RELATES TO PLAINTIFFS' DEVELOPMENT OF THE POTALA VILLAGE PROJECT."

Planning and Community Development Director Eric Shields presented background information on the settlement agreement. City Attorney Robin Jenkinson also responded to Council questions. Action on this item has been deferred to Council's regular meeting of November 20, 2012.

c. Ordinance O-4383 and its Summary, Relating to Transportation and Park Impact Fee Exemptions for Creation or Construction of Low-Income Housing and Amending Kirkland Municipal Code Chapters 27.04 and 27.06.

On recommendation of the Housing Committee, this item was deferred for consideration at a future Council meeting.

d. Ordinance O-4384, Relating to Amending the Kirkland Municipal Code to Enact a New Chapter 7.74 Fair Housing Regulations; Prohibiting the Refusal to Rent a Dwelling Unit Solely on the Basis of a Section 8 Voucher or Certificate Rental Request; and Providing for the Enforcement Thereof by Amending Kirkland Municipal Code Section 1.12.020.

Planning Supervisor Dawn Nelson provided background and responded to Council questions and comment. Council asked staff to conduct further outreach and deferred action on this item to a future meeting.

12. REPORTS

a. City Council

(1) Regional Issues

City Councilmembers shared information regarding a proposed name change for the Suburban Cities Association to Sound Cities Association, membership survey and membership rate adjustments; Totem Lake Symposium and compliments to Economic Development Manager Ellen Miller-Wolfe and City Manager Triplett; Kirkland Arts Center Gala Fete; proposal for supplemental ordinance relating to downtown residential suites development; Tech Cities coalition meeting; Gates Foundation housing conference; Sophia's Way housing opening; South Kirkland Park and Ride Transit Oriented Development groundbreaking; King County resolution authorizing expenditure of King County Flood Control District funds for projects and activities in the Water Resource Inventory Areas (WRIAs) including salmon recovery and Council agreed to follow up on other WRIA related issues.

b. City Manager

(1) Calendar Update

(2) Update on EMS Levy

City Manager Kurt Triplett remarked on the success of the ballot propositions.

13. ITEMS FROM THE AUDIENCE

None.

14. ADJOURNMENT

The Kirkland City Council special meeting of November 7, 2012 was adjourned at 11:06 p.m.

City Clerk

Mayor

Council Meeting: 11/20/2012
Agenda: Claims
Item #: 8. d.

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathi Anderson, City Clerk

Date: November 14, 2012

Subject: CLAIM(S) FOR DAMAGES

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

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

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

(1) Robert Martin
5420 26th Street NW
Stanwood, WA 98292

Amount: $552.86

Nature of Claim: Claimant states damage to vehicle resulted from City equipment malfunction.

Council Meeting: 11/20/2012
Agenda: Establishing Lien Period
Item #: 8. f. (1)

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

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: November 9, 2012

Subject: NE 68th Street & 108th Avenue NE Intersection Improvements
Accept Work

RECOMMENDATION:

It is recommended that City Council accept the work on the NE 68th Street & 108th Avenue NE Intersection Improvements, as completed by Sanders General Construction, Maple Valley, Washington, and establish the statutory lien period. Additionally, it is recommended that City Council approve an additional $28,000 in funding for the project.

BACKGROUND DISCUSSION:

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

Looking westbound on NE 68th

The ITS element for this Project has resulted in a measurable level of service improvement for the intersection. The new ITS components have begun providing real-time data collection and video monitoring via the City's fiber optic network. The new system offers instant visual communication and control access of the signal from Kirkland City Hall which allows remote signal timing adjustments as needed.
A post-construction "seconds-of-delay" study for the intersection shows an overall total reduction in traveler wait time of 2.5 seconds in the morning peak and 5.8 seconds for the evening peak. These wait time reductions have resulted in a full letter grade improvement for the intersection

level-of-service (LOS); they have taken the signal from an LOS of "D" to that of a "C" significantly above the Kirkland minimum LOS standard (Kirkland's min v/c ratio of 1.4 = "F"). At their meeting of June 21, 2011, City Council awarded the construction contract to Sanders General Construction in the amount of $541,254. The construction was physically completed on October 29, 2012, with the contractor being paid a total of $601,702.42 (Attachment B); three change orders totaling $15,115 were issued and adjustments for additional material quantities used totaled $45,300.

Project funding is a combination of City transportation and surface water funds and a significant contribution from Sound Transit. At their meeting of April 19, 2012, City Council was updated on the need for additional funding for the Project due to increased costs resulting from design modifications, differing site conditions, construction issues, and an increase in staff resources necessary to manage the Project (Attachment B). As was noted in the April 19 update, field design changes were required as a result of errors made on the part of Puget Sound Energy (PSE) prior to construction of the Project. In addition, differing site conditions arose with the discovery of petroleum contaminated soils in the right-of-way that originated from the adjacent Shell Oil Gas Station that is located on the southeast corner of the intersection.

With construction now complete, and with all expenses known, the total final Project cost is projected to be $1,648,512, or approximately $33,500 above the estimate presented at the April 19 meeting. To date, the City has been reimbursed by PSE in the amount of nearly $6,000 for required field design modifications, and staff continues to negotiate with Shell Oil and the City's design consultant on other Project cost impacts; additional external reimbursement of $27,500 is being sought. However, since resolution of external reimbursements does not directly involve the City's construction contractor, and in order to proceed with establishing the statutory lien period and release of the Contractor's approximately $30,000 of retained funds, staff recommends acceptance of the work.

Staff will continue to negotiate on the outstanding reimbursement matters with Shell Oil and the design consultant. An approval from City Council to increase the Project funding by $28,000 from Street Improvement Reserve, will allow the Project will be fully funded. Once the negotiation outcome is known staff will report back to Council with a final overall budget summary and likely return of funds.

Attachment A: 68th/108th Area Map
Attachment B: 68th/108th Project Budget Report
Attachment C: Fiscal Note

Vicinity Map

0 1,500 3,000 4,500
Feet

Legend

Map Reference Number

0 10 20 30
Feet

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

Attachment A

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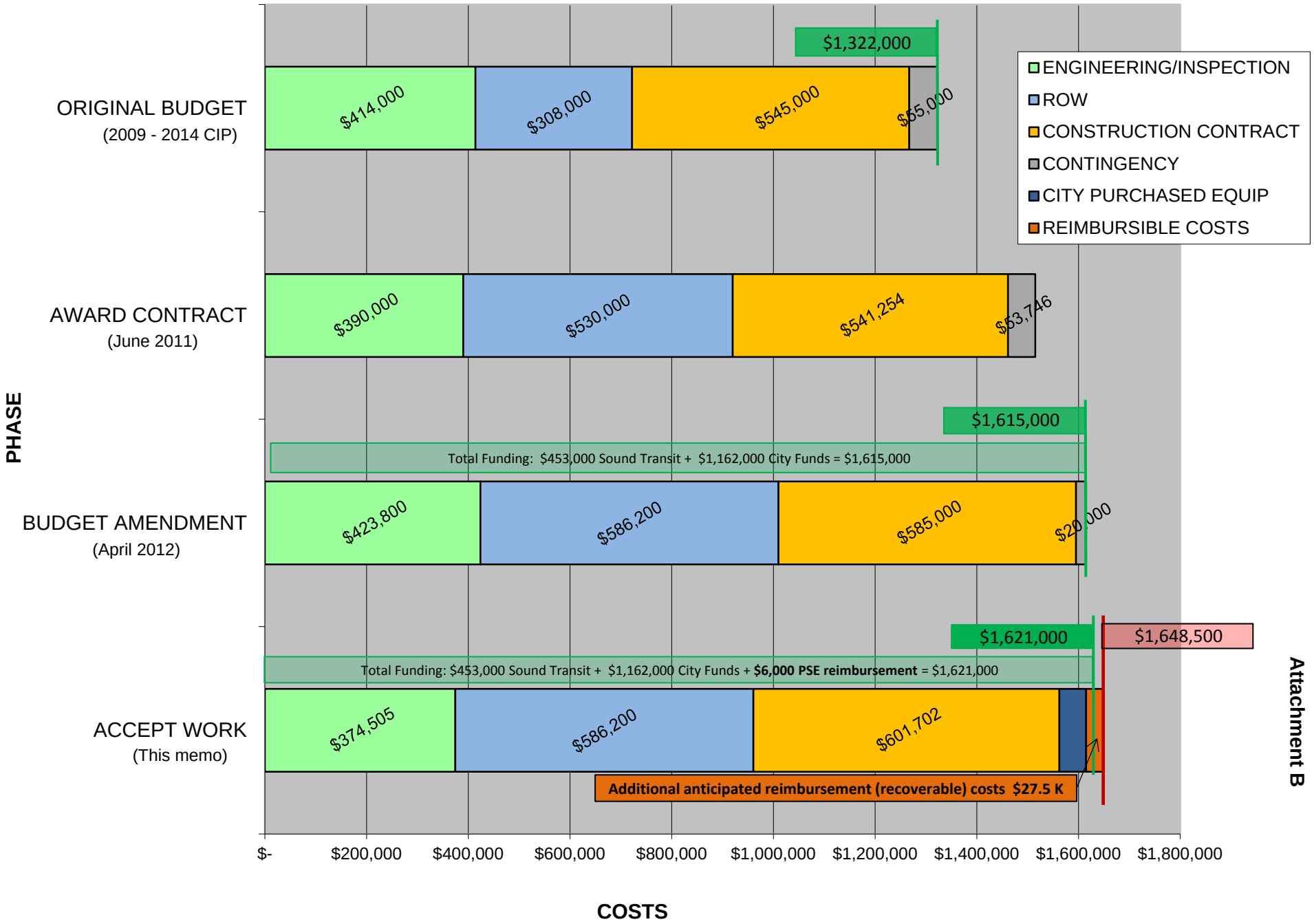
No warranties of any sort, including but not limited to accurac
fitness or merchantability, accompany this product.

NE 68th Street/108th Ave NE Intersection Improvements

PROJECT BUDGET REPORT



Attachment B

FISCAL NOTE

CITY OF KIRKLAND

Source of Request

Ray Steiger, Public Works Director

Description of Request

Request for funding of $28,000 from Street Improvement Reserve for acceptance of work for the NE 68th Street & 108th Avenue NE Intersection Improvements project (CTR 0085).

Legality/City Policy Basis

Fiscal Impact

One-time use of $28,000 from Street Improvement Reserve. This reserve is able to fully fund this request.

Recommended Funding Source(s)

	Description	2012 Est End Balance	Prior Auth. 2011-12 Uses	Prior Auth. 2011-12 Additions	Amount Request	Revised 2012 End Balance	2012 Target
Reserve	Street Improvement Rsv	1,092,258	68,300	0	28,000	995,958	N/A
	2011-12 Prior Authorized Use of Street Improvement Reserve include: 520 Tolling Traffic Counts ($5,000), Crosswalk Upgrade Program ($37,000), and Lakeview Elementary Pedestrian Improvements ($26,300)						
Revenue/Exp Savings							
Other Source							

Other Information

Prepared By	Neil Kruse, Senior Financial Analyst	Date	November 14, 2012

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Director of Finance and Administration

Date: November 8, 2012

Subject: 2013 NORCOM BUDGET APPROVAL

RECOMMENDATION:
Approve Kirkland's share of the 2013 NORCOM budget.

BACKGROUND DISCUSSION:
On July 1, 2009, the North East King County Regional Public Safety Communications Agency (NORCOM) began dispatch operations. The interlocal agreement forming NORCOM calls for each participating agency to approve their portion of NORCOM's budget before it is adopted on December 14, 2012 (ILA Section 12(c)). While technically the City of Kirkland will approve NORCOM's budget as part of the adoption of the 2013-14 budget in December, the approval date may not be in advance of the due date, so we are asking for the 2013 NORCOM budget to be approved by resolution.

Kirkland's share of the 2013 NORCOM costs are summarized in the table below.

	2012	2013
Total Kirkland Share		
Fire	399,888	447,547
Police	1,931,591	1,798,699
Subtotal	2,331,479	2,246,246

Note that the 2012 Police budget reflects a credit of $111,927 that was applied to recognize that one-time costs associated with annexation in 2011 were not incurred. In addition, Kirkland will receive two reimbursement payments of $203,466 (one in 2013 and one in 2014) to reconcile the 2012 overpayment based on the estimated Police calls related to annexation (about 10,500) falling well short of the preliminary estimates (26,000). The 2013 assessment is based on the actual calls related to annexation.

NORCOM adopts its budget annually, so this approval applies to 2013 only. An estimate for 2014 is included in the biennial budget and we will likely bring a similar resolution forward in late 2013 to approve the final 2014 number when it is approved by the Governing Board in 2013.

RESOLUTION R-4942

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING THE CITY OF KIRKLAND'S ALLOCATION FOR THE NORTH EAST KING COUNTY REGIONAL PUBLIC SAFETY COMMUNICATIONS AGENCY (NORCOM) BUDGET.

WHEREAS, the North East King County Regional Public Safety Communications Agency (NORCOM) was formed effective November 1, 2007; and

WHEREAS, NORCOM is in the process of adopting its annual budget for 2013; and

WHEREAS, the NORCOM Interlocal Agreement, to which the City is a party, requires that the City Council approve the City's allocation for NORCOM's budget;

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

Section 1. The City of Kirkland's allocation for the North East King County Regional Public Safety Communications Agency (NORCOM) budget, as proposed to be included in the City of Kirkland 2013 – 2014 Budget, is hereby approved.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this ____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

Council Meeting: 11/20/2012
Agenda: Other Business
Item #: 8. h. (2)

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: Rob Jammerman, Development Engineering Manager
Ray Steiger, P.E., Public Works Director

Date: November 7, 2012

Subject: Amendment to the Woodinville Water District Franchise Agreement

RECOMMENDATION:

It is recommended that City Council approves the attached Ordinance authorizing the amendment of the existing Franchise Agreement with the Woodinville Water District.

BACKGROUND DISCUSSION:

On May 17, 2011, the City Council approved a franchise agreement with the Woodinville Water District (WWD). WWD provides water and sewer service to Kirkland residents in the northeast corner of the City's 2011 annexation area (see Attachment A-Vicinity Map). When staff negotiated the agreement with WWD, the existing Northshore Utility District (NUD) franchise agreement was used as a template to draft the WWD agreement and the two agreements (NUD and WWD) are nearly identical. During a recent review of the agreement by WWD staff, they realized that a key sentence had been inadvertently omitted as the City and WWD staff was finalizing the agreement in April of 2011. The language that was omitted resides in Section 8 of the agreement and is underlined below:

Section 8. Franchise Term. Subject to the provisions of Sections 9and 10 below, this Franchise is and shall remain in full force and effect from its Effective Date as defined in Section 20 herein until December 31, 2018, provided that on January 1, 2019, and on January 1 every five (5) years thereafter, the term shall automatically be extended for an additional five (5) years, unless either WWD or the City gives the other party written notice of non-renewal prior to any such renewal date; *in which case this Franchise shall terminate five (5) years after such renewal date* and provided further, however, WWD shall have no rights under this Franchise unless WWD shall, within fifteen (15) days after…

On November 7th, 2012, the City Council conducted the first reading and held a public hearing for the Woodinville Water District Franchise Agreement amendment. There were no comments received at the public hearing. Council directed staff to bring the Ordinance back for final approval at the November 20th meeting. Staff recommends adoption.

Attachments: Ordinance (including Exhibit 1)
Publication Summary

ORDINANCE O-4382

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO AMENDMENT OF ORDINANCE O-4299 OF THE CITY OF KIRKLAND RELATING TO GRANTING WOODINVILLE WATER DISTRICT, A WASHINGTON MUNICIPAL CORPORATION, THE RIGHT, PRIVILEGE, AUTHORITY AND FRANCHISE TO CONSTRUCT AND MAINTAIN, REPAIR, REPLACE, OPERATE UPON, OVER, UNDER, ALONG AND ACROSS THE FRANCHISE AREA WATER AND SEWER FACILITIES FOR PURPOSES OF ITS WATER AND SEWER UTILITY BUSINESS.

WHEREAS, Woodinville Water District ("WWD" or "District") owns water and sewer facilities ("Facilities") in the City of Kirkland ("City"), and a portion of such Facilities are located within the City right-of-way; and

WHEREAS, RCW 57.08.005(3) and (5) authorize WWD to conduct water and sewage throughout the District and any city and town therein, and construct and lay facilities along and upon public highways, roads and streets within and without the District; and

WHEREAS, RCW 35A.47.040 authorizes the City to grant non-exclusive franchises for the use of the public streets above or below the surface of the ground by publicly owned and operated water and sewer facilities; and

WHEREAS, the City and WWD drafted the "Ordinance of the City of Kirkland Relating to Granting Woodinville Water District, a Washington Municipal Corporation, the Right, Privilege, Authority and Franchise to Construct and Maintain, Repair, Replace, Operate Upon, Over, Under, Along and Across the Franchise Area Water and Sewer Facilities for Purposes of its Water and Sewer Utility Business" ("Franchise Agreement") to allow WWD to operate its facilities within the City right-of-way, which took effect in 2011; and

WHEREAS, language regarding the term of the Franchise Agreement was inadvertently left out of the Franchise Agreement, which requires an amendment as allowed by Section 19 of the Franchise Agreement to restore that missing language.

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

Section 1. The City Manager is hereby authorized and directed to execute on behalf of the City an Amendment of the Franchise Agreement, herein incorporated by reference, substantially similar to the Amendment attached hereto as Exhibit A.

Section 2. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this _____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

Amendment of the 2011 Franchise Agreement Granted to the Woodinville Water District by the City of Kirkland

This Amendment is entered into on this ____ day of _____, 2012, by and between the City of Kirkland ("City") and Woodinville Water District ("WWD") for the purposes of amending the 2011 Ordinance of the City of Kirkland Relating to Granting Woodinville Water District, a Washington Municipal Corporation, the Right, Privilege, Authority and Franchise to Construct and Maintain, Repair, Replace, Operate Upon, Over, Under, Along and Across the Franchise Area Water and Sewer Facilities for Purposes of its Water and Sewer Utility Business ("Franchise Agreement"), herein incorporated by reference.

Whereas, language regarding the term of the Franchise Agreement was inadvertently left out of the Franchise Agreement, which requires an amendment as allowed by Section 19 of the Franchise Agreement to restore that missing language; and

Whereas, pursuant to RCW 35A.47.040, by ordinance the Kirkland City Council authorized the City Manager to amend the Franchise Agreement after two readings of the ordinance on November 7 and at its regular meeting of November 20, 2012,

Now, therefore, the City and WWD hereby agree as follows:

1. The Franchise Agreement is amended to read as follows:

<u>Section 8. Franchise Term</u>. Subject to the provisions of Section 9 and 10 below, this Franchise is and shall remain in full force and effect from its Effective Date as defined in Section 20 herein until December 31, 2018, provided that on January 1, 2019, and on January 1 every five (5) years thereafter, the term shall automatically be extended for an additional five (5) years, unless either WWD or the City gives the other party written notice of non-renewal prior to any such renewal date; in which case this Franchise shall terminate five (5) years after such renewal date and provided further, however, WWD shall have no rights under this Franchise unless WWD shall, within fifteen (15) days after the passage date of the Ordinance referred to in Section 20 herein, file with the City its written acceptance of this Franchise, in a form acceptable to the City Attorney. If the City gives WWD written notice of non-renewal prior to January 1, 2019, and the City, following the termination of this Franchise, assumes pursuant to Chapter 35.13A RCW, or as such statute may be modified or amended, all or any part of the District's Facilities located within the Franchise Area, the City shall pay the District at the time any such assumption is effective, the greater of (1) the District's indebtedness allocated to the District's Facilities assumed by the City pursuant to applicable law, District revenue bond covenants or other contracts related to District capital debt, or (2) the depreciated value of District capital improvements undertaken in the Franchise Area since the Effective Date of this Franchise determined by the total project cost of all District capital improvements undertaken in the Franchise Area since the Effective Date of this Franchise amortized on a straight-line basis over a thirty five (35) year useful life.

2. Except as modified herein, all of the remaining terms and conditions of the Franchise Agreement remain in full force and effect.

CITY OF KIRKLAND

By: _____
Kurt Triplett, City Manager

Approved as to Form:

_____

WOODINVILLE WATER DISTRICT

By: _____
Ken Howe, General Manager

PUBLICATION SUMMARY
OF ORDINANCE O-4382

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO AMENDMENT OF ORDINANCE O-4299 OF THE CITY OF KIRKLAND RELATING TO GRANTING WOODINVILLE WATER DISTRICT, A WASHINGTON MUNICIPAL CORPORATION, THE RIGHT, PRIVILEGE, AUTHORITY AND FRANCHISE TO CONSTRUCT AND MAINTAIN, REPAIR, REPLACE, OPERATE UPON, OVER, UNDER, ALONG AND ACROSS THE FRANCHISE AREA WATER AND SEWER FACILITIES FOR PURPOSES OF ITS WATER AND SEWER UTILITY BUSINESS.

SECTION 1. Authorizes and directs the City Manager to execute on behalf of the City an Amendment of the Franchise Agreement relating to granting Woodinville Water District the right, privilege, authority and franchise to construct and maintain, repair, replace, operate upon, over, under, along and across the franchise area water and sewer facilities for purposes of its water and sewer utility business.

SECTION 2. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2012.

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

_____
City Clerk

Council Meeting: 11/20/2012
Agenda: Other Business
Item #: 8. h. (3)

CITY OF KIRKLAND
City Attorney's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3030
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Oskar Rey, Assistant City Attorney

Date: November 9, 2012

Subject: Resolution Authorizing Use of Surface Water Funds for Cross Kirkland Corridor Acquisition

RECOMMENDATION:

That the City Council adopts the attached Resolution authorizing the use of City surface water funds for acquisition of the Cross Kirkland Corridor.

BACKGROUND DISCUSSION:

On April 14, 2012, the City acquired the Cross Kirkland Corridor ("CKC") from the Port of Seattle for $5,000,000. The City utilized $1,000,000 from the City's Surface Water Utility Fund ("Fund") as a part of the purchase price.

The City's Surface Water Utility received substantial benefits as a result of the acquisition of the CKC. Generally speaking, the CKC divides the City into an upper portion and a lower portion. Prior to acquisition, the City had to obtain permission and pay for the ability to install, maintain and replace surface water facilities on the CKC. In some cases, it was difficult to obtain the necessary permission. Acquisition of the CKC allows the City crews and contractors full access to restore the surface water system and improve conveyance across the CKC.

City staff has calculated that full access to the CKC for the purpose of maintenance and improvement of the City's surface water system is worth significantly more than the $1,000,000 contribution to the purchase price from the Fund. Had the City been required to obtain easement rights for the existing and anticipated surface water facilities in the CKC, City staff estimates that the easement rights would be valued at over $3,000,000. The estimate is based on a conservative valuation of five dollars per square foot for the easement area and a ten foot wide easement for the existing or anticipated surface water facilities.

Since the City owns the CKC, it is not necessary or desirable to encumber the CKC with a utility easement for City surface water facilities. The attached Resolution documents the value of the CKC for surface water purposes and allows the City to account for the use of Surface Water Utility Funds for a portion of the CKC purchase price.

RESOLUTION R-4943

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELATING TO THE CROSS KIRKLAND CORRIDOR AND THE CITY'S STORMWATER UTILITY, AND AUTHORIZING USE OF THE CROSS KIRKLAND CORRIDOR FOR STORMWATER PURPOSES.

WHEREAS, the City acquired 5.75 miles of the former BNSF rail corridor (now known as the "Cross Kirkland Corridor" and referred to herein as "Corridor") from the Port of Seattle in April 2012 for a purchase price of five million dollars ($5,000,000); and

WHEREAS, one million dollars ($1,000,000) of the Corridor purchase price was paid from the City's Surface Water Utility Fund; and

WHEREAS, the Corridor, generally speaking, splits the City into an upper portion and lower portion, and it has been historically difficult for the City to convey surface water from the upper portion to the lower portion; and

WHEREAS, prior to acquisition of the Corridor, the City was unable to utilize the Corridor for surface water infrastructure without obtaining and paying for easements or permits from the former owners of the Corridor; and

WHEREAS, in addition to the many transportation and other public benefits, Corridor ownership will allow the City to utilize the Corridor for public surface water drainage improvements that are not inconsistent with other transportation uses of the Corridor; and

WHEREAS, the City has calculated the value of being able to use the Corridor for storm water conveyance purposes as being in excess of $3,000,000 based on a valuation of five dollars per square foot for existing or anticipated surface water conveyance facilities (assuming a ten foot wide passage for such facilities); and

WHEREAS, the City would like, through this Resolution, to document and memorialize the fact that use of the Corridor for public surface water and drainage improvements is authorized to the extent not inconsistent with other transportation uses of the Corridor.

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

Section 1. The recitals set forth above are hereby adopted as findings of fact.

Section 2. The Council finds that full access to the Corridor for the purpose of maintenance and improvement of the City's surface water system is worth significantly more than the $1,000,000 contribution to the purchase price from the Fund.

Section 3. In recognition of the fact that a portion of the Corridor purchase price was paid with Surface Water Utility funds, the City is authorized and encouraged to utilize the Corridor for public surface water drainage improvements that are not inconsistent with existing easements or other transportation uses of the Corridor.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this ____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

Council Meeting: 11/20/2012
Agenda: Other Business
Item #: 8. h. (4)

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tim Llewellyn, Fleet Supervisor
Donna Burris, Internal Services Manager
Ray Steiger, P.E., Public Works Director

Date: November 8, 2012

Subject: SURPLUS EQUIPMENT RENTAL VEHICLES/EQUIPMENT FOR SALE

RECOMMENDATION:

It is recommended that the City Council approve the surplusing of the Equipment Rental vehicles/equipment identified in this memo.

BACKGROUND DISCUSSION:

The surplusing of vehicles or equipment that has been replaced with new vehicles or equipment, or no longer meet the needs of the City, is consistent with the City's Equipment Rental Replacement Schedule Policy. The following equipment has been replaced by new equipment, and if approved by City Council, will be sold or disposed in accordance with the KMC (Kirkland Municipal Code) Chapter 3.86, The Sale and Disposal of Surplus Personal Property.

Fleet #	Model Year	Make	VIN/Serial Number	License #	Mileage
PU-57	2005	Chevrolet Express Van	1GCFH15T95188448	39477D	179,039
P09-05	2009	Ford Crown Victoria	2FAHP71V49X121703	49173D	91,507
BG-3X	2000	John Deere Field Rake	TC1200A110274	N/A	N/A

PU-57 was retained two years beyond its anticipated useful life of five years. It was originally designated as the utility locator vehicle used by Public Works staff to carry tools and equipment necessary to provide field locations of City owned utilities prior to underground construction activities. It also doubled as the City standby vehicle during non-working hours carrying additional minor equipment, maps, and other critical tools to facilitate rapid and flexible response to the public and City calls for service. In 2010, a new utility locator vehicle was purchased using reserve funds while PU-57 was retained for an additional two years due to its good condition despite its high mileage; PU-57, now specifically used for stand-by activities was replaced earlier this fall.

P09-05 was assigned to Police Patrol for its anticipated 2.5 year life and was extended 1.5 years for service as a Patrol vehicle due to lower than normal mileage and good condition.

BG-03X was assigned to Parks Maintenance. Originally surplused in 2006, it was retained for back-up use by the ball-field crews.

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

Council Meeting: 11/20/2012
Agenda: Other Business
Item #: 8. h. (5)

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 8, 2012

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF NOVEMBER 20, 2012

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 25, 2012, are as follows:

	Project	Process	Estimate/Price	Status
1.	Microsoft Enterprise Agreement Annual Software Licenses Order	Cooperative Purchase	$115,696.04	Purchase made through WA State Dept. of Enterprise Services
2.	2012 Water System Improvements Project	Invitation for Bids	$520,000	To be advertised the week of 11/18 with bids due the week of 12/16.

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

Council Meeting: 11/20/2012
Agenda: Public Hearings
Item #: 9. a. and 9. b.

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

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Director of Finance and Administration
Sri Krishnan, Financial Planning Manager
Karen Terrell, Budget Analyst

Date: November 7, 2012

Subject: **PRELIMINARY 2013 PROPERTY TAX LEVY PUBLIC HEARINGS AND ADOPTION**

RECOMMENDATION:

City Council conducts public hearings and adopts the following ordinances levying property taxes for the year 2013:

1. Ordinance 4385 establishing the preliminary regular levy for the City of Kirkland and the excess levy for the pre-annexation City; and
2. Ordinance 4386 establishing the levy for the area previously served by Fire District 41 to pay debt service for the consolidated fire station.

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). Two separate public hearings are scheduled, the first relating to the City's levy and the second for the Fire District 41's levy. Following the public hearings, the City Council will be asked to establish the City's preliminary property tax levy by adopting Ordinance 4385. The Council will then be asked to support the levy for the annual debt service for the Fire District's outstanding consolidated fire station debt for 2013 by adopting Ordinance 4386.

The attached interim ordinances are required in order to meet the December 3rd 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 by the last week of November. Since the date of the final levy worksheet is unknown, an ordinance needs to be passed that establishes a <u>maximum amount of property taxes the City expects to levy in 2013</u>. We use a maximum amount since the County will allow us to submit a final levy amount that is <u>lower</u> 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 in late November and will be brought forward for adoption at the December 11th City Council meeting.

As in 2011, two separate ordinances are required because with annexation and the consequent assumption of Fire District 41, the City Council serves as the governing body for the District responsible for establishing the annual property tax levy to repay the consolidated fire station debt. The fire station-related levy will only apply to the properties within the area previously served by the District.

It should be noted that the property tax levies need to be established annually even though the Council will be adopting the budget for the 2013-2014 biennium. Accordingly, the attached ordinances establish levies for 2013 only.

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 4385 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 does not apply in the newly annexed areas), which funds debt service on voter-approved bonds.

Regular Levy for City

For 2013, there are three factors impacting the amount of the regular levy – the new construction levy, the optional increase and the voter approved permanent levy lifts.

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 rate[1] ($1.36766 per $1,000 of assessed valuation). The preliminary new construction valuation for the 2013 levy (as of November 5, 2012) is $90,416,436 which translates into a new construction levy of $123,659 ($90,416,436/$1,000 x $1.36766). 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 2013 new construction levy of $123,659 (as of November 5, 2012) is 0.66 percent of the total base regular levy for 2013.

The attached ordinance establishing the City's property tax levy for 2013 includes new construction that is equivalent to 1.85 percent of the total 2012 regular levy or $370,977, which is set artificially high 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 later this month. Once the final levy worksheet is received, staff will adjust the 2013 property tax levy accordingly and submit a final ordinance for Council approval on December 11, 2012.

Optional Levy Increase

The 2013-2014 Budget assumes the optional increase of one percent in 2013, so the 2013 preliminary levy includes the one percent increase. Each one percent increase in the regular levy equates to about $188,500 in new revenue to the General Fund and about $12,100 in new revenue to the Parks Maintenance Fund, for a total of about $200,600.

Voter Approved Permanent Levy Lift: Proposition - 1 and Proposition - 2

On November 6, 2012, Kirkland voters approved both propositions on the ballot, thereby, increasing annual funding for City streets and parks by adding a total of $0.364 per $1,000 of assessed valuation to the City's 2013 regular levy rate. The specific rates and potential levy amounts for both propositions are summarized below:

[1] Levy rate per the Preliminary Levy Limit Worksheet from the King County Assessor's Office dated, November 5, 2012.

- **Proposition 1: Levy for City Street Maintenance and Pedestrian Safety** – This levy lift will fund arterial and neighborhood street re-pavement and repair, fund sidewalks around schools, enhance crosswalks, and allow for traffic safety measures in neighborhoods with an ongoing property tax levy of $0.204 per $1,000 of assessed valuation. Based on the preliminary assessed valuation as of November 5, 2012, and applying an artificially higher new construction assessed valuation for reasons explained earlier, the estimated 2013 levy for City Street Maintenance and Pedestrian Safety is $2,943,085 for 2013.

- **Proposition 2: Levy for City Parks Maintenance, Restoration, and Enhancement** – This levy lift will fund preservation, maintenance, and enhancement to Kirkland's parks and natural areas with an ongoing property tax levy of $0.16 per $1,000 of assessed valuation. Based on the preliminary assessed valuation as of November 5, 2012, and applying an artificially higher new construction assessed valuation for reasons explained earlier, the estimated 2013 levy for City Parks Maintenance, Restoration, and Enhancement is $2,308,302 for 2013.

The budgeted levy amounts for both propositions were based on the City's 2011 assessed valuation from the King County Assessor that was used for the 2012 tax roll. For purposes of estimating the potential 2013 levy from the propositions, no change in assessed valuation (AV) was assumed because the King County Assessor's Office had indicated that overall AV in King County would increase slightly, with rural AV declining and urban AV increasing. The preliminary data from the Assessor indicates a 2.9 percent decrease in Kirkland's assessed valuation resulting in estimated revenues that are lower than budgeted. The actual levy amounts could be different from the estimated amounts presented here.

In the case of these two propositions, the King County Assessor's Office will be determining the actual 2013 levy amount based on the levy rates approved by voters on November 6, 2012 and the final assessed valuation for the City when the tax roll is certified early next year. Posing the levy proposition question as a rate rather than a fixed dollar amount provided the City with the ability to realize revenue growth from new construction assessed value in the future, but made the total dollars in the first year variable based on changes in AV. Staff will bring forward for Council action any necessary budget adjustments related to the activities funded by the two propositions based on the Assessor's final levy amounts during the first quarter of 2013.

Excess Levy for City

The total excess levy for the City, which relates to voted debt, is decreasing from $924,325 in 2012 to $732,055 in 2013 based on the payment schedule for the outstanding voted debt. 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 $0.07210.

Trends in Assessed Valuation

Assessed valuation is composed of new construction and revaluation of existing properties. Preliminary figures from King County dated, November 5, 2012, indicate that compared to 2011, total assessed valuation decreased by 2.14 percent and 4.76 percent for the pre-annexation City and the annexation area respectively. These decreases in assessed valuation are difficult to identify when assessed valuation is viewed in the aggregate, including changes due to annexation, new construction, and corrections and revaluations.

For the City as a whole, the 2.9 percent ($426,004,358) decrease in total assessed valuation is comprised of a 0.62 percent increase due to new construction ($90,416,436) and a 3.52 percent decrease due to revaluations ($516,420,794). For estimating purposes, in the preliminary levy only, new construction valuation is shown at triple the November 5, 2012 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 2012 State utility assessed valuation, which has not been finalized yet.

The change in valuation does not cause revenue loss or 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.

Based on the preliminary levy worksheet, an intentionally high estimate for new construction ($370,977) and the 1 percent optional increase, the regular levy tax rate for the City would increase from $1.36766 per $1,000 of assessed valuation in 2012 to $1.80551 in 2013. The rate per $1,000 increases because the total assessed valuation (AV) for the City has decreased by 2.9 percent over the same period and the voters increased the levy rate by approving Propositions 1 and 2. This rate applies to all parcels in Kirkland.

The excess levy rate, which applies to properties within the pre-annexation City boundaries, is decreasing from $0.08976 to $0.07210 based on the annual debt payment and decrease in assessed valuation in the pre-annexation portion of the City.

2. CONSOLIDATED FIRE STATION 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 for the consolidated fire station 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 on the consolidated fire station. For 2013, 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 ÷ 98 percent) to pay debt service in 2013. This levy approved by Ordinance 4386 establishes a levy of $480,176 for the area previously served by Fire District 41 to pay debt service for the consolidated fire station. This translates to a rate per $1,000 assessed value of $0.14580 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 2013 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.

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. Tax payers within the City's current boundaries will 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 11th):

1. Property owners within the existing (pre-annexation) City will pay the regular levy rate of $1.80551 and the excess levy of $0.07210 for a total of $1.87761;
2. Property owners within the annexation area previously served by Fire District 41 will pay the regular levy rate of $1.80551 and the excess levy of $0.14580 to repay the District debt for a total of $1.95131; 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 $1.80551 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 2013). A final levy will be prepared for Council approval at the December 11th regular meeting.

Preliminary Levy Recap:

Base General Levy (2013)	$	18,852,968
1% Optional Increase (General Levy)		188,530
Base Parks Maintenance Levy (2013)		1,210,092
1% Optional Increase (Parks Maint. Levy)		12,101
New Construction*		370,977
Other Adjustments^		19,186
Subtotal	$	20,653,854
Estimated Prop. 1 - 2012 Road Levy		2,943,085
Estimated Prop. 2 - 2012 Parks Levy		2,308,302
Total Regular and Parks Maint. Levy		25,905,240
Excess Levy (for voted debt)		732,055
Total 2013 Preliminary Levy	**$**	**26,637,295**
Separate Fire District 41 Debt Service Levy	$	480,176

* New construction levy is estimated at 1.85 percent over the current levy 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 20th is required in order to meet the King County deadline of December 3rd 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. The final levy will be brought forward for Council action at the December 11th meeting.

Attachments

ORDINANCE O-4385

AN ORDINANCE OF THE CITY OF KIRKLAND ESTABLISHING THE AMOUNT OF PROPERTY TAXES TO BE LEVIED FOR THE YEAR 2013, THE FIRST YEAR OF THE CITY OF KIRKLAND'S 2013-2014 FISCAL BIENNIUM.

WHEREAS, the City Council previously held a public hearing on September 18, 2012, to consider revenue sources for the 2013-2014 Biennial Budget; and

WHEREAS, the City Council and the City Manager have considered the anticipated financial requirements of the City of Kirkland for the fiscal year 2013; and

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

WHEREAS, RCW 84.55.120 requires that the increase in the levy over the prior year shall be stated both as to dollars and percentage;

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

Section 1. Voters within the City of Kirkland, Washington, approved Proposition 1 – Levy for City Street Maintenance and Pedestrian Safety on November 6, 2012, an ongoing property tax levy of 20.4 cents per $1,000 of assessed value.

Section 2. Voters within the City of Kirkland, Washington, approved Proposition 2 – Levy for City Parks Maintenance, Restoration, and Enhancement on November 6, 2012, an ongoing property tax levy lift of 16 cents per $1,000 of assessed value.

Section 3. The regular property tax levy for the year 2013 is hereby fixed and established in the amount of $25,905,240. This property tax levy represents a dollar increase of $5,842,180 and a percentage increase of 29.12% from the previous year, including the increase resulting from the addition of new construction, improvements to property, any increase in state-assessed property, increase from the voter approval of Propositions 1 and 2 on November 6, 2012, and administrative refunds as shown below:

	Amount	**% Increase (Decrease)**
2013 Regular Property Tax Levy	20,063,060	
Less: Prior Year Refund	0	
Plus: New Construction Levy	370,977	1.85%
Plus: Annexation Levy	0	0.00%
Plus: Refund Levy	70,010	0.35%
Plus: Property Tax Increase	200,631	1.00%
Less: Levy Corrections by King County	(50,824)	-0.25%
Subtotal	20,653,854	2.94%
Plus: Estimated Prop. 1 Levy for City Streets	2,943,085	14.67%
Plus: Estimated Prop. 2 Levy for Parks Maintenance	2,308,302	11.51%
2013 Preliminary Regular Levy	**25,905,240**	**29.12%**

Section 4. There is hereby levied for 2013 upon all property, both real and personal, within the City of Kirkland, Washington, and within the area subject to tax levies for the principal and interest of all general obligation bond issues, a total voted property tax of $732,055 on the total of assessed valuation for such property.

Section 5. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this _____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

ORDINANCE O-4386

AN ORDINANCE OF THE CITY OF KIRKLAND ESTABLISHING THE AMOUNT OF PROPERTY TAXES TO BE LEVIED FOR THE YEAR 2013, 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.

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

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

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

WHEREAS, the outstanding indebtedness obligation of the taxable property annexed is $4,000,000; and

WHEREAS, the City Council and the City Manager have considered the anticipated financial requirements of the City of Kirkland for the payment of the debt service for the fiscal year 2013; and

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

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

Section 1. The Fire District 41 debt service property tax levy for the year 2013 is hereby fixed and established in the amount of $480,176.

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

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012

Signed in authentication thereof this _____ day of _____, 2012.

_____
MAYOR

Attest:

_____

City Clerk

Approved as to Form:

_____

City Attorney

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

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: November 8, 2012

Subject: PUBLIC HEARING ON PRELIMINARY 2013-2014 BUDGET

RECOMMENDATION:

City Council holds a public hearing on the Preliminary 2013-2014 Budget.

BACKGROUND DISCUSSION:

The purpose of this public hearing is to solicit public comment on the Preliminary 2013-2014 Budget as submitted by the City Manager and available to the public on October 16, 2012. The budget document is available at: http://www.kirklandwa.gov/depart/Finance_and_Administration/Budget/Budget_Documents.htm.

A public hearing on anticipated revenue sources was held on September 18, 2012. RCW 35A.33 requires that a public hearing on the upcoming budget period be held on or before the first Monday in December. A public hearing on the Preliminary 2013-2014 Budget was held on November 7, 2012.

Study sessions were held on October 25th and November 7th. At the study session on November 7th, Council discussed the options to fund Human Services at the Option #2 level, the Time Bank, and CERT classes on a one-time basis in 2013-2014. The one-time needs identified amount to $50,814 per year as shown in the table on the following page. The Council discussed the option of using the Council Contingency as a potential source of funding along with reducing the proposed level of funding for ARCH. The table also summarizes the potential funding options.

Another potential funding source identified is the one-time sales tax revenue resulting from receipts in excess of budgeted levels in October 2012. The option below assumes that these funds are used to replenish reserves.

	Annual Amount	Biennial Amount
Uses:		
Human Services at Option # 2 Level	44,814	89,628
Time Bank	1,000	2,000
CERT	5,000	10,000
Total Uses	**50,814**	**101,628**
Funding Sources:		
Reduction in ARCH Funding	15,000	30,000
Council Contingency	35,814	71,628
Funding Needed	**-**	**-**
Reserve Replenishment with Sales Tax Revenue	157,000	157,000

The Council's direction on the funding of these one-time needs in 2013-2014 will be incorporated in the budget ordinance brought forward for Council action on December 11th.

At the beginning of the public hearing on November 20th, staff will provide a summary of the Council's discussion to date on the Preliminary 2013-2014 Budget.

Council Meeting: 11/20/2012
Agenda: Unfinished Business
Item #: 10. a.

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Director of Finance and Administration
Sri Krishnan, Financial Planning Manager
Neil Kruse, Senior Financial Analyst

Date: November 8, 2012

Subject: 2013 to 2018 Capital Improvement Program

RECOMMENDATION:

City Council continues discussion and provides direction for finalizing the 2013-2018 Capital Improvement Program (CIP), which is scheduled to be adopted with the 2013-2014 Budget at the December 11th City Council meeting.

BACKGROUND:

The Council was presented with the Preliminary 2013-2018 CIP at the June 5, 2012 study session and held a public hearing on September 18, 2012. Proposed amendments to the Preliminary 2013-2018 CIP were discussed and the Council expressed a desire to see a project studying the 100th Ave NE Roadway corridor in the North Juanita neighborhood with the possibility of developing regional partnerships. As a result, 100th Avenue NE Corridor Study (ST 0083) is being added in 2013 at a cost of $50,000 with the intent to develop a grant application-ready plan for the corridor by 2014.

In addition to the changes identified at the September 18th meeting, staff is recommending the following revisions to the Preliminary 2013-2018 CIP:

Revisions to Funded Transportation Projects

- Two projects moved from unfunded to funded due to grant awards:
  - **Kirkland Intelligent Transportation System (ITS) Phase II-C** (TR 0111 003) — Received a Congestion Mitigation and Air Quality (CMAQ) grant award of $2,201,141. Total project cost remains at $2,911,000. This project upgrades 15 intersections in the Totem Lake area that were previously in the King County network and will integrate them into Kirkland's Phase I ITS project, which is currently in design and is expected to start phased-in operations beginning the third quarter of 2013, finishing in 2014.
  - **Park Lane Pedestrian Corridor Enhancements Phase II** (NM 0064 001) – Awarded a Department of Ecology Grant of $739,000 and is also in contention for a State Pedestrian and Bike Safety Grant Program; decision to be announced on December 15th. Project total cost changed from $1,300,000 to $2,238,900 consistent with project scope in the grant applications.
- **Street Maintenance & Pedestrian Safety** (ST 0006 003) – Project funded by the levy was reduced from $18,000,000 to $15,345,000. This is an accounting housekeeping item, reflecting the allocation of a portion of street maintenance costs that will occur in the Street Operating fund rather than the Capital Improvement Project fund. The overall funding for maintenance and pedestrian safety efforts funded by the levy is approximately $3 million per year.

- **Annual Non-Motorized Program** (NM 8888) – Project total changed from $3,206,300 to $2,899,800 reflecting adjustments made to provide matching City funding for the two grant-funded projects mentioned earlier (TR 0111 003 and NM 0064 001).
- **Cross Kirkland Corridor Trail (Interim)** (CNM 0024 000) – Staff is proposing paying back the interfund loan in 2012 rather than at the end of 2014 as currently budgeted in the 2013-2014 Budget.

  Funding sources for repayment were reviewed and approved by the Council previously and include:
  - Repurposing of $1.54 million from previously funded Park Projects as follows:
    - Forbes Lake Park Development (PK 0056) – $200,000
    - South Juanita Park Site Development (PK 0083) – $212,349
    - Waverly Beach Park Renovation (PK 0087) – $505,000
    - Skate Board Park (PK 0111) – $200,000
    - Spinney Homestead Park Renovation (PK 0113) – $350,000
    - Community Recreation Facility Planning (PK 0122) – $71,980
  - Repurposing Transportation project funding for $1 million using $250,000 per year of the Annual Non-Motorized project (NM 8888) funding for 4 years (leaving approximately $250,000 per year for other non-motorized needs). This funding is from current year REET 2 revenue.
  - Use of $1.5 million in REET 2 reserves (primarily used for transportation projects), which may impact the availability of grant match funding for a period of time if balances fall below target, although revenues in 2011-2012 have exceeded expectations.

- **NE 120th Street Roadway Extension** (ST 0057 001) – Total project cost changed from $6.6 million to $7.36 million due to revised right of way acquisition, engineering costs and surface water components; cost increase primarily funded by the Surface Water Utility. The storm water elements will improve the water quality and meter the flow of water into Totem Lake during storm events, which will help reduce flooding in the area. Timing of external revenue moved from 2012 to 2013.
- **Juanita Drive Corridor Study** (ST 0082) – Project name changed from Juanita Drive Master Plan to avoid confusion with comprehensive master plan studies.

Adjustments to Unfunded Transportation Projects

In addition to the two projects moved to funded from unfunded status mentioned previously, the following changes were made to unfunded transportation projects:

- **100th Avenue NE Roadway Improvements** (ST 0083 101) – Project number changed from ST 0083 to reflect project phasing as a result of the funded corridor study project and project cost changed from $10 million to $9.5 million.
- **NE 112th Street Sidewalk** (NM 0053) **–** An overall project cost increase from $422,000 to $424,000 due to an updated cost estimate in association with a 2012 grant application; project remains unfunded pending outcome of the grant application.
- **NE 145th Street Pedestrian Bridge** (NM 0080) – New project for $4.5 million added that was originally planned by King County Department of Transportation prior to annexation. Project connects North Juanita and Kingsgate/Evergreen Hills neighborhoods across I-405, including access to Windsor Vista and Kingsgate parks. Placing the project in the CIP makes it eligible for grants.

Adjustments to Funded Utility Projects

- **7th/8th Avenue West Alley Sewermain Replacement** (SS 0081) – New project added in 2013 to correct a recently identified system deficiency ($354,000).
- **Park Lane Watermain Replacement** (WA 0148) – New project added in 2013-2014 to coordinate with the Park Lane pedestrian improvement transportation project ($297,000).

- **NE 80th Street Watermain Replacement Phase II** (WA 0116) – Timing modification in 2013-2014 to better reflect timing of Public Works Trust Fund loan scheduling with no change in total project costs.
- **Annual Watermain Replacement Program** (WA 8888) – Reduction of $1,000 to balance total project funding.

Adjustments to Funded Park Projects

- **Juanita Beach Bathhouse Replacement & Shelter** (PK 0119 100) – Changed name from Juanita Beach Bathhouse Replacement to better reflect scope of project.

Adjustments to Funded Public Safety and General Government Projects

- The implementation of sinking fund with the adoption of the 2013-2014 budget for public safety equipment and technology infrastructure resulted in the following changes to the respective projects:
    - **Fire Self Contained Breathing Apparatus-SCBA** (PS 0071) – Project timing moved from 2013 and 2014 to 2013 and project cost changed from $765,600 to $741,600 reflecting assumed lower cost by purchasing all of the equipment in 2013.
    - **Fire Portable Radios** (PS 0075) – Project added for planned replacement of radios in 2017 ($347,000).
    - **Fire Personal Protective Equipment** (PS 0076) – Project added for planned replacement of personal protective equipment in 2014 ($518,200).
    - **Police Equipment Replacement** (PS 1000) – Project added for planned annual replacement of various police equipment, including protective equipment, weapons, radar, and breathalyzers ($661,100) over the six year period.
    - **Network Storage** (IT 0120) – Life cycle funding allowed full funding of network storage replacement needs; $760,000 moved from unfunded. Total project cost increased from $868,900 to $1,628,900 over the six year period.
    - **Copier Replacements** (IT 0500) – Planned replacements of network copiers/printers ($104,000) in 2015 and 2017. (Planned replacements of copiers in 2013-2014 were included as a service package in the operating budget.)
- **Fire Dive Rescue Equipment** (PS 0067) – Project moved from 2013 to 2014 with no change in cost.
- **City Hall Expansion** (GG 0035) – Timing of project cost was revised to reflect planning costs of $166,500 occurring in 2012; total project cost remains at $10 million.

The table below summarizes the proposed changes to the Preliminary 2013-2018 CIP:

	6-Year Funded CIP	Unfunded CIP	Total CIP
Preliminary 2013-2018 CIP	**127,899,200**	**435,772,600**	**563,671,800**
Changes Identified at September 18th Council Meeting			-
Public Safety Projects	(256,800)		(256,800)
Facilities Projects	123,000		123,000
Transportation Projects	16,127,200	14,334,000	30,461,200
Park Projects	7,000,000	(7,000,000)	-
Utility Projects	409,400	(1,138,000)	(728,600)
Surface Water Projects	1,356,100	10,500,000	11,856,100
Subsequent Changes			-
Fire Self Contained Breathing Apparatus	(24,000)		(24,000)
Fire Portable Radios	347,000	(340,000)	7,000
Fire Personal Protective Equipment	518,200		518,200
Police Equipment Replacements	661,100		661,100
Network Storage	760,000	(760,000)	-
Copier Replacements	104,000		104,000
City Hall Expansion	(166,500)		(166,500)
Street Maintenance & Pedestrian Safety Projects (Road Levy)	(2,655,000)		(2,655,000)
NE 120th Street Roadway Extension (East Section)	740,800		740,800
100th Ave NE Corridor Study	50,000		50,000
Park Lane Pedestrian Corridor Enhancements Phase II	2,238,900	(1,300,000)	938,900
Annual Non-motorized Program	(306,500)	306,500	-
100th Ave NE Roadway Improvements		(500,000)	(500,000)
NE 112th Street Sidewalk		2,000	2,000
Kirkland ITS Implementation Phase IIC	2,911,000	(2,911,000)	-
NE 145th Street Pedestrian Bridge		4,500,000	4,500,000
Park Lane Watermain Replacement	297,000		297,000
Annual Water Programs	(1,000)	1,000	-
7th Ave/ 8th Ave West Sewermain Replacement	354,000		354,000
Subtotal Changes to Preliminary 2013-2018 CIP	**30,587,900**	**15,694,500**	**46,282,400**
Final 2013-2018 CIP	**158,487,100**	**451,467,100**	**609,954,200**

The overall funded CIP total is $158,487,100 for the six-year period. A summary of the proposed CIP is included as Attachment A. Unless otherwise directed, this reflects the Final 2013-2018 CIP that will be brought forward at the December 11th City Council meeting for adoption.

2013-2018 Revised Preliminary Capital Improvement Program

Summary of Total Identified Needs

	6-year Funded CIP	Unfunded CIP	Total CIP
Transportation	53,873,100	266,855,900	320,729,000
Parks	12,245,000	95,964,300	108,209,300
Public Safety	2,322,900	119,100	2,442,000
General Government			
Technology	5,804,700	1,120,700	6,925,400
Facilities	43,771,000		43,771,000
Subtotal	**118,016,700**	**364,060,000**	**482,076,700**
Surface Water Mgmt	13,502,400	16,080,100	29,582,500
Water/Sewer	26,968,000	71,327,000	98,295,000
Utilities Subtotal	**40,470,400**	**87,407,100**	**127,877,500**
Grand Total	**158,487,100**	**451,467,100**	**609,954,200**

ATTACHMENT A

City of Kirkland
2013-2018 Revised Preliminary Capital Improvement Program

TRANSPORTATION PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2013	2014	2015	2016	2017	2018	2013-2018 Total	Funding Sources: Current Revenue	Reserve	Debt	External Source
ST0006*	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	10,500,000			
ST 0006 002*	Annual Street Preservation Program-One-time Project			1,122,000			-		1,122,000	-			1,122,000
ST00006 003	***Street Maintenance & Pedestrian Safety***		***2,345,000***	***2,600,000***	***2,600,000***	***2,600,000***	***2,600,000***	***2,600,000***	***15,345,000***	***15,345,000***			
ST 0057 001*	NE 120th Street Roadway Extension (East Section)	3,762,000	3,595,000						3,595,000	715,500	77,500		2,802,000
ST 0080*	Annual Striping Program		300,000	350,000	350,000	350,000	350,000	350,000	2,050,000	2,050,000			
ST 0082	***Juanita Drive Corridor Study***		***200,000***	***80,000***					***280,000***	280,000			
ST 0083	***100th Ave NE Corridor Study***		***50,000***						***50,000***		***50,000***		
ST 8888*	Annual Concurrency Street Improvements				482,400	480,000	215,000	852,500	2,029,900	1,823,400	206,500		
ST 9999*	Regional Inter-Agency Coordination		82,000	82,000	82,000	82,000	82,000	82,000	492,000	492,000			
NM 0012	Crosswalk Upgrade Program		70,000		70,000		70,000		210,000	210,000			
NM 0024 000+	Cross Kirkland Corridor Trail (Interim)	203,000	2,158,000	1,239,000					3,397,000	29,000	327,000		3,041,000
NM 0024 101+	***Cross Kirkland Corridor Master Plan***		***500,000***						***500,000***	***500,000***			
NM 0057	Annual Sidewalk Maintenance Program		200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	900,000	300,000		
NM 0064 001+	Park Lane Pedestrian Corridor Enhancements Phase II		350,000	1,888,900					2,238,900	319,900			1,919,000
NM 0073	***JFK Non-Motorized Program***		***75,000***	***75,000***					150,000	30,000	***120,000***		
NM 8888*	Annual Non-Motorized Program				208,300	605,000	1,043,000	1,043,500	2,899,800	1,660,000	1,239,800		
TR 0083+	100th Ave NE/NE 132nd Street Intersection Improvements		350,000	350,000	2,501,000				3,201,000	700,000			2,501,000
TR 0111 003	***Kirkland ITS Implementation Phase IIC***		***576,000***	***2,205,900***	***129,100***				***2,911,000***	***305,400***	***404,500***		***2,201,100***
TR 0113+	Citywide Safety & Traffic Flow Improvements		302,200						302,200		2,200		300,000
TR 8888*	Annual Concurrency Traffic Improvements				475,000	543,000	381,300		1,399,300	1,169,300	230,000		
Total Funded Transportation Projects		**3,965,000**	**12,903,200**	**11,942,800**	**8,847,800**	**6,610,000**	**6,691,300**	**6,878,000**	**53,873,100**	**37,029,500**	**2,957,500**	**0**	**13,886,100**

Other Funding Sources Used

Project Number	Project Title	Budget	Actual	Balance
ST 0057 001*	NE 120th Street Roadway Extension (East Section)	3,762,000	352,902	3,409,098
Total Prior Year(s) Funding (Budget to Actuals):		**3,762,000**	**352,902**	**3,409,098**

Notes
* = Modification in timing and/or cost (see Project Modification Schedule for greater detail)
+ = Moved from unfunded status to funded status
" = Moved from funded status to unfunded status
^ = Annual Program Project Candidates
Shaded year(s) = Previous timing
Bold italics = New projects

City of Kirkland
2013-2018 Revised Preliminary Capital Improvement Program

TRANSPORTATION PROJECTS

Unfunded Projects:

Project Number	Project Title	Total
ST 0055	98th Avenue NE Bridge Replacement	10,196,000
ST 0056	132nd Avenue NE Roadway Improvements	25,170,000
ST 0059^	124th Ave NE Roadway Improvements (North Section)	10,000,000
ST 0060	118th Avenue NE Roadway Extension	6,440,000
ST 0061	119th Avenue NE Roadway Extension	5,640,000
ST 0062	NE 130th Street Roadway Extension	10,000,000
ST 0063^	120th Avenue NE Roadway Improvements	8,988,500
ST 0064	124th Ave NE Roadway Widening Imprv (So. Sect'n)	30,349,000
ST 0070	120th Ave NE/Totem Lake Plaza Roadway Imprvmnts	3,000,000
ST 0072	NE 120th St Roadway Improvements (West Section)	5,870,000
ST 0073	120th Avenue NE Roadway Extension	16,392,000
ST 0077	NE 132nd St Rdwy Imprv.-Phase I (West Section)	1,348,000
ST 0078	NE 132nd St Rdwy Imprv-Phase II (Mid Section)	316,000
ST 0079	NE 132nd St Rdwy Imprv-Phase III (East Section)	1,119,000
ST 0081	Totem Lake Area Development Opportunity Program	500,000
ST 0083 101	***100th Ave NE Roadway Improvements***	***9,500,000***
NM 0001	116th Ave NE (So. Sect.) Non-Motorz'd Facil-Phase II	3,378,000
NM 0007	NE 52nd Street Sidewalk	1,068,600
NM 0026	NE 90th Street Sidewalk (Phase II)	2,584,200
NM 0030	NE 90th Street/I-405 Pedestrian/Bicycle Overpass	3,740,700
NM 0031	Crestwoods Park/BNSFR Ped/Bike Facility	2,505,000
NM 0032^	93rd Avenue Sidewalk	1,047,900
NM 0036^	NE 100th Street Bikelane	1,644,300
NM 0037	130th Avenue NE Sidewalk	833,600
NM 0041	Forbes Valley Pedestrian Facility	1,996,600
NM 0043^	NE 126th St Nonmotorized Facilities	4,277,200
NM 0045	NE 95th Street Sidewalk (Highlands)	571,500
NM 0046^	18th Avenue SW Sidewalk	2,255,000
NM 0047	116th Avenue NE Sidewalk (South Rose Hill)	422,100
NM 0048	NE 60th Street Sidewalk	4,979,800
NM 0049^	112th Ave NE Sidewalk	527,600
NM 0050^	NE 80th Street Sidewalk	859,700
NM 0053^*	NE 112th Street Sidewalk	424,000
NM 0054	13th Avenue Sidewalk	446,700
NM 0055^	122nd Ave NE Sidewalk	866,700
NM 0056	NE 90th Street Sidewalk (Phase I)	1,165,700
NM 0058	111th Avenue Non-Motorized/Emergency Access Connection	2,000,000
NM 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
NM 0072	NE 132nd Street Sidewalk at Finn Hill Middle School	693,000
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	***NE 145th St Pedestrian Street Bridge***	***4,500,000***
Subtotal Unfunded ST and NM Projects		***198,410,300***

Project Number	Project Title	Total
TR 0056#	NE 85th Street HOV Queue Bypass	841,000
TR 0057	NE 124th Street HOV Queue Bypass	1,722,000
TR 0065#	6th Street/Kirkland Way Traffic Signal	564,000
TR 0067	Kirkland Way/BNSFR Abutment/Intersection Imprv	6,917,000
TR 0068	Lake Washington Boulevard HOV Queue Bypass	6,580,000
TR 0072	NE 116th Street Eastbound HOV Queue Bypass	7,337,000
TR 0073	NE 70th Street Eastbound HOV Queue Bypass	1,702,000
TR 0074	NE 85th Street Westbound HOV Queue Bypass	1,775,000
TR 0075	NE 124th Street Westbound HOV Queue Bypass	1,275,000
TR 0082#	Central Way/Park Place Center Traffic Signal	200,000
TR 0084	100th Ave NE/NE 124th St Intersection Improvements	2,230,000
TR 0086^	NE 70th St/132nd Ave NE Intersection Improvements	4,590,600
TR 0088^	NE 85th St/120th Ave NE Intersection Improvements	5,272,300
TR 0089	NE 85th St/132nd Ave NE Intersection Imp (Phase II)	1,825,700
TR 0090#	Lake Washington Blvd/NE 38th Place Intersection Imp	500,000
TR 0091^	NE 124th St/124th Ave NE Intersection Improvements	3,503,300
TR 0092	NE 116th St/124th Ave NE N-bound Dual Lft Turn Lanes	1,717,000
TR 0093	NE 132nd St/Juanita H.S. Access Rd Intersect'n Imp	916,000
TR 0094	NE 132nd St/108th Avenue NE Intersect'n Imp	618,000
TR 0095	NE 132nd St/Fire Stn Access Dr Intersect'n Imp	366,000
TR 0096#	NE 132nd St/124th Ave NE Intersect'n Imp	5,713,000
TR 0097	NE 132nd St/132nd Ave NE Intersect'n Imp	889,000
TR 0098#	NE 132nd St/ 116th Way NE (I-405) Intersect'n Imp	300,000
TR 0099	120th Ave/Totem Lake Way Intersection Improvements	2,845,500
TR 0100 100	***6th Street & Central Way Intersection Imprvmnts Phase 2***	***1,866,800***
TR 0103#	Central Way/4th Street Intersection Improvements	31,000
TR 0104#	6th Street/4th Ave Intersection Improvements	580,000
TR 0105#	Central Way/5th Street Intersection Improvements	564,000
TR 0106#	6th Street/7th Avenue Intersection Improvements	89,400
TR 0107#	Market Street/15th Avenue Intersection Improvements	564,000
TR 0108#	NE 85th Street/124th Ave NE Intersection Improvements	889,000
TR 0109#	Totem Lake Plaza/Totem Lake Blvd Intersection Imprv.	1,500,000
TR 0110#	Totem Lake Plaza/120th Ave NE Intersection Imprv.	1,500,000
TR 0111 001	Kirkland ITS Implementation Phase II	4,100,000
TR 0111 002	***Kirkland ITS Implementation Phase IIB***	***2,644,000***
TR 0114	***Slater Avenue NE Traffic Calming - Phase I***	***247,000***
Subtotal Unfunded TR Projects		**74,774,600**

Total Unfunded Transportation (ST, NM, and TR) Projects	**273,184,900**
Funding Available from Annual Programs for Candidate Projects	***6,329,000***
Net Unfunded Transportation Projects	**266,855,900**

* = Modification in timing and/or cost (see Project Modification Schedule for greater detail)
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" = Moved from funded status to unfunded status
^ = Annual Program Project Candidates
Shaded year(s) = Previous timing
Bold italics = New projects
\# = Projects to be funded with development-related revenues

City of Kirkland
2013-2018 Revised Preliminary Capital Improvement Program

SURFACE WATER MANAGEMENT UTILITY PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2013	2014	2015	2016	2017	2018	2013-2018 Total	Funding Source: Current Revenue	Reserve	Debt	External Source
SD 0047	Annual Replacement of Aging/Failing Infrastructure		200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	1,200,000			
SD 0048	Cochran Springs / Lake Washington Blvd Crossing Enh.	180,000		340,000	667,100	450,000			1,457,100	1,457,100			
SD 0051*	Forbes Creek/KC Metro Access Road Culvert Enh.	232,200					688,000	370,700	1,058,700	1,058,700			
SD 0053*	Forbes Creek/Coors Pond Channel Grade Controls	260,200						164,700	164,700	164,700			
SD 0058*	Surface Water Sediment Pond Reclamation Phase II	115,400			497,600	238,000			735,600	735,600			
SD 0059*	Totem Lake Boulevard Flood Control Measures	585,400	302,800	1,048,000					1,350,800	1,014,800			336,000
SD 0067*	NE 129th Place/Juanita Creek Rockery Repair	115,500			223,300				223,300	223,300			
SD 0075~	***Totem Lake Twin 42 Inch Culvert Replacement***	***922,000***	***4,347,000***						4,347,000	1,253,200	3,093,800		
SD 0076#	***NE 141st Street/111th Avenue NE Culvert Repair***		***181,500***	-					181,500		181,500		
SD 0077#	***Goat Hill Storm Drainage Repair***			***153,700***					***153,700***	***153,700***			
SD 0078#	***Billy Creek Ravine Stabilization Phase II***			***67,400***					***67,400***	***14,300***	***53,100***		
SD 0079	***Public Safety Building Stormwater Quality Demonstration***		***160,000***						***160,000***		***160,000***		
SD 0081	***Neighborhood Drainage Assistance Program (NDA)***		***50,000***		***50,000***		***50,000***		150,000		***150,000***		
SD 8888*	Annual Streambank Stabilization Program					350,000	350,000	425,000	1,125,000	1,125,000			
SD 9999*	Annual Surface Water Infrastructure Replacement Program					350,000	350,000	427,600	1,127,600	1,127,600			
Total Funded Surface Water Management Utility Projects		**2,410,700**	**5,241,300**	**1,809,100**	**1,638,000**	**1,588,000**	**1,638,000**	**1,588,000**	**13,502,400**	**9,528,000**	**3,638,400**	**0**	**336,000**

Unfunded Projects:

Project Number	Project Title	Total
SD 0045^	Carillon Woods Erosion Control Measures	549,600
SD 0046#	Regional Detention in Forbes and Juanita Creek Basins	2,810,200
SD 0049#	Forbes Creek/108th Avenue NE Fish Passage Improvements	332,900
SD 0050#	NE 95th Street/126th Avenue NE Flood Control Measures	55,900
SD 0052^	Forbes Creek/Slater Avenue Embankment Stabilization	139,700
SD 0054#	Forbes Creek/BNSFRR Fish Passage Improvements	424,200
SD 0055	Forbes Creek / 98th Avenue NE Riparian Plantings	75,500
SD 0056^	Forbes Creek Ponds Fish Passage/Riparian Plantings	213,000
SD 0061^	Everest Park Stream Channel/Riparian Enhancments	1,095,500
SD 0062^	Stream Flood Control Measures at Kirkland Post Office	345,400
SD 0063^	Everest Creek-Slater Avenue at Alexander Street	830,300
SD 0068	128th Ave NE/NE 60th Street To NE 64th St Drainage Imp.	270,300
SD 0070	Juanita Creek Watershed Enhancement Study	50,000
SD 0074	Streambank Stabilization Program – NE 86th Street	640,200
SD 0080	***Regional Decant and City Maintenance Facility***	***10,500,000***
Subtotal Unfunded Surface Water Management Utility Projects		**18,332,700**
Funding Available from Annual Programs for Candidate Projects		***2,252,600***
Net Unfunded Surface Water Management Utility Projects		**16,080,100**

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

Project Number	Project Title	Budget	Actual	Balance
SD 0048	Cochran Springs / Lake Washington Blvd Crossing Enh.	180,000	0	180,000
SD 0051*	Forbes Creek/KC Metro Access Road Culvert Enh.	232,200	88,092	144,108
SD 0053*	Forbes Creek/Coors Pond Channel Grade Controls	260,200	84,147	176,053
SD 0058*	Surface Water Sediment Pond Reclamation Phase II	115,400	29,151	86,249
SD 0059*	Totem Lake Boulevard Flood Control Measures	585,400	379,640	205,760
SD 0067*	NE 129th Place/Juanita Creek Rockery Repair	115,500	0	115,500
SD 0075~	***Totem Lake Twin 42 Inch Culvert Replacement***	***922,000***	***0***	***922,000***
Total Prior Year(s) Funding (Budget to Actuals):		**2,410,700**	**581,030**	**1,829,670**

Notes

* = Modification in timing and/or cost (see Project Modification Schedule for greater detail)
+ = Moved from unfunded status to funded status
" = Moved from funded status to unfunded status
^ = Annual Streambank Stabilization Program Project Candidates
# = Annual Storm Drain Replacement Program Project Candidates
Shaded year(s) = Previous timing
Bold italics = New projects
~Project approved as new project by Council April 17, 2012

City of Kirkland
2013-2018 Revised Preliminary Capital Improvement Program

WATER/SEWER UTILITY PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2013	2014	2015	2016	2017	2018	2013-18 Total	Funding Source: Current Revenue	Reserve	Debt	External Source
WA 0090	Emergency Sewer Pgm Watermain Replacement Pgm		50,000		50,000		50,000		150,000	150,000			
WA 0102*	104th Ave NE Watermain Replacement						974,500		974,500	974,500			
WA 0116	NE 80th Street Watermain Replacement (Phase II)		442,000	2,394,400					2,836,400	869,000		1,967,400	
WA 0121	NE 109th Ave/106th Court NE Watermain Replacement	215,000	156,300						156,300	156,300			
WA 0134+	***5th Ave S / 8th St S Watermain Replacement***							850,000	***850,000***	***850,000***			
WA 0139+	***6th Street S Watermain Replacement***				***671,000***				***671,000***	***671,000***			
WA 0140*+	NE 85th Street Watermain Replacement		2,413,000						2,413,000	2,413,000			
WA 0145	***Kirkland Avenue/6th Street S Watermain Replacement***					***755,000***			***755,000***	755,000			
WA 0148	***Park Lane Waterman Replacement***		***62,000***	***235,000***					***297,000***	***297,000***			
WA 8888*	Annual Watermain Replacement Program						385,000	385,000	770,000	770,000			
WA 9999*	Annual Water Pump Station/System Upgrade Pgm				222,000		385,000	385,000	992,000	992,000			
SS 0056	Emergency Sewer Construction Program		922,000	478,000	969,000	431,000	950,000	450,000	4,200,000		4,200,000		
SS 0064*+	7th Avenue South Sewermain Replacement			-		593,000	1,053,000		1,646,000	1,646,000			
SS 0067*	NE 80th Street Sewermain Replacement (Phase II)		600,000	1,836,000					2,436,000	365,400		2,070,600	
SS 0073*+	Rose Point Sewer Lift Station Replacement			944,400	1,343,000				2,287,400	2,287,400			
SS 0078	***5th Avenue S Sewermain Replacement***			***188,900***	***38,000***				***226,900***	***226,900***			
SS 0079	***3rd Avenue S & 2nd Street S Sewermain Replacement***			***-***	***487,000***	***740,000***			***1,227,000***	***1,227,000***			
SS 0080	***20th Avenue Sewermain Replacement***							812,000	***812,000***	***812,000***			
SS 0081	***7th / 8th Avenue West Alley Sewermain Replacement***		***354,000***					-	***354,000***	***354,000***			
SS 8888*	Annual Sanitary Pipeline Replacement Program				446,500	377,000	213,000	441,000	1,477,500	1,477,500			
SS 9999*	Annual Sanitary Pump Station/System Upgrade Pgm				446,500	377,000	212,500	400,000	1,436,000	1,436,000			
Total Funded Water/Sewer Utility Projects		**215,000**	**4,999,300**	**6,076,700**	**4,673,000**	**3,273,000**	**4,223,000**	**3,723,000**	**26,968,000**	**18,730,000**	**4,200,000**	**4,038,000**	**0**

City of Kirkland
2013-2018 Revised Preliminary Capital Improvement Program

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 0146^	***6th Street/Kirkland Way Watermain Replacement***	***693,000***
WA 0147^	***106th Avenue NE from NE 60th Street to NE 68th Street***	***661,500***
SS 0051	6th Street South Sewermain Replacement	804,000
SS 0052	108th Avenue NE Sewermain Replacement	5,110,000
SS 0062^	NE 108th Street Sewermain Replacement/Rehabilitation	4,405,000
SS 0068	124th Avenue NE Sewermain Replacement	1,315,000
SS 0069	1st Street Sewermain Replacement	3,945,000
SS 0070	5th Street Sewermain Replacement	1,354,000
SS 0071	6th Street Sewermain Replacement	308,000
SS 0072	Kirkland Avenue Sewermain Replacement	1,980,000
SS 0077	West Of Market Sewermain Replacement	21,681,000
Subtotal Unfunded Water/Sewer Utility Projects		**76,002,500**
Funding Available from Annual Programs for Candidate Projects		***4,675,500***
Net Unfunded Water/Sewer Utility Projects		**71,327,000**

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

Project Number	Project Title	Budget	Actual	Balance
WA 0121	NE 109th Ave/106th Court NE Watermain Replacement	215,000	0	215,000
Total Prior Year(s) Funding (Budget to Actuals):		**215,000**	**0**	**215,000**

Notes
* = Modification in timing and/or cost (see Project Modification Schedule for greater detail)
+ = Moved from unfunded status to funded status

" = Moved from funded status to unfunded status
^ = Annual Watermain or Sanitary Pipeline Replacement Program Project Candidates
# = Annual Pump Station/System Upgrade Program Project Candidates
Shaded year(s) = Previous timing
Bold italics = New projects

City of Kirkland
2013-2018 Revised Preliminary Capital Improvement Program

PARK PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2013	2014	2015	2016	2017	2018	2013-2018 Total	Funding Source: Current Revenue	Funding Source: Reserve	Funding Source: 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	200,000	200,000		
PK 0087 100#	***Waverly Beach Park Renovation***			***500,000***					***500,000***	***500,000***		
PK 0095 200	***Heritage Park - Heritage Hall Renovations***		***50,000***						***50,000***	***50,000***		
PK 0113 100	***Spinney Homestead Park Renovation***		***443,000***						443,000	443,000		
PK 0114 101	***Mark Twain Park Renovation (Design)***						75,000		75,000	75,000		
PK 0115*	Terrace Park Renovation		75,000	440,000					515,000	515,000		
PK 0116 100	***Lee Johnson Field Lighting Replacements***			***150,000***					***150,000***	***150,000***		
PK 0119*	Juanita Beach Park Development Phase 2	3,450,000					100,000	1,207,000	1,307,000	807,000		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		75,000	75,000	75,000	75,000	75,000	75,000	450,000	450,000		
PK 0131*^^	Park and Open Space Acquisition Program						508,000		508,000	508,000		
PK 0133 100#	***Dock & Shoreline Renovations***		***150,000***	***150,000***	***250,000***	***250,000***			***800,000***	***800,000***		
PK 0133 200#	***City-School Playfield Partnership***						***500,000***	***500,000***	***1,000,000***	***1,000,000***		
PK 0133 300#	***Neighborhood Park Land Acquisition***		***500,000***	***500,000***			***750,000***	***750,000***	***2,500,000***	***2,500,000***		
PK 0133 400#	***Edith Moulton Park Renovation***		***100,000***	***100,000***	***800,000***				***1,000,000***	***1,000,000***		
PK 0134	***132nd Park Playfields Renovation***		***75,000***		***637,000***				***712,000***	***712,000***		
PK 0138	***Everest Park Restroom/Storage Building Replacement***			***75,000***		***660,000***			735,000	735,000		
Total Funded Park Projects		**3,450,000**	**1,568,000**	**1,990,000**	**2,012,000**	**2,035,000**	**2,058,000**	**2,582,000**	**12,245,000**	**11,645,000**	**100,000**	**500,000**

Notes
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Shaded year(s) = Previous timing
Bold italics = New projects
Italics - Repurposed projects
 # = Park Levy Candidates
^^2013-2014 Funding moved to previously authorized expenditures in NM 0070 Cross Kirkland Corridor Acquisition

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

Project Number	Project Title	Budget	Actual	Balance
PK 0119*	Juanita Beach Park Development Phase 2	3,450,000	3,447,711	2,289
Total Prior Year(s) Funding (Budget to Actuals):		**3,450,000**	**3,447,711**	**2,289**

City of Kirkland
2013-2018 Revised Preliminary Capital Improvement Program

PARK PROJECTS

Unfunded Projects:

Project Number	Project Title	Total
PK 0078 600	A.G. Bell Elementary Playfields Improvements	200,000
PK 0078 800	International Comm. School Playfield Improvements	300,000
PK 0086	Totem Lake Neighborhood Park Acquisition & Development	2,500,000
PK 0087 101	***Waverly Beach Parks Renovation (Phase 2)***	***1,000,000***
PK 0095 100	Heritage Park Development - Phase III & IV	2,500,000
PK 0096	Ohde Avenue Park Development	250,000
PK 0097	Reservoir Park Renovation	500,000
PK 0099	N. Juanita (East) Neighborhood Park Acquisition/Development	2,500,000
PK 0100	N. Juanita (West) Neighborhood Park Acquisition/Development	2,500,000
PK 0101	N. Rose Hill Neighborhood Park Acquisition/Development (North)	2,500,000
PK 0102	N. Rose Hill Neighborhood Park Acquisition/Development (Central)	2,500,000
PK 0103	Market Neighborhood Park Acquisition/Development	3,500,000
PK 0108	McAuliffe Park Development	7,000,000
PK 0114*	Mark Twain Park Renovation	750,000
PK 0116	Lee Johnson Field Artificial Turf Installation	1,500,000
PK 0117	Lake Avenue West Street End Park Enhancement	100,000
PK 0119 200	***Juanita Beach Park Development (Phase 3)***	***10,000,000***
PK 0122 100	Community Recreation Facility Construction	42,000,000
PK 0124"	Snyder's Corner Park Site Development	1,000,000
PK 0125	Dock Renovations	250,000
PK 0126	Watershed Park Master Planning & Park Development	1,100,000
PK 0127	Kiwanis Park Master Planning & Park Development	1,100,000
PK 0128	Yarrow Bay Wetlands Master Planning & Park Development	1,600,000
PK 0129	Heronfield Wetlands Master Planning & Development	1,600,000
PK 0133 500	***Lee Johnson Field Synthetic Turf and Lighting***	***1,500,000***
PK 0135	***Juanita Heights Park Master Planning and Development***	***1,125,000***
PK 0136	***Kingsgate Park Master Planning and Park Development***	***1,150,000***
PK 0137	***Windsor Vista Park Master Planning and Park Development***	***1,150,000***
PK 0139	***Highlands Park Renovation***	***750,000***
Unfunded Park Projects		**94,425,000**

Notes
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Shaded year(s) = Previous timing
Bold italics = New projects
Italics - Repurposed projects
^^2013-2014 Funding moved to NM 0070 Cross Kirkland Corridor (See Transportation CIP)

Unfunded Repurposed Projects:

Project Number	Project Title	Total Balance
PK 0056	*Forbes Lake Park Development*	*200,000*
PK 0083	*South Juanita Park Site Development*	*212,300*
PK 0087	*Waverly Beach Park Renovation*	*505,000*
PK 0111	*Skate Park*	*200,000*
PK 0113	*Spinney Homestead Park Renovation*	*350,000*
PK 0122	*Community Recreation Facility Planning*	*72,000*
Total Unfunded Repurposed Projects		**1,539,300**

Total Unfunded Parks Projects:

Unfunded Park Projects	94,425,000
Unfunded Repurposed Projects	1,539,300
Total Unfunded Parks Projects	**95,964,300**

City of Kirkland
2013-2018 Revised Preliminary Capital Improvement Program

PUBLIC SAFETY PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2013	2014	2015	2016	2017	2018	2013-2018 Total	Funding Source		
										Current Revenue	Reserve/ Prior Year	External Source
FIRE												
PS 0067*	Dive Rescue Equipment			55,000					55,000	55,000		
PS 0071*	Self Contained Breathing Apparatus (SCBA)		741,600						741,600	741,600		
PS 0075	***Portable Radios***						***347,000***		***347,000***	***347,000***		
PS 0076	***Personal Protective Equipment***			***518,200***					***518,200***	***518,200***		
POLICE												
PS 1000	***Police Equipment Replacement***		***160,500***	***26,300***	***87,300***	***219,800***	***124,600***	***42,600***	***661,100***	***661,100***		
Total Funded Public Safety Projects		**0**	**902,100**	**599,500**	**87,300**	**219,800**	**471,600**	**42,600**	**2,322,900**	**2,322,900**	**0**	**0**

Unfunded Projects:

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

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City of Kirkland
2013-2018 Revised Preliminary Capital Improvement Program

GENERAL GOVERNMENT PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2013	2014	2015	2016	2017	2018	2013-2018 Total	Funding Source: Current Revenue	Reserve/ Prior Year	Debt	External Source
TECHNOLOGY													
IT 0100 000*	Network Server Replacements		211,000	125,000	140,400	160,000	160,000	125,000	921,400	860,400	61,000		
IT 0110 000*	Network Infrastructure		50,000	200,000	35,000	35,000	35,000	35,000	390,000	390,000			
IT 0120 000*	Network Storage		628,900				300,000	700,000	1,628,900	1,100,000	528,900		
IT 0130 000*	Network Phone Systems				250,000				250,000	165,700	84,300		
IT 0140 000*	Network Security		130,000	65,000	55,000		75,000	30,000	355,000	206,000	149,000		
IT 0200 000*	Geographic Information Systems		170,000	185,000	250,000	250,000	250,000	250,000	1,355,000	878,000	477,000		
IT 0300 000*	Finance and HR System Modules		47,400	21,100	49,300	5,800			123,600		123,600		
IT 0402 000*+	Financial System Replacement					150,000			150,000		150,000		
IT 0500 000	***Copier Replacements***				***32,000***		***72,000***		***104,000***	***104,000***			
IT 0601 000*+	Help Desk System Replacement Phase 2				66,000				66,000		66,000		
IT 0602 000*	Standard Reporting Tool		83,200						83,200		83,200		
IT 0702 000*	Maintenance Management System Upgrade		30,000	147,600					177,600	53,100	124,500		
IT 0901 000*	***Disaster Recovery System Improvement***		***50,000***	***150,000***					***200,000***	***200,000***			
FACILITIES													
GG 0008*	Electrical, Energy Management & Lighting Systems		18,900		66,400	10,200		44,100	139,600		139,600		
GG 0009*	Mechanical/HVAC Systems Replacements		29,000	222,800	47,000		198,300	317,600	814,700		814,700		
GG 0010*	Painting, Ceilings, Partition & Window Replacements			68,000	170,400	155,100	194,900	142,400	730,800		730,800		
GG 0011*	Roofing, Gutter, Siding and Deck Replacements		41,800	122,300		34,600	141,800	257,700	598,200		598,200		
GG 0012*	Flooring Replacements			66,400	105,800	23,300	82,000	96,500	374,000		374,000		
GG 0013 103*	***Public Safety Building Phase III***	***3,298,187***	***27,418,200***						***27,418,200***		***4,661,094***	***20,837,832***	*1,919,274*
GG 0035 100+	***City Hall Expansion***	***166,500***	***433,500***	***1,450,000***	***7,950,000***				***9,833,500***			***5,358,000***	*4,300,000*
GG 0039*	***Consolidated Fire Station No 25***	***1,368,000***	***3,862,000***						***3,862,000***			3,862,000	
Total Funded General Government Projects		**4,832,687**	**33,203,900**	**2,823,200**	**9,217,300**	**824,000**	**1,509,000**	**1,998,300**	**49,575,700**	**3,957,200**	**9,165,894**	**30,057,832**	**6,219,274**

Unfunded Projects:

Project Number	Project Title	Total
IT 0401 000	Utility Billing/Cashiering System Replacement	491,700
IT 0501 000	Police ProAct Unit NCIC Handheld Computers	52,000
IT 0701 000	Fleet Management Systems Replacement	80,000
IT 0802 000	Recreation Registration System Replacement	83,000
IT 0902 000	Customer Relationship Management System	414,000
Total Unfunded General Government Projects		**1,120,700**

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

Project Number	Project Title	Budget	Actual	Balance
GG 0013 103*	Public Safety Building Phase III	3,298,187	148,608	3,149,579
GG 0039*	Consolidated Fire Station No 25	1,368,000	***27,939***	1,340,061
Total Prior Year(s) Funding (Budget to Actuals):		**3,298,187**	**148,608**	**3,149,579**

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Shaded year(s) = Previous timing
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Council Meeting: 11/20/2012
Agenda: Unfinished Business
Item #: 10. b.

CITY OF KIRKLAND
City Attorney's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3030
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Robin S. Jenkinson, City Attorney

Date: November 9, 2012

Subject: Potential Potala Village Settlement Agreement

RECOMMENDATION:

Staff recommends the Council authorizes the City Manager to execute a proposed Settlement Agreement resolving the current claims of Lobsang Dargey and Potala Village Kirkland, LLC ("Potala") against the City. The proposed Settlement Agreement is attached as Exhibit A to Resolution R-4940. If the Council approves the Resolution then staff recommends the Council also pass Ordinance O-4387, which terminates the moratorium on the acceptance of development permits currently in effect within the Neighborhood Business (BN) Zones. Termination of the moratorium is a City obligation under the agreement.

BACKGROUND:

Potala has legal interests in property located at the southeast corner of 10th Avenue South and Lake Street South, with site addresses of 21 10th Avenue South, 1006 Lake Street South, and 1020 Lake Street South ("the Property"). The Property is zoned Neighborhood Business ("BN") under the City's Zoning Code. On February 23, 2011, Potala submitted an application for a Shoreline Substantial Development permit based on a mixed-use project that included 143 residential units and approximately 6,200 square feet of commercial space on the ground floor.

The City imposed a moratorium related to the BN zone on November 15, 2011, under Ordinance O-4335A. After a public hearing, the City renewed the Moratorium on January 3, 2012, under Ordinance O-4343; and then extended the Moratorium again, after another public hearing on May 1, 2012, under Ordinance O-4355, and then, after another public hearing on October 16, 2012, extended the Moratorium once more to no longer than December 31, 2012, under Ordinance O-4379.

On May 24, 2012, Potala filed a Complaint for Declaratory Judgment Writs and Injunction in King County Superior Court against the City. (An Amended Complaint was filed last week.) On June 28, 2012, Potala filed a Petition for Review with the Central Puget Sound Growth Management Hearings Board challenging the Moratorium extended by Ordinance O-4355.

City staff began negotiating the resolution of the claims made against the City in the Complaint and Petition. The proposed Settlement Agreement represents the results of those negotiations. The proposed Settlement Agreement provides for the full settlement and discharge of all claims by Potala which have been made against the City in the Complaint and Petition, or could have been made in the Complaint and Petition. By virtue of entering into this proposed Settlement Agreement, the City will not admit any liability or wrongdoing.

RESOLUTION R-4940

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO SIGN A SETTLEMENT AGREEMENT BETWEEN LOBSANG DARGEY AND TAMARA AGASSI DARGEY, POTALA VILLAGE KIRKLAND, LLC, AND THE CITY OF KIRKLAND TO SETTLE LITIGATION OVER PLAINTIFFS' CHALLENGE OF THE CITY'S MORATORIUM AS IT RELATES TO PLAINTIFFS' DEVELOPMENT OF THE POTALA VILLAGE PROJECT.

WHEREAS, Potala Village Kirkland, LLC, a Washington limited liability company, and Lobsang Dargey and Tamara Agassi Dargey, a married couple ("Plaintiffs") have legal interests in property located at the southeast corner of 10th Avenue South and Lake Street South in the City of Kirkland, with site addresses of 21 10th Avenue South, 1006 Lake Street South, and 1020 Lake Street South; and

WHEREAS, on February 23, 2011, Plaintiffs submitted an application for a Shoreline Substantial Development permit ("SDP") based on a mixed-use project that included 143 residential units and approximately 6,200 square feet of commercial space on the ground floor; and

WHEREAS, the City imposed a moratorium related to the Neighborhood Business ("BN") zone on November 15, 2011, under Ordinance 2335A; and

WHEREAS, after a public hearing, the City renewed the moratorium on January 3, 2012, under Ordinance O-4343; and then extended the moratorium again after another public hearing, on May 1, 2012, under Ordinance O-4355; and then after another public hearing, on October 16, 2012, the City extended it once more to no longer than December 31, 2012, under Ordinance O-4379 (the "Moratorium"); and

WHEREAS, on or about May 24, 2012, Plaintiffs caused to be filed and served a Summons and Complaint in King County Superior Court under cause number 12-2-18714-1 SEA (the "Complaint"), challenging the Moratorium; and

WHEREAS, on or about June 28, 2012, Plaintiffs caused to be filed and served a Petition for Review with the Central Puget Sound Growth Management Hearings Board under cause number 12-3-0005 (the "Petition"), challenging the Moratorium; and

WHEREAS, the City expressly denies Plaintiffs' claims as alleged in the Complaint and the Petition (collectively referred to herein as the "Litigation");

WHEREAS, the parties desire to enter into the attached Settlement Agreement in order to provide for the full settlement and discharge of all claims by the Plaintiffs which have been made against

the City in the Litigation upon the terms and conditions set forth in the attached Settlement Agreement;

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

Section 1. The City Manager is hereby authorized and directed to sign a Settlement Agreement substantially similar to that attached as Exhibit A.

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2012.

Signed in authentication thereof this ____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

SETTLEMENT AGREEMENT

This Settlement Agreement is made and entered into this _____ day of _____, 2012, by and between LOBSANG DARGEY and TAMARA AGASSI DARGEY, a married couple, and POTALA VILLAGE KIRKLAND, LLC, a Washington limited liability company (collectively referred to as "Plaintiffs"), and the City of Kirkland, including all elected officials, various department heads, and employees ("City"), to settle litigation over Plaintiffs' challenge of the City's Moratorium as it relates to Plaintiffs' development of the Potala Village Project in the City of Kirkland.

1. Parties

1.1 **City/Defendant**. CITY OF KIRKLAND ("City"), a Washington municipal corporation.

1.2 **Plaintiffs.** POTALA VILLAGE KIRKLAND, LLC, a Washington limited liability company, and LOBSANG DARGEY and TAMARA AGASSI DARGEY, a married couple.

1.3 **Legal Representation**. The City is represented by City Attorney Robin Jenkinson and Stephanie E. Croll of Keating, Bucklin & McCormack, Inc., P.S.; Plaintiffs are represented by Duana Kolouskova of Johns Monroe Mitsunaga Kolouskova, PLLC.

2. Background

2.1 Plaintiffs have legal interests in property located at the southeast corner of 10th Avenue South and Lake Street South in the City of Kirkland, site addresses of 21 10th Avenue South, 1006 Lake Street South, and 1020 Lake Street South and comprised of tax parcel numbers 935490-0220, 935490-0240 and 082505-9233 (collectively referred to herein as the "Property"). The Property is zoned "BN" under the City's zoning codes.

2.2 On February 23, 2011, Plaintiffs submitted an application for a Shoreline Substantial Development permit ("SDP") based on a mixed-use project that included 143 residential units and approximately 6,200 square feet of commercial space on the ground floor.

2.3 The City imposed a Moratorium related to the BN zone on November 15, 2011, under Ordinance 2335A. After a public hearing, the City renewed the

Moratorium on January 3, 2012 under Ordinance O-4343; and then extended the Moratorium again, after another public hearing, on May 1, 2012, under Ordinance O-4355; and then after another public hearing, on October 16, 2012, the City extended it once more to no longer than December 31, 2012, under Ordinance O-4379. These moratoria are collectively referred to herein as the "Moratorium."

2.4 On or about May 24, 2012, Plaintiffs caused to be filed and served a Summons and Complaint in King County Superior Court under cause number 12-2-18714-1 SEA (the "Complaint").

2.5 The City expressly denies Plaintiffs' claims as alleged in the Complaint. However, the parties have agreed that the City need not file an Answer to the Complaint as a result of this Settlement Agreement.

2.6 On or about June 28, 2012, Plaintiffs caused to be filed and served a Petition for Review with the Central Puget Sound Growth Management Hearings Board under cause number 12-3-0005 (the "Petition").

2.7 The City expressly denies Plaintiffs' claims as alleged in the Petition. However, the parties have agreed that the City need not file an Answer to the Petition as a result of this Settlement Agreement.

2.8 The Complaint and Petition are collectively referred to herein as "the Litigation."

The parties desire to enter into this Settlement Agreement in order to provide for the full settlement and discharge of all claims by Plaintiffs which have been made against the City in the Litigation upon the terms and conditions set forth herein.

3. Terms of Agreement

3.1 Plaintiffs' **Obligations**

3.1.1 After the City lifts the Moratorium (which shall occur at the next City Council meeting following the approval of this Agreement), and before the City's annual amendments to its Zoning Code and Comprehensive Plan go into effect (which shall occur on February 1, 2013), Plaintiffs shall submit a building permit application for the Property that proposes not more than 100 residential units, irrespective of unit size or bedroom number (referred to hereinafter as "the Building Permit Application"). The Building Permit Application shall be based on the zoning and building codes in effect as of the date this Settlement Agreement is executed.

The Building Permit Application shall propose ground floor commercial uses. In the event the City changes the applicable zoning code to reduce the land

use buffer for all commercial uses (including retail uses) to ten (10) feet or less, then, retail tenants of the Property shall have the right to request tenant improvements that allow for a buffer of ten (10) feet or less, consistent with the zoning code in effect at the time their application for tenant improvements is filed.

3.1.2 Plaintiffs are not obligated to revise the pending Environmental Impact Statement ("EIS") currently being processed except as provided herein. Consistent with the Building Permit Application, Plaintiffs shall submit a revised site plan for their shoreline substantial development permit. The revised site plan shall not affect the vesting date of Plaintiffs' SDP permit application. The City agrees no fees will be charged for submittal or review of the revised site plan. The revised site plan may require new public noticing and a new public comment period.

Plaintiffs agree to take all reasonable steps necessary to allow the City to expeditiously process the SDP application, the EIS and the Building Permit Application. This does not mean the City agrees to process the applications in an expedited manner; provided, with regard to their Building Permit Application, Plaintiffs may request Progressive Plan Review (PPR).

3.1.3 Consistent with the terms of the Final Environmental Impact Statement (FEIS), Plaintiffs agree to the following terms and conditions:

(a) Plaintiffs will step back the top floor along the west building façade an average of 10-feet from the façade on the floor below;
(b) Along the north,facade, provide exterior wall modulation with a width of at least 35 feet and a depth of at least 10 feet on the upper three floors. On the upper two floors, balconies shall not take up more than 50% of the area of the modulation and the walls of the balconies shall be either transparent or railings, but shall not be solid;
(c) The building may extend across the entire ground floor except for an inset plaza with a minimum dimension of 40' X 40' located along the west façade;
(d) Along the west,facade, provide exterior wall modulation with a width of at least 40 feet and a depth of at least 85 feet on the upper three floors. On the second and third floor, the balconies may extend into the modulation five feet in depth on both sides, but shall not be longer than 30 lineal feet total on each side ; and
(e) Along the east,facade, provide exterior wall modulation with a width of at least 40 feet and a depth of at least 10 feet on the upper two floors. On the upper floor, balconies shall not take up more than 50% of the area of the modulation and the walls of the balconies shall be either transparent or railings, but shall not be solid;

(f) The City will accept a portion of the landscape buffer below the level of adjacent properties provided plantings are of a sufficient height to provide buffering to adjacent properties;
(g) Modulation shall be further enhanced by the use of colors, materials and other design features.

3.2 City's Obligations

3.2.1 The City shall continue to process the SDP, EIS and FEIS in as expeditious a manner as is reasonably feasible, including processing of any administrative appeals.

3.2.2 The Building Permit Application shall be deemed vested to those land use laws, codes and regulations in effect as of the date of this Settlement Agreement. The City agrees not to adopt any changes to the BN zone or building codes between the date of this Settlement Agreement and Plaintiffs' submittal of the building permit application, if submitted by Plaintiffs on or before February 1, 2013, that would affect Plaintiffs' proposed project at not more than 100 residential units. This section shall not preclude the City from continuing with its ongoing legislative review of the BN zone, nor shall this Section be construed as requiring the City to make a commitment to adopt any particular legislation or affirmatively take any legislative action.

3.2.3 As allowed per the City's Zoning Code, KZC Ch. 105, the City will agree to accept 1.7 parking spaces per multifamily residential dwelling unit which will be sufficient for resident and guest parking. This amount of parking will also be sufficient for commercial parking if supported by a shared parking plan submitted to the City.

3.2.4 The City agrees to lift the Moratorium on the BN zone and Plaintiffs can then submit their Building Permit Application of not more than 100 residential units under the land use codes and regulations in effect as of the date of this Settlement Agreement.

3.2.5 The City shall not take any unlawful action that is intended to impermissibly impede or delay Plaintiffs' submittal of the Building Permit Application, or the City's processing and issuance of a final decision on the SDP application, the EIS, and/or the Building Permit Application.

3.2.6 While the City cannot commit in advance to approving a building permit application for not more than 100 residential units per 3.2.3, the City recognizes that a building permit for not more than 100 residential units is possible to approve under the City's building and zoning codes in effect as of the date of this Settlement Agreement is executed, depending on the size of the units and any other applicable environmental factors.

3.2.7 The City acknowledges that there is no required design review process under the BN zone as of the date this Settlement Agreement is executed. The City agrees that the Building Permit Application shall not be subject to design review or review by the City's design review board.

3.2.8 The City will not impose unlawful conditions or unlawful mitigation on the SDP or building permit that would impermissibly require a reduction in the residential unit count to less than 100 per 3.2.3, or impermissibly reduce the proposed number of floors or square footage. The City reserves its authority to impose conditions or mitigation under the Final EIS. Such conditions and/or mitigation are not affected by this Settlement Agreement, except to the extent such conditions have been previously agreed to by Plaintiffs and the City, and incorporated herein, as set forth in paragraph 3.1.3 above. The parties do not, by signing this Agreement, waive any appeal rights they have regarding the Final EIS, and any conditions or mitigations imposed thereunder; except with regard to those conditions set forth in paragraph 3.1.3 above. In the event of any condition, mitigation or potential denial, the City shall provide Plaintiffs with a reasonable opportunity to cure any defect in project design, including allowing Plaintiffs a reasonable opportunity to revise any building plans, engineering, surveying or any other component of the proposed project as allowed by state and local law.

3.2.9 The parties acknowledge that mediation discussions are occurring with the community surrounding the Potala Village site. The purpose of the mediation is to avoid possible future litigation that may affect all parties. The mediation may result in the City choosing to make a financial contribution to the Plaintiffs for a mediated settlement agreed to by both parties that would result in a smaller project with potentially less required parking. Such agreement, if reached, must be reached by November 20, 2012, so that the City Council can consider the agreement at the December 11, 2012 City Council meeting. The amount and type of the financial contribution must be mutually agreed to by both parties.

3.3 General Obligations

3.3.1 The parties agree to stay the Litigation, to allow for the parties to complete their foregoing, respective obligations up to the point of final decision on the Building Permit Application. The parties recognize this may require a stay of several months or longer in order to complete this process.

3.3.2 The parties agree that this settlement is a compromise of an existing disputed claim, and further agree that any action or other concession made in this Settlement Agreement by either party shall not be construed or asserted as an admission of liability, wrongdoing, or fault by any party. The parties further recognize that this Settlement Agreement does not restrict the ability of any

party to bring any claim, appeal, lawsuit or other action regarding a future decision, permit, approval, or construction activity of the project that is not subject to the terms of this Settlement Agreement.

3.3.3 The Settlement Agreement is not an admission or waiver of the validity of any claims or defenses applicable to the Litigation.

3.3.4 The parties agree that each party shall bear all of their own attorneys' fees and costs incurred in connection with the Litigation, this Settlement Agreement, and/or the matters and documents referred to herein.

3.3.5 The parties agree that this Settlement Agreement shall be construed and interpreted in accordance with the laws of the State of Washington.

3.3.6 The parties agree to cooperate fully and execute any and all supplementary documents and to take all additional actions which may be necessary or appropriate to give full force and effect to the basic terms and intent of this Settlement Agreement.

3.3.7 Except as may be expressly provided herein, this Settlement Agreement is for the benefit of the parties hereto only and is not intended to benefit any other person or entity, and no person or entity not a party to this Settlement Agreement shall have any third-party beneficiary or other rights whatsoever hereunder.

3.3.8 The obligations in this Settlement Agreement may be modified only by written agreement of the parties; signed by duly authorized representatives of each of the settling parties. Any such modification shall not affect any other provision of this Settlement Agreement.

3.3.9 This Settlement Agreement constitutes the entire agreement between the parties. This Settlement Agreement is fully integrated and constitutes the complete and final agreement between the parties. All previous agreements, offers, counteroffers, and negotiations are merged herein. There are no other or further agreements which modify the terms of this Settlement Agreement. This Settlement Agreement cannot be modified or amended in any way (except in writing as set forth in Section 3.3.8 above).

3.3.10 The parties agree that each of the parties is giving up certain rights, claims, and defenses in executing this Settlement Agreement, and each party hereby agrees to act in good faith in carrying out their respective duties and obligations herein.

3.3.11 The parties have each participated and had an equal opportunity to participate in the drafting of this Settlement Agreement. No ambiguity shall be construed

against any party based upon a claim that such party drafted the ambiguous language.

DATED: Nov. 2. 2012

Lobsang Dargey, Plaintiff

DATED: Nov. 2. 2012

Lobsang Dargey for Potala Village Kirkland, LLC, Plaintiff

DATED: 11-2-12

Tamara Agassi Dargey, Plaintiff

DATED: _____

CITY OF KIRKLAND

_____

By _____

Its _____

CITY OF KIRKLAND
City Attorney's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3030
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Robin S. Jenkinson, City Attorney

Date: November 15, 2012

Subject: Termination of Moratorium

RECOMMENDATION:

If the Council approves the Potala Village Settlement Agreement on November 20, the Settlement provides that the City will lift the moratorium on the acceptance of development permits currently in effect within the Neighborhood Business (BN) Zones "at the next City Council meeting following the approval of this Agreement." Staff recommends if the Council approves the Settlement Agreement on November 20, that the Council pass the ordinance terminating the moratorium at the same meeting. Since the Settlement Agreement was originally on the agenda for the November 7th Council meeting, waiting until the December 11 Council meeting to terminate the moratorium would unnecessarily compress the time available for the developer to submit a building permit application.

If the Council does not approve the Settlement Agreement, the staff recommendation is to take no action on this ordinance and to leave the moratorium in place until its expiration on December 31, 2012.

BACKGROUND:

On November 15, 2011, the Council passed Ordinance 4335A establishing an immediate moratorium on the acceptance of development permit applications in the BN Zones. The purpose of the moratorium was to allow sufficient time to develop and consider amendments to the Comprehensive Plan and Zoning Code. The moratorium was initially for a period of 60 days. On January 3, 2012, the City Council held a public hearing to accept and consider public comment. Following the hearing, the Council passed Ordinance O-4343 which adopted findings and conclusions supporting the continued maintenance of the moratorium for a period of six months. Ordinance O-4343 included a preliminary work plan for the Planning Commission and City Council to consider Comprehensive Plan and Zoning Code amendments. The City Council extended the moratorium for six months on May 1, 2012, after a public hearing, with the passage of Ordinance O-4355. On June 28, 2012, the Planning Commission conducted a public hearing on proposed amendments to the Comprehensive Plan and Zoning Code. In July 2012, the Planning Commission made its recommendation to the City Council. Following another public hearing, the City Council extended the moratorium once more to no longer than December 31, 2012, with the passage of Ordinance O-4379.

The City Council has reviewed the Planning Commission recommendation and provided direction for ordinances to be brought back to the Council for its December 11, 2012, meeting. On December 11, 2012, the Council will consider an ordinance adopting 2012 Comprehensive Plan amendments, including amendments to the Comprehensive Plan for the BN Zones. The City Council will further consider an ordinance adopting and clarifying rules within various commercial zones, including amendments to the Zoning Code for BN zoned areas.

ORDINANCE O-4387

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO LAND USE AND ZONING, TERMINATING A MORATORIUM WITHIN NEIGHBORHOOD BUSINESS (BN) ZONES ON THE ACCEPTANCE OF APPLICATIONS FOR THE REVIEW AND ISSUANCE OF DEVELOPMENT PERMITS FOR ANY NEW DEVELOPMENT, ADDITIONS OR ALTERATIONS.

WHEREAS, on November 15, 2011, the City Council passed Ordinance 4335A establishing an immediate moratorium on the acceptance of development permit applications in the Neighborhood Business (BN) Zones; and

WHEREAS, on January 3, 2012, the City Council passed Ordinance O-4343, which adopted findings and conclusions supporting the continued maintenance of the moratorium for a period of six months; and

WHEREAS, Ordinance O-4343 described development permit applications that were within the scope the moratorium and developments that were outside the scope of the moratorium; and

WHEREAS, Ordinance O-4343 included a preliminary work plan for the Planning Commission and City Council to consider amendments to the Comprehensive Plan and Zoning Code for the BN Zones; and

WHEREAS, after a public hearing, the City Council extended the moratorium on May 1, 2012, with the passage of Ordinance O-4355 and then after another public hearing, on October 16, 2012, the City Council extended the moratorium once more to no longer than December 31, 2012, with the passage of Ordinance O-4379; and

WHEREAS, the Planning Commission held a public hearing on proposed amendments to the Comprehensive Plan and Zoning Code for the BN Zones on June 28, 2012; and

WHEREAS, the City Council has received and reviewed the Planning Commission recommendation for amendments to the Comprehensive Plan and Zoning Code for the BN Zones; and

WHEREAS, on December 11, 2012, the City Council will consider an ordinance adopting 2012 Comprehensive Plan Amendments incorporating amendments to the Comprehensive Plan for the BN Zoned areas; and

WHEREAS, on December 11, 2012, the City Council will further consider an ordinance adopting and clarifying rules for development within various commercial zones, including amendments to the Zoning Code for BN Zones; and

WHEREAS, the adoption of amendments to the Comprehensive Plan and Zoning Code for the BN Zones will remove the need for the moratorium; and

WHEREAS, the City Council agreed to end the moratorium as part of a legal settlement agreement with Potala Village Kirkland, LLC; and

WHEREAS, in order to end the moratorium prior to the December 31, 2012, expiration date, the City Council must terminate the moratorium by formal action;

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

Section 1. The City Council terminates the moratorium imposed by Ordinance O-4335A, Ordinance O-4343; Ordinance O-4355, and Ordinance O-4379.

Section 2. If any section, sentence, clause or phrase of this Ordinance is held to be unconstitutional or invalid by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

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

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this _____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

Council Meeting: 11/20/2012
Agenda: New Business
Item #: * 11. a.

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225 -
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager **Quasi-judicial**

From: Tony Leavitt, Associate Planner
Eric Shields, AICP, Planning Director

Date: November 7, 2012

Subject: Kirkland Children's School Master Plan, PCD File No. ZON12-00659

RECOMMENDATION

Staff recommends that the City Council consider the Process IIB Master Plan application for the Kirkland Children's School project and pass the enclosed resolution to grant the application as recommended by the Hearing Examiner. Prior to voting on the resolution, the Council must pass a motion to allow the vote to occur at the November 20th meeting, rather than at the following (December 11th) meeting.

BACKGROUND DISCUSSION

City Council Rules of Procedure

Under the Council Rules of Procedure, Section 26, the City Council shall consider a Process IIB application at one meeting and vote on the application at the next or a subsequent meeting. The City Council may, by a vote of at least five members, suspend the rule to vote on the matter at the next meeting and vote on the application at this meeting.

Quasi-Judicial Decisions

This application is reviewed under Process IIB in which the Hearing Examiner holds a public hearing and then makes a recommendation to the City Council for the final decision. It is a quasi-judicial process. Quasi-judicial processing is for permits that:

- Require a hearing (held by the Hearing Examiner);
- Involve discretionary criteria for approval; and
- Require the decision-maker to review the facts and applicable code in order to issue a decision (similar to a judge).

City Council Consideration

The City Council must consider the Process IIB application based on the record before the Hearing Examiner and the Houghton Community Council and the recommendation of the Hearing Examiner. Process IIB does not provide for testimony and oral arguments at the Council meeting. However, the City Council, in its discretion, may ask questions of the applicant and the staff regarding facts in the record, and may request oral argument on legal issues.

The City Council has four options when reviewing a Process IIB application:

- Grant the application as recommended by the Hearing Examiner; or
- Modify and grant the application; or
- Deny the application; or
- If the Council determines that the record compiled by the Hearing Examiner is incomplete or inadequate for the Council to make a decision, direct that the application be considered at a reopening of the hearing before the Hearing Examiner and Houghton Community Council and specify the issues to be considered at the rehearing.

This application is subject to the disapproval of the Houghton Community Council. The decision of the City Council will not be effective unless and until it is affirmed by the Community Council or the Community Council does not disapprove of the decision within 60 days.

Kirkland Children's School Project Proposal

The owners of the Kirkland Children's School, represented by Steve Lee of Studio Meng Strazzara, are proposing a Master Plan zoning permit to allow the construction of a new 3,400 square foot building on the existing Kirkland Children's School site (see Enclosure 1). The building will house 3 new classrooms for the preschool/daycare environmental education program, restroom facilities, and storage areas. The project also includes other site improvements including the addition of 9 parking stalls, a rain garden, parking lot lighting and landscaping. The existing buildings and parking lot on the property will remain.

Public Hearing

Prior to the hearing, Staff prepared an Advisory Report that was forwarded to all parties of record, the Hearing Examiner and the Houghton Community Council. The report recommended approval of the application subject to conditions.

The Hearing Examiner and the Houghton Community Council held a joint open record public hearing on October 15, 2012. City Staff, the applicant and representatives, and 9 individuals (including neighbors and parents of students) testified during the hearing (see Enclosure 2 for Hearing Minutes). A majority of the people who testified spoke in favor of the project. A couple of neighbors raised concerns about the continued use of the adjoining alley, onsite lighting, playground noise and existing tree impacts. Staff and the applicant addressed these concerns during the hearing.

Houghton Community Council Recommendation

On October 15th, The Houghton Community Council deliberated and drafted a recommendation to the Hearing Examiner (see Enclosure 3). The Houghton Community Council concurred with the staff analysis and the recommendation of approval.

Hearing Examiner Recommendation

On October 22nd, the Hearing Examiner recommended that the City Council approve the application subject to the conditions outlined in her report (see Enclosure 4).

ENCLOSURES

1. Site/ Landscape Plan
2. Hearing Minutes from October 15th Joint Hearing
3. Houghton Community Council Recommendation
4. Hearing Examiner Recommendation

EXISTING BUILDING
RS 8.5
PROPERTY LINE
N88°40'11"W
210.03'
EXISTING TURNAROUND
20'-0" SETBACK
EXISTING POWER POLE W/ LIGHT, TYP.
EXISTING STRIPING TO REMAIN ON EAST SIDE PARKING LOT, TYP.
RAIN GARDEN
50'-0"
50'-0" BUILDING SETBACK
27'-8 1/2"
77'-0"
18'-6"
24'-0"
14'-0"
24" PARKING OVERHANG
KINDERGARTEN
BOYS
GIRLS
STORAGE/ LAUNDRY
STAFF TOILET
ENTRY VESTIBULE
5'-0" TALL WOOD SCREEN TRANSPARENT FENCE, TYP.
EXISTING DUMPSTERS SCREENED WITH SOLID SCREENING ENCLOSURE ON ALL SIDES
SIDEWALK
108th AVE NE
EXISTING CURB CUT TO REMAIN
274.89'
273.84'
CLASSROOM 1
TOILET
CLASSROOM 2
18'-6" TYP.
RESTRIPE WEST SIDE PARKING LOT TO INCLUDE 15 STANDARD SIZE STALLS, PLUS TWO ADA STALLS
8'-6"
EXISTING SHED
EXISTING SIDEWALK
PARKING LOT LIGHT FIXTURE (3) TYP.
5'-0" WIDE PAINTED CROSSWALK / PEDESTRIAN WALKWAY
EXISTING BUILDING
COVERED PLAY AREA
WOOD GATE
PEDESTRIAN WALKWAY
EXISTING CURB CUT TO REMAIN
EXISTING PLAY HOUSE
N01°17'53"E
EXISTING CONCRETE (197 SF COVERAGE)
SCHOOL
EXISTING SANDBOX
EXISTING WATER METER
EXISTING FIRE HYDRANT
EXISTING POWER POLE
EXISTING PLAY TRAIL
92.01'
N87°30'07"W
118.02'
RS 8.5

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KIRKLAND HOUGHTON COMMUNITY COUNCIL & HEARING EXAMINER MEETING
October 15, 2012

1. **Call to Order and Roll Call (7:05 PM)**

Members Present: Rick Whitney ~ Chair, John Kappler - Vice Chair, Betsy Pringle, Elsie Webber, Bill Goggins, and Sue Tanner - Hearing Examiner.

Members Absent: None.

Staff Present: Nancy Cox - Development Review Manager, Tony Leavitt - Associate Planner, Rob Jammerman - Development Engineering Manager, and Susan Hayden - Recording Secretary.

2. **Announcement of Agenda (7:05 PM)**

3. **Public Hearing (7:05 PM)**

A. Project Name: Kirkland Children's School Master Plan, File No.: ZON12-00659

Ms. Tanner opened the public hearing at 7:05 PM. She provided the file number, ZON12-00659 and the address, 5311 108th Avenue NE. She listed the applicant and described hearing procedures. She will issue a decision within 8 calendar days. There were no preliminary matters.

City Presentation:
Ms. Tanner swore in Associate Planner, Tony Leavitt. Ms. Tanner entered three citizen emails into the record as Exhibit B.

Mr. Leavitt gave background information on the project including the city review process. He also gave an overview of the applicant's proposal including major elements, existing buildings, parking lot, initial public comment, the SEPA determination, and development standards. He closed his presentation by stating that staff recommends approval subject to conditons in the staff advisory report.

Mr. Leavitt deferred to the applicant to answer Council members' questions regarding student registrations and population maximums.

Mr. Leavitt responded to Council Members' questions regarding Page 47, reference to Enclosure note number 2 and the letter from Gary Porter concerning the alley.

Ms. Tanner swore in Development Engineering Manager, Rob Jammerman, and he responded the Council members questions regarding fencing in unopened alleys.

Applicant Presentation:
Ms. Tanner swore in Donna Caditz, 16310 170th NE, Woodinville, representing the applicant. Ms. Caditz gave the history of the school. She also provided background information on the proposal including keeping the existing building and playground

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and adding three additional classrooms to meet the community need as well as address the two year waiting list.

Ms. Caditz addressed the former questions regarding Council members' questions regarding student registrations and population maximums. She also addressed questions regarding parking spaces for school busses. She concluded her presentation and team members to come forward to address further questions of the Council.

Ms. Tanner swore in Christopher Brown, 9688 Rainier Avenue South, Seattle. He represents the applicant and addressed bus parking concerns, concerns regarding delays in service levels, and concerns regarding the level of traffic accidents.

Mr. Jammerman, Public Works, addressed the question about the C-curb.

Public Testimony

1. Ms. Tanner swore in Jennipher and Scott Judge, 11237 NE 58th Place, Kirkland. Mrs. Judge stated that she approves of the project, feels the school is supportive of the community, and feels that the school is good for adults as well as children.

Ms. Tanner swore in all audience members who are planning to testify tonight.

2. Gary Porter, 5444 106th Avenue Kirkland, stated that he approves of the project, but also expressed his concerns about the alley and the applicant's future plans for the alley.

3. Brian Gawthrop, 11233 NE 58th Place, Kirkland, approves of the project and feels the school has been a good neighbor.

4. Brooks and Carol Walton, 5403 108th Avenue NE, expressed support for the project, but also expressed concerns 1) about children playing close too the fence that they share with the school, 2) the expansive root system of the existing Cypress trees along the North property line, 3) garbage containers properly closed as to not attract wildlife including rats and raccoons.

The applicant, Donna Caditz, returned to address concerns about the Leyland Cypress, fence and garbage.

Mr. Leavitt returned to address concerns about the Leyland Cypress trees. Ms. Caditz returned to address concerns about the lights shining into neighbors' yards,

5. Rasek Rifaat, 5430 106th Avenue, approves of the project, agrees with concerns about the alley, and expressed concern about the wait list.

6. Geary Britton-Simmons, 167122 19th Place, expressed support for the project.

7. Sacha Bailey, expressed support for the project and the staff.

8. Greg Wall, 13259 124th Ct NE, Kirkland, expressed support for the project, especially the emphasis on nature.

9. Eric Synn, 10916 NE 139th Place, Bellevue, expressed support for the project.

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Mr. Leavitt addressed the Hearing Examiner's questions regarding setbacks, root growth of the Leyland Cypress and the current non-conformance of the shed. Mr. Jammerman addressed potential opening of the alley and potential future plantings.

4. **Adjournment (8:22 PM)**

Ms. Tanner closed the hearing at 8:22 PM

Planning Staff
Department of Planning and Community Development

Houghton Community Council
CITY OF KIRKLAND
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.ci.kirkland.wa.us

MEMORANDUM

To: Sue Tanner, Hearing Examiner

From: Rick Whitney, Chair, Houghton Community Council

Date: October 15, 2012

Subject: KIRKLAND CHILDREN'S SCHOOL MASTER PLAN, ZON12-00659
RECOMMENDATION OF HOUGHTON COMMUNITY COUNCIL

Recommendation to the Hearing Examiner:

After consideration of the testimony and record presented at the public hearing on File ZON12-00659 held on October 15, 2012, the Houghton Community Council (HCC) concurs with the staff analysis and the recommendation of approval.

Motion – To approve this recommendation regarding the Kirkland Children's School Master Plan as written. (6 yes, 0 no)

CITY OF KIRKLAND
HEARING EXAMINER FINDINGS, CONCLUSIONS AND RECOMMENDATION

APPLICANT: Steve Lee of Studio Meng Strazzara for Kirkland Children's School

FILE NO: ZON12-00659

APPLICATION:

Site Location: 5311 108th Avenue NE

Request: Master Plan zoning permit to allow construction of a new 3,400 square foot building on the existing Kirkland Children's School site. The building will house three new classrooms, totaling 2,750 square feet, for the preschool/daycare environmental education program, restroom facilities, and storage/laundry areas. The project includes other improvements, including the addition of 9 parking stalls, as well as a rain garden, parking lot lighting, and landscaping.

Review Process: Process IIB, Houghton Community Council and Hearing Examiner hold a public hearing and make recommendations; City Council makes final decision. The Houghton Community Council has disapproval jurisdiction over the land use proposal.

Key Issues: Compliance with Zoning Permit approval criteria and applicable development regulations

SUMMARY OF RECOMMENDATIONS:

Department of Planning and Community Development	Approve with conditions
Houghton Community Council	Approve with conditions

PUBLIC HEARING:

The Hearing Examiner and Houghton Community Council held a joint public hearing on the application at 7:00 p.m. on October 15, 2012, in the Council Chamber, City Hall, 123 Fifth Avenue, Kirkland, Washington. A verbatim recording of the hearing is available in the City Clerk's office. The minutes of the hearing and the exhibits are available for public inspection in the Department of Planning and Community Development. The Examiner visited the site in advance of the hearing.

FINDINGS, CONCLUSIONS AND RECOMMENDATION:

For purposes of this recommendation, all section numbers refer to the Kirkland Zoning Code (KZC or Code) unless otherwise indicated. After considering the evidence in the

record and inspecting the site, the Examiner enters the following findings of fact, conclusions and recommendation.

Findings of Fact:

1. The Findings of Fact set forth in section II.A of the Department's Advisory Report, Exhibit A, ("Site Description") are accurate, complete and supported by the record, and are therefore adopted by reference.

2. The Findings of Fact set forth in section II.B of the Department's Advisory Report ("History") are accurate, complete and supported by the record, and are therefore adopted by reference.

3. The initial public comment period ran from July 24, to August 23, 2012. The Planning Department received 28 comments during this period. All but two supported the application. Three additional written comments, as well as public testimony were received at the joint public hearing. A list of the applicant and staff representatives and the members of the public who testified at the hearing, and a list of the exhibits offered, are included at the end of this recommendation. The testimony is summarized in the hearing minutes.

4. The Applicant submitted a response to public comments that had expressed concerns about the project. *See* Exhibit A, Attachment 8.

5. The alley to the west of the Applicant's property is unopened and unimproved, and the City has no current plans to improve it.

6. The alley is usable by motor vehicles from NE 55th Street for approximately one-half of the block and is used for access by residents of some of the adjacent properties. The south half of the alley is obstructed by a tree and other vegetation and by a fence that parallels the Applicant's property and extends into the right-of-way.

7. The City makes unopened alleys available for use by the owners of property adjacent to them until the City decides to open and improve the alley. At that time, encroachments must be removed.

8. A neighbor who uses the northern part of the alley for access to his property believes that the alley is needed for emergency access. He asked that the City open the alley all the way to NE 53rd Street and require the Applicant to remove the encroaching fence.

9. One neighboring property owner expressed concern about impacts from the lighting to be installed as part of the new parking lot.

10. KZC 115.85.1 requires that light sources be directed so that, to the maximum extent possible, glare does not extend to adjacent properties or to the right-of-way.

11. Although the Applicant did not include a detailed lighting plan as part of the application, one will be required as part of the building permit application. In addition, the Applicant offered to work with the neighbors on the time settings for the parking lot lights.

12. A neighbor expressed concern about the environmental impact of the proposed parking stalls and the additional traffic on 108th Avenue NE.

13. The applicant is proposing the use of pervious paving for the new parking stalls and an onsite infiltration system for all stormwater drainage.

14. The project included a traffic study and was reviewed for traffic impacts. It was determined that the project will not create significant traffic impacts. *See* Exhibit A, Attachments 10 and 15.

15. A neighbor expressed concern about the noise impacts of additional children on the playground, which is near the neighbor's home.

16. The existing playground will remain unchanged. The applicant has indicated that the site design of the project will help to minimize noise impacts by creating an additional buffer. The applicant also stated an intent to stagger the children's outdoor time so that no more children would be on the playground at one time than are there with the existing school. Exhibit A, Attachment 8.

17. The Findings of Fact set forth in section II.D of the Department's Advisory Report ("State Environmental Policy Act (SEPA) and Concurrency") are accurate, complete and supported by the record, and are therefore adopted by reference.

18. The Findings of Fact set forth in section II.E of the Department's Advisory Report ("Approval Criteria") are accurate, complete and supported by the record, and are therefore adopted by reference.

19. The Findings of Fact set forth in section II.F of the Department's Advisory Report ("Development Regulations") are accurate, complete and supported by the record, and are therefore adopted by reference.

20. The Findings of Fact set forth in section II.G of the Department's Advisory Report ("Comprehensive Plan") are accurate, complete and supported by the record, and are therefore adopted by reference.

21. The Findings of Fact set forth in section II.H of the Department's Advisory Report ("Development Standards") are accurate, complete and supported by the record, and are therefore adopted by reference.

22. The Houghton Community Council has concurred with the Staff Analysis and Recommendation on the proposal and recommends approval of the proposal as set forth therein.

Conclusions:

1. The Conclusions set forth in section II.A of the Department's Advisory Report, Exhibit A, ("Site Description") are supported by the facts in the record, and are therefore adopted by reference.

2. The Conclusions set forth in section II.B of the Department's Advisory Report ("History") are supported by the facts in the record, and are therefore adopted by reference.

3. Because the City does not have current plans to open the alley to the west of the Applicant's property, the Examiner finds no basis at this time for requiring the Applicant to remove the fence that encroaches on that right-of-way.

4. The evidence in the record does not support the imposition of lighting or noise attenuation conditions beyond those required by Code.

5. The evidence in the record does not support the imposition of traffic or drainage conditions beyond those included in the project and required by Code. Further, these impacts were considered in the City's traffic concurrency and SEPA reviews, and neither the SEPA Determination of Nonsignificance nor the Traffic Concurrency Determination were appealed.

6. The Conclusions set forth in section II.D of the Department's Advisory Report ("State Environmental Policy Act (SEPA) and Concurrency") are supported by the facts in the record, and are therefore adopted by reference.

7. The Conclusions set forth in section II.E of the Department's Advisory Report ("Approval Criteria") are supported by the facts in the record, and are therefore adopted by reference.

8. The Conclusions set forth in section II.F of the Department's Advisory Report ("Development Regulations") are supported by the facts in the record, and are therefore adopted by reference.

9. The Conclusions set forth in section II.G of the Department's Advisory Report ("Comprehensive Plan") are supported by the facts in the record, and are therefore adopted by reference.

10. The Conclusions set forth in section II.H of the Department's Advisory Report ("Development Standards") are supported by the facts in the record, and are therefore adopted by reference.

Recommendation:

Based upon the foregoing findings of fact and conclusions, the Hearing Examiner recommends that the Council approve the Master Plan zoning permit, subject to the four conditions set forth in section IB of Exhibit A.

Entered this 22nd day of October, 2012.

Sue A. Tanner
Hearing Examiner

SUBSEQUENT MODIFICATIONS

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

CHALLENGES AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for challenges. Any person wishing to file or respond to a challenge should contact the Planning Department for further procedural information.

CHALLENGE

Section 152.85 of the Zoning Code allows the Hearing Examiner's recommendation to be challenged by the applicant or any person who submitted written or oral comments or testimony to the Hearing Examiner. A party who signed a petition may not challenge unless such party also submitted independent written comments or information. The challenge must be in writing and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., October 31, 2012, seven (7) calendar days following distribution of the Hearing Examiner's written recommendation on the application. Within this same time period, the person making the challenge must also mail or personally deliver to the applicant and all other people who submitted comments or testimony to the Hearing Examiner, a copy of the challenge together with notice of the deadline and procedures for responding to the challenge.

Any response to the challenge must be delivered to the Planning Department within seven (7) calendar days after the challenge letter was filed with the Planning Department. Within the same time period, the person making the response must deliver a copy of the response to the applicant and all other people who submitted comments or testimony to the Hearing Examiner.

Proof of such mail or personal delivery must be made by affidavit, available from the Planning Department. The affidavit must be attached to the challenge and response letters, and delivered to the Planning Department. The challenge will be

considered by the City Council at the time it acts upon the recommendation of the Hearing Examiner.

JUDICIAL REVIEW
Section 152.110 of the Zoning Code allows the action of the City in granting or denying this zoning permit to be reviewed in King County Superior Court. The petition for review must be filed within twenty-one (21) calendar days of the issuance of the final land use decision by the City.

LAPSE OF APPROVAL
Under KZC 152.115, the applicant must submit to the City a complete building permit application approved under Chapter 152 within four (4) years after the final approval on the matter, or the decision becomes void; provided, however, that in the event judicial review is initiated per Section 152.110, the running of the four years is tolled for any period of time during which a court order in said judicial review proceeding prohibits the required development activity, use of land, or other actions. Furthermore, the applicant must substantially complete construction approved under Chapter 152 and complete the applicable conditions listed on the Notice of Approval within six (6) years after the final approval on the matter, or the decision becomes void.

TESTIMONY:
The following persons testified at the public hearing:

From the City:
Tony Leavitt, Project Planner
Rob Jammerman, Development Engineering Mgr.
Department of Public Works

From the Applicant:
Donna Caditz, Owner
Christopher Brown, PE

From the Public:
Scott and Jennifer Judge
Gary Porter
Brian Gawthrop
Carol and Brooks Walton
Wen LaCasse
Rasekh Rifaat
George Britton-Simmons
Sacha Bailey
Gregory Wall
Eric Synn

EXHIBITS:
The following exhibits were offered and entered into the record at the public hearing:

A. Department of Planning and Community Development Staff Advisory Report dated October 8, 2012, with 15 attachments
B. Three public comments, dated October 1, 2 and 10, 2012

PARTIES OF RECORD

Steve Lee, Studio Meng Strazzara, Applicant
Donna Caditz, Simca Group, Owner
Christopher Brown, PE
Scott and Jennifer Judge
Gary Porter
Rachel Mikulec
Brian Gawthrop
Carol and Brooks Walton
Wen LaCasse
Cheryl Hight
Spring Vitus
Rasekh Rifaat
George Britton-Simmons
Sacha Bailey
Gregory Wall
Eric Synn
Department of Planning and Community Development
Department of Public Works
Department of Building and Fire Services

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

ADVISORY REPORT
FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

To: Houghton Community Council
Kirkland Hearing Examiner

From: Tony Leavitt, Associate Planner

Eric R. Shields, AICP, Planning Director

Date: October 8, 2012

File: **ZON12-00659, KIRKLAND CHILDREN'S SCHOOL MASTER PLAN**

Hearing Date and Place: October 15, 2012; 7:00 PM
City Hall Council Chamber
123 Fifth Avenue, Kirkland

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I. INTRODUCTION

A. APPLICATION

1. Applicant: Steve Lee of Studio Meng Strazzara representing the Kirkland Children's School, Property and Business Owners

2. Site Location: 5311 108th Avenue NE (see Attachment 1)

3. Request: Proposal of a Master Plan zoning permit to allow the construction of a new 3,400 square foot building on the existing Kirkland Children's School site (see Attachments 2 and 3). The building will house 3 new classrooms (totaling 2,750 square feet) for the preschool/daycare environmental education program, restroom facilities, and storage areas. The project also includes other site improvements including the addition of 9 parking stalls, a rain garden, parking lot lighting and landscaping. The existing buildings (totaling 6,750 square feet) and parking lots (23 stalls) on the property will remain.

4. Review Process: Process IIB; Houghton Community Council and Hearing Examiner conduct a public hearing and make recommendations; City Council makes final decision. The Houghton Community Council has disapproval jurisdiction over the land use proposal.

5. Summary of Key Issues:

   a. Compliance with Zoning Permit Approval Criteria (see Section II.E)

   b. Compliance with Applicable Development Regulations (see Section II.F).

B. RECOMMENDATIONS

Based on Statements of Fact and Conclusions (Section II), and Attachments in this report, we recommend approval of this application subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 4, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations. When a condition of approval conflicts with a development regulation in Attachment 4, the condition of approval shall be followed.

2. The minimum required number of onsite parking stalls for the project shall be 32 (see Conclusion II.F.5).

3. The applicant shall retain all trees during the construction of the school as shown in Attachment 3 and comply with the recommendations contained in the Tree Retention Plan (see Conclusion II.F.7).

4. As part of the building permit application, the applicant shall:

   a. Submit plans for the installation 5 trees along the northwest corner of the site. The trees should be deciduous trees of 2-inch caliper, minimum, and/or coniferous trees at least six (6) feet in height,

minimum. At least 50 percent of the required trees shall be evergreen (see Conclusion II.F.6).

b. Submit a lighting plan showing the location, height, fixture type and wattage of all proposed exterior lights. The lighting plan shall be consistent with the requirements in KZC Section 115.85 (see Conclusion II.F.8).

II. FINDINGS OF FACT AND CONCLUSIONS

A. SITE DESCRIPTION

1. Site Development and Zoning:

a. Facts:

(1) Size: 57,385 Square Feet (1.32 acres)

(2) Land Use: The subject property contains the existing Kirkland Children's School.

(3) Zoning: The subject property is zoned RS 8.5 (Residential Single-family). A School Use is an allowed use, subject to approval of a Process IIB Master Plan Zoning Permit, within this zone.

(4) Terrain: The subject property is relatively flat with the west property line being approximately 6 feet below the east property line.

(5) Vegetation: The subject property contains a total of 49 significant trees.

b. Conclusions:

(1) Size, land use, and terrain are not constraining factors in the review of this application.

(2) Retention of significant trees is addressed in Section II.F.7.

(3) Zoning is a relevant factor in the review of this application, due to the fact that a School Use must be approved through a Process IIB Zoning permit process (see Section II.F.1).

2. Neighboring Development and Zoning:

a. Facts: The neighboring properties are zoned as follows and contain the following uses:

North, West and South: Zoned RS 8.5, Single-family residences

East: Zoned RS 8.5, Kirkland Seventh-day Adventist School and Emerson (formerly BEST) High School.

b. Conclusion: The neighboring single family development and zoning are factors in the review of the proposed Master Plan application.

B. HISTORY

1. Facts:

   a. King County Assessor's Office Records show that the main building on the site was constructed in 1945.

   b. The property was part of the Houghton-Kirkland Consolidation that occurred on July 3, 1968.

   c. According to the property and business owner, the Kirkland Children's School has been located on the site since 1970.

   d. The City has approved two minor modifications on the site. The first one, in 1994, allowed the addition of an enclosed play area. As part of that permit, the parking lot and associated landscaping were brought into conformance with the applicable code requirements. Additional landscaping and fencing was also added.

   e. The second modification, approved in 1999, allowed the construction of a reception and office area addition to the main building.

2. Conclusion: The history of the site is relevant in the review of the proposed Master Plan application.

C. PUBLIC COMMENT

1. Facts: The initial public comment period ran from July 24th to August 23rd, 2012. The Planning Department received a total of 28 comment emails, letters, and postcards during this comment period. A majority of comments were showing support for the application (see Attachment 5). Two of the letters (see Attachments 6 and 7) raised issues that staff addresses below. Additionally, the applicant responded to one of the letters with a response letter (see Attachment 8).

   - Impacts to Adjacent Alley

     A neighbor would like the City to require that the school move its fence that extends into the alley and open the alley for emergency access.

     Staff Response: The existing alley is an unimproved alley that is used by some of the adjacent property. The City allows the continued use of these alleys by neighboring property owners including the installation of fence. If the City decides to pave the alley in the future, the school would be required to move the fence to the edge of its property line. The City has no plans at this time to improve the alley.

   - Lighting

     One neighbor is concerned about the lighting that will be installed as part of the new parking lot.

Staff Response: Staff addresses site lighting in Section II.F.8 of this report. The applicants state in their response letter that the light fixtures will be oriented away from the neighbor's residence and will meet the City's requirements.

- Parking and Traffic

  One neighbor is concerned about the environmental impact of the proposed parking stalls and additional traffic on 108th Avenue NE.

  Staff Response: The applicant is proposing the use of pervious paving for the new parking stalls and an onsite infiltration system for all stormwater drainage. The project was reviewed for traffic impacts and it was determined that the project will not create significant traffic impacts (see Attachment 10).

- Playground Noise

  A neighbor is concerned about the noise impacts of additional children on the playground near their home.

  Staff Response: The existing playground will remain unchanged as part of this project. The applicant states the site design of the project will help to minimize noise impacts by creating an additional buffer. The applicants state that they will limit of the amount of children that use the playground at any one time to address the neighbor's concern.

D. STATE ENVIRONMENTAL POLICY ACT (SEPA) AND CONCURRENCY

1. Facts:

   a. A Determination of Nonsignificance (DNS) was issued on September 10, 2012. The Environmental Determination and Memo are included as Attachment 9.

   b. The project passed Traffic Concurrency on December 23, 2012 (see Attachment 10).

   c. No appeals of the SEPA Determination or Traffic Concurrency were filed.

2. Conclusion: The applicant and the City have satisfied the requirements of SEPA and Concurrency.

E. APPROVAL CRITERIA

1. Zoning

   a. Facts:

      (1) Kirkland Zoning Code (KZC) Section 15.10.030 Special Regulation 10 requires that a School Use with a property size of less than five acres or more and within the Houghton Community Council jurisdiction receive approval through a Process IIB review.

(2) Zoning Code section 152.70.3 states that a Process IIB application may be approved if:

(a) It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and

(b) It is consistent with the public health, safety, and welfare.

b. Conclusions: The proposal complies with the criteria in KZC Section 152.70.3. It is consistent with all applicable development regulations (see Section II.F) and the Comprehensive Plan (see Section II.G). In addition, the proposal is consistent with the public health, safety, and welfare because the project will provide the community with an expanded school while minimizing impacts on the surrounding neighborhood.

F. DEVELOPMENT REGULATIONS

1. School Location Criteria

a. Facts: KZC Section 17.10.030, Special Regulation No. 3, states that a school use may be located in a RS zone only if:

- It will not be materially detrimental to the character of the neighborhood in which it is located.
- Site and building design minimizes adverse impacts on surrounding residential neighborhoods.
- The property is served by a collector or arterial street (does not apply to existing school sites).

b. Conclusions: The proposal is consistent with the criteria established in KZC Section 17.10.030, Special Regulation No. 3 as follows:

- There is an existing school at the site which includes recreational, parking, and other facilities normally associated with a school use. The proposal will not introduce new uses or activities which would materially impact the character of the neighborhood.
- The building has been designed to minimize impacts on surrounding residential uses by locating it as far as possible from the residential properties near the existing parking lot and by limiting the height to 15 feet.
- The property is served by 108th Avenue NE, which is classified as an arterial street.

2. Existing Nonconformances

a. Facts:

(1) King County Assessor's Office Records show that the main building on the site was constructed in 1945. The property has been a school since at least 1970, when the current property owner bought the property.

(2) The existing structures do not comply with the current property line setback requirements of 50 feet. Additionally, a portion of the existing parking lot does not comply with the current 20 foot setback requirement.

(3) KZC Section 162.40 states that if a development activity on the subject property is being decided upon using a Process IIB review process, the City shall in such process consider the degree of nonconformance, its relationship to the proposed development activity, and pursuant to the relevant provisions of Chapter 162, may require that the applicant correct any nonconformance that exists on the subject property.

(4) KZC Section 162.35.7 requires that any structural alteration of a roof or exterior wall which does not comply with required yard standards requires that the nonconforming setback be brought into conformance.

(5) The existing nonconforming parking area would be classified as any other nonconformance per KZC Section 162.35.12. KZC Section 162.35.12 requires that this type of nonconformance be brought into conformance if The applicant is making any alteration or change or doing any other work in a consecutive 12-month period to an improvement that is nonconforming or houses, supports or is supported by the nonconformance, and the cost of the alteration, change or other work exceeds 50 percent of the replacement cost of that improvement.

(6) The applicant is proposing no structural alterations to the existing structures.

(7) The proposed structure complies with all applicable code requirements including setbacks, maximum lot coverage, and maximum height. The additional parking stalls will be located outside of the required 20 foot setback.

b. Conclusion: The existing nonconformances on the site are not being modified as part of the proposal. Staff recommends that the nonconforming structures and parking lot be allowed to remain. KZC Chapter 162 would continue to govern the nonconformances in the future.

3. School Use General Regulation 2

   a. Facts:

      (1) KZC Section 15.08 General Regulation 2 states that if any potion of a structure is adjoining a detached dwelling unit in a low density zone, then either the height of that portion of the structure shall not exceed 15 feet above average building elevation or the maximum horizontal façade shall not exceed 50 feet (see Attachment 14).

      (2) The proposed structure adjoins detached dwelling units in a low density zone to the north, west and south. As a result, the structure must comply with KZC Section 15.08 General Regulation 2.

      (3) The proposed structure will be a maximum of 15 feet above average building elevation.

   b. Conclusion: The proposed structure complies with KZC Section 15.08 General Regulation 2.

4. Passenger Loading Area

   a. Facts:

      (1) KZC Section 15.10.030 Special Regulations 6 requires that an on-site passenger loading area be provided.

      (2) According to the applicant, parents who drop off their children at the school are required by the Department of Early Learning to enter the school with their children and sign their children in. During pick-up of their children, parents are required to enter the school and sign out the children.

   b. Conclusion: Based on the information from the applicant, Public Works Staff has concluded that a passenger loading area is not needed for this type of school.

5. Parking

   a. Facts:

      (1) KZC Section 15.10.030 does not establish a parking requirement for school uses. Instead, it defers to KZC Section 105.25, which authorizes the Planning Official to establish the number of required parking stalls based on the parking demand for the proposed use.

      (2) A parking demand study was submitted as part of the Traffic Impact Analysis (see Attachment 15).

      (3) The City's Transportation Engineer has reviewed the parking demand study and recommends that the completed project contain at least 32 onsite parking stalls (see Attachment 10).

(4) The applicant is proposing a total of 32 onsite parking stalls.

b. Conclusions: The minimum required number of onsite parking stalls for the project is 32. The applicant is proposing an adequate number of parking stalls to serve the proposed project.

6. Landscaping Requirements

a. Facts:

(1) KZC Section 15.10.030 requires School Use in a RS zone to comply with Landscape Category D.

(2) KZC Section 95.42 lists the minimum land use buffer requirements for Landscape Category D. The subject property is bordered on three sides by single family residential uses and this section requires the installation of a landscape buffer that complies with Buffering Standard 2. For standard 2, the applicant shall provide a 5-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall. Within the landscape strip, trees spaced 10 feet apart are required.

(3) KZC Section 95.40.6.h states that if the subject property is occupied by a school, landscape buffers are not required along property lines adjacent to a street.

(4) The subject property is surrounded by an existing 6 foot high solid wood fence. Existing significant trees along the perimeter of the site are proposed to be retained.

b. Conclusions:

(1) A landscape buffer is not required along the east property line as this property lines is adjacent to a street.

(2) The existing trees on site provide an adequate buffer along a majority of the site perimeter. Staff is recommending that a total of 5 trees be planted in the northwest corner of the site to fill-in the required buffer.

(3) As part of the building permit application, the applicant should submit plans for the installation 5 trees along the northwest corner of the site. The trees should be deciduous trees of 2-inch caliper, minimum, and/or coniferous trees at least six (6) feet in height, minimum. At least 50 percent of the required trees shall be evergreen.

7. Natural Features- Significant Landscaping

a. Facts:

(1) Regulations regarding the retention of trees can be found in Chapter 95 of the Kirkland Zoning Code. The applicant is required to retain all trees with a moderate to high retention value to the maximum extent possible.

(2) The applicant has submitted a Tree Retention Plan prepared by a certified arborist (see Attachments 3 and 11).

(3) The City's Urban Forester has reviewed the Tree Retention Plan (see Attachment 12) and designated the onsite significant trees.

b. Conclusions: The applicant should retain all trees during the construction of the school as shown in Attachment 3 and comply with the recommendations contained in the Tree Retention Plan.

8. Site Lighting

a. Facts:

(1) KZC Section 115.85.1 requires that the applicant use energy efficient light sources, comply with the Washington Energy Code with respect to the selection and regulation of light sources, and select, place, and direct light sources both directable and nondirectable so that glare produced by any light source, to the maximum extent possible, does not extend to adjacent properties or to the right-of-way.

(2) The current submittal does not contain a detailed lighting plan that would show the location, height, fixture type, and wattage of proposed lights.

b. Conclusion: As part of its building permit application, the applicant should submit a lighting plan showing the location, height, fixture type and wattage of all proposed exterior lights. The lighting plan shall be consistent with the requirements in KZC Section 115.85.

G. COMPREHENSIVE PLAN

1. Facts:

a. The subject property is located within the Central Houghton neighborhood. The Central Houghton Neighborhood Land Use Map designates the subject property for low density residential use (see Attachment 13).

b. The newly adopted Central Houghton Neighborhood Plan includes a policy, CH-8.1, which states "provide opportunities for early community involvement in any expansion plans for, modifications to, or changes in uses within schools".

c. The owners of the school held community meetings and discussions with neighbors and the community members during their design process.

2. Conclusion: The proposal is consistent with low density residential use designation and policies within the Comprehensive Plan.

H. DEVELOPMENT STANDARDS

1. Fact: Additional comments and requirements placed on the project are found on the Development Standards, Attachment 4.

2. Conclusion: The applicant should follow the requirements set forth in Attachment 4.

III. SUBSEQUENT MODIFICATIONS

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

IV. CHALLENGES AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for challenges. Any person wishing to file or respond to a challenge should contact the Planning Department for further procedural information.

A. CHALLENGE

Section 152.85 of the Zoning Code allows the Hearing Examiner's recommendation to be challenged by the applicant or any person who submitted written or oral comments or testimony to the Hearing Examiner. A party who signed a petition may not challenge unless such party also submitted independent written comments or information. The challenge must be in writing and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., _____, seven (7) calendar days following distribution of the Hearing Examiner's written recommendation on the application. Within this same time period, the person making the challenge must also mail or personally deliver to the applicant and all other people who submitted comments or testimony to the Hearing Examiner, a copy of the challenge together with notice of the deadline and procedures for responding to the challenge.

Any response to the challenge must be delivered to the Planning Department within seven (7) calendar days after the challenge letter was filed with the Planning Department. Within the same time period, the person making the response must deliver a copy of the response to the applicant and all other people who submitted comments or testimony to the Hearing Examiner.

Proof of such mail or personal delivery must be made by affidavit, available from the Planning Department. The affidavit must be attached to the challenge and response letters, and delivered to the Planning Department. The challenge will be considered by the City Council at the time it acts upon the recommendation of the Hearing Examiner.

B. JUDICIAL REVIEW

Section 152.110 of the Zoning Code allows the action of the City in granting or denying this zoning permit to be reviewed in King County Superior Court. The petition for review must be filed within twenty-one (21) calendar days of the issuance of the final land use decision by the City.

V. LAPSE OF APPROVAL

Under Section 152.115 of the Zoning Code, the applicant must submit to the City a complete building permit application approved under Chapter 152, within four (4) years after the final approval on the matter, or the decision becomes void; provided, however, that in the event judicial review is initiated per Section 152.110, the running of the four years is tolled for any period of time during which a court order in said judicial review proceeding prohibits the required development activity, use of land, or other actions. Furthermore, the applicant must substantially complete construction approved under Chapter 152 and complete the applicable conditions listed on the Notice of Approval within six (6) years after the final approval on the matter, or the decision becomes void.

VI. APPENDICES

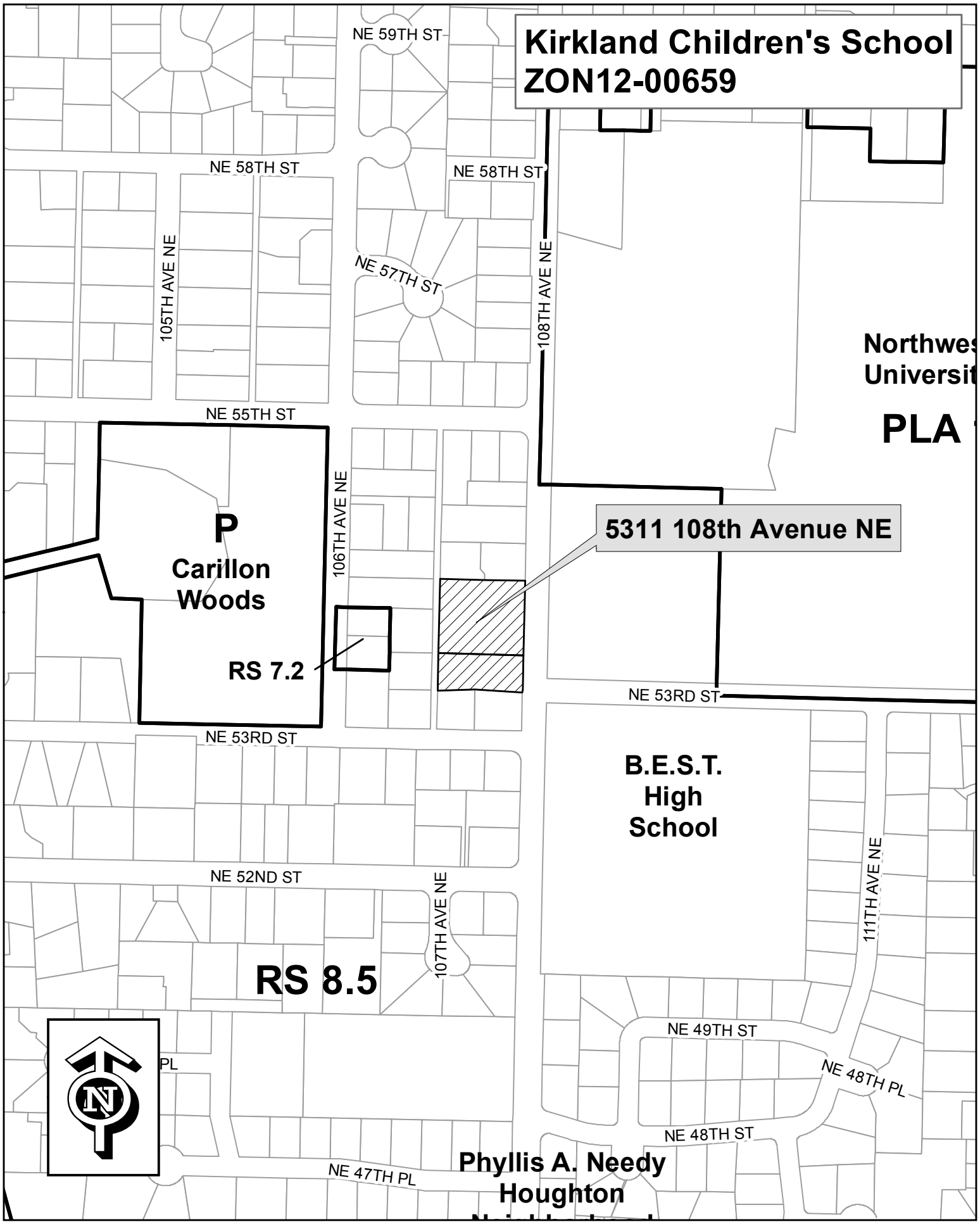
Attachments 1 through 15 are attached.

1. Vicinity Map
2. Project Description
3. Development Plans
4. Development Standards
5. Comments and Postcard Summaries
6. Comment Letter from Gary Porter
7. Comment Email from Brooks and Carol Porter
8. Comment Response Letter from Kirkland Children's School
9. SEPA Determination and Memo
10. Public Works Traffic Impacts Analysis Review Memo
11. Arborist Report
12. Urban Forester Review Memo
13. Central Houghton Neighborhood Land Use Map
14. RS Use Zone Chart
15. Traffic Impact Analysis

VII. PARTIES OF RECORD

Applicant: Steve Lee, Studio Meng Strazzara
Owner: Donna Caditz, Simca Group
Parties of Record
Department of Planning and Community Development
Department of Public Works
Department of Building and Fire Services

A written recommendation will be issued by the Hearing Examiner within eight calendar days of the date of the open record hearing unless additional time is provided per KZC 152.70.2.


Kirkland Children's School
ZON12-00659
NE 59TH ST
NE 58TH ST
NE 58TH ST
105TH AVE NE
NE 57TH ST
108TH AVE NE
Northwes
Universit
PLA
NE 55TH ST
P
Carillon
Woods
106TH AVE NE
5311 108th Avenue NE
RS 7.2
NE 53RD ST
NE 53RD ST
B.E.S.T.
High
School
NE 52ND ST
107TH AVE NE
111TH AVE NE
RS 8.5
NE 49TH ST
NE 48TH PL
NE 48TH ST
NE 47TH PL
Phyllis A. Needy
Houghton

studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

04 April 2012

City of Kirkland
Planning & Community Development
123 5th Avenue
Kirkland, WA 98033

RE: **Zoning Code Statement**
A statement describing how the application specifically complies with applicable criteria set forth in the Zoning Code.

City of Kirkland Planner:

The new classroom building at Kirkland Children's School complies with the Kirkland Zoning Code. All set back requirements are per zoning code. Per our pre application meeting, the building height is set at 15'-0" per code. The project follows the LID process for storm water and small project classifications. The design of the building reflects the residential neighborhood scale and materials.

The parking area has been improved to add nine (9) standard sized stalls, and the remaining west portion of the existing stalls have been restriped to meet the 50% standard stall percentage requirements. No new curb cuts are required for the project. Additional lighting has been added to the parking lot to meet light level requirements. We have provided a pedestrian connection route from the front door of facility to the sidewalk along 108th Ave NE.

As discussed in our pre application meeting on November 11, 2011, existing frontage improvements facing 108th Ave NE meet the zoning code requirements.

Sincerely,

Steven H. Lee
Applicant, Project Manager

TEL 206 587 3797 FAX 206 587 0588 2001 WESTERN AVE, SUITE 200 SEATTLE WA USA 98121 www.studioms.com

ZON12-00659 Staff Report
Attachment 3

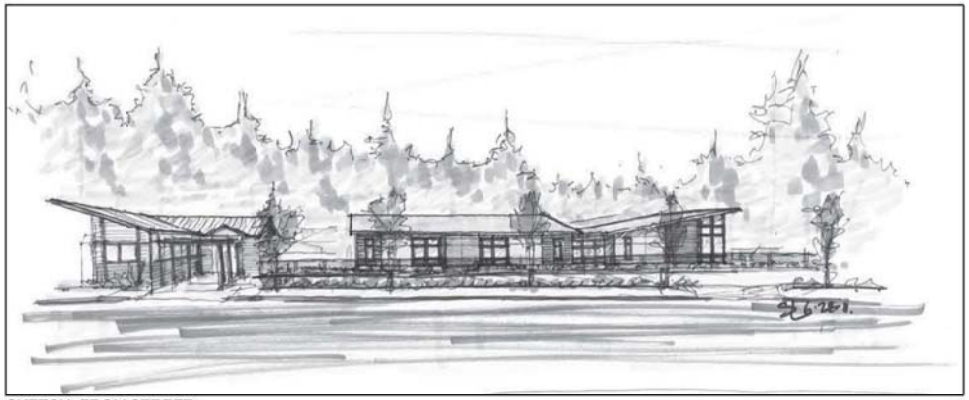
KIRKLAND CHILDREN'S SCHOOL

NEW CLASSROOM BUILDING

5311 108th AVE NE, KIRKLAND, WA

ABBREVIATIONS

&	and
∠	angle
@	at
#	number, pounds
	diameter
ABV	above
AFF	above finish floor
ACC	access
AC	air conditioning
ACT	acoustic tile
ADD	addendum
ADJ	adjust, adjustable
AC	acoustic
ALT	alternate, alternative
ALUM	aluminum
ANCD	anodized
APPR	approximate
ARCH	architect, architectural
AVG	average
BSMT	basement
BSBL	building setback line
BM	beam
BLW	below
BTWN	between
BLK	block, blocking
BS	both sides
BW	both ways
BTM	bottom
BLDG	building
CAB	cabinet
CBMT	cabinet
CP	cast in place
CB	catch basin
CLG	ceiling
CH	chamfer
CL	centerline
CLR	clear, clearance
COL	column
CMU	concrete masonry units
CONST	construction
CONT	continuous
CONTR	contractor, contract
CJ	control joint
CORR	corrugated
CFT	cubic feet
CYD	cubic yards
CFM	cubic feet per minute
CW	clear wire glass
DBL	double
DD	deck drain
DTL	detail
DIAG	diagonal
DIA	diameter
DIMN	dimension, dimensional
DIV	divide, divider
DN	down
DR	door
DS	downspout
DT	drain tile
DW	dishwasher
DWR	drawer
DWG	drawing
E	east
EA	each
EF	exhaust fan
EG	existing grade
EJ	expansion joint
ELEC	electric, electrical
EL	elevation
ELEV	elevator
EMER	emergency
ENCL	enclosure, enclose
EQ	equal
EQP	equipment
EST	estimate, estimated
EXH	exhaust
EXIST	existing
EXP	expose, exposed
EXT	exterior
FG	face of
FD	floor drain
FG	Finished grade
FIN	finish, finished
FE	fire extinguisher
FF	front face, factory finish
FP	fireproof, fireplace
FR	fire resistant
FLSH	flush, flushing
FLX	flexible
FLR	floor
FJ	finish joint
FTG	footing
FND	foundation
FU	full size
FUR	furring
FT	foot, feet
GA	gage, gauge
GLV	galvanize, galvanized
GSKT	gasket
GC	general contractor
GL	glass, glass, glazing
GLB	glass block
GRD	grade
GF	ground face
GWB	gypsum wallboard
H	high
HCW	hollow core wood
HDW	hardware
HWD	hardwood
HJ	head joint
HDR	header
HVAC	heating, ventilation & air conditioning
HD	heavy duty
HGT	height
HEX	hexagonal
HM	hollow metal
HZ	horizontal
HORIZ	horizontal
HB	hose bibb
HWT	hot water tank/heater
INCL	include, included
ID	inside diameter
INSL	insulate, insulation
INT	interior
INST	install, installed
JT	joint
JST	joist
KPL	kickplate
KD	knockdown
LB	label
LAM	laminate, laminated
LAV	lavatory
LH	left hand
LT	left, long, length
LT	light
LW	lightweight
MFR	manufacturer
MAS	masonry
MO	masonry opening
MTL	metal
MAX	maximum
MECH	mechanical
MED	medium
MBR	member
MAT	material
MIN	minimum
MIR	mirror
MISC	miscellaneous
MOD	modify, modified
MT	mount
NAT	natural
NI	nickel
NRC	noise reduction coefficient
NOM	nominal
NMT	non-metallic
N	north
NIC	not in contract
NTS	not to scale
OA	overall
OC	on center
OD	outer diameter
OLF	occupant load factor
OPG	opaque
OPG	opening
OPP	opposite
OH	overhead
OFCI	owner furnished – contractor installed
OFCI	owner furnished – owner installed
PNT	paint
PNL	panel
PLL	parallel
PKG	parking
PAV	pave, pavers, pavement
PSD	paneled
PERF	perforate, perforated
PLAM	plastic laminate
PL	plate
PLY	plywood
PT	point
PVC	poly vinyl chloride
PCF	pounds per cubic foot
PLF	pounds per linear foot
PSF	pounds per square foot
PSI	pounds per square inch
PTN	partition
PFB	prefabricated
PROP	property line
R	riser, risers
RAD	radius
REF	reference
RFL	reflected
REFR	refrigerator
REINF	reinforce, reinforcement
REM	remove
RA	return air
REV	reverse
RH	right hand
ROW	right of way
RD	roof drain
RO	rough opening
RM	room
RF	roof
SAM	self-adhered membrane
SCWD	solid core wood
SF	square feet
SBK	setback
SFTY	safety
SCH	schedule
SLNT	sealant
SEC	section
SHT	sheet
SIM	similar
SC	solid core
SOG	slab on grade
SP	sound proof
S	south
SJ	seismic joint
SQ	square
SS	stainless steel
STD	standard
STA	stand
STO	store, storage
SD	smoke detector
STR	structure
SYM	symmetric
SYN	synthetic
SYS	system
TEL	telephone
TV	television
THK	thickness
TOL	tolerance
T&G	tongue & groove
TYP	typical
UNO	unless noted otherwise
UL	Underwriter's Laboratory
VJ	v-joint
VB	vapor barrier
VERT	vertical
VG	vertical grain
VIN	vinyl
VCT	vinyl tile
VTO	vent to outside
WW	wall to wall
WH	wall hung
WC	water closet
W	west
WD	wood
W/D	washer/dryer
W	wide, width
WIN	window
W/O	without
WIC	walk-in closet
WP	waterproof
WR	water resistant
WRB	weather resistant membrane



SKETCH, FROM STREET

VICINITY MAPS

ZONING PERMIT SET

DRAWING INDEX

GENERAL	
G-001	GENERAL PROJECT INFORMATION SHEET
SURVEY	
	SURVEY
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ARBORIST	
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LANDSCAPE	
L-101	PLANTING PLAN
ARCHITECTURAL	
AS-100	ARCHITECTURAL SITE PLAN
A-101	FLOOR PLAN & DETAILS
A-201	INTERIOR ELEVATIONS

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CONSULTANT

CLIENT/OWNER

KIRKLAND

TITLE

NEW CLASSROOM BUILDING

5311 108th Ave NE
Kirkland, WA

STAMP

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PROJECT NUMBER
11103.01

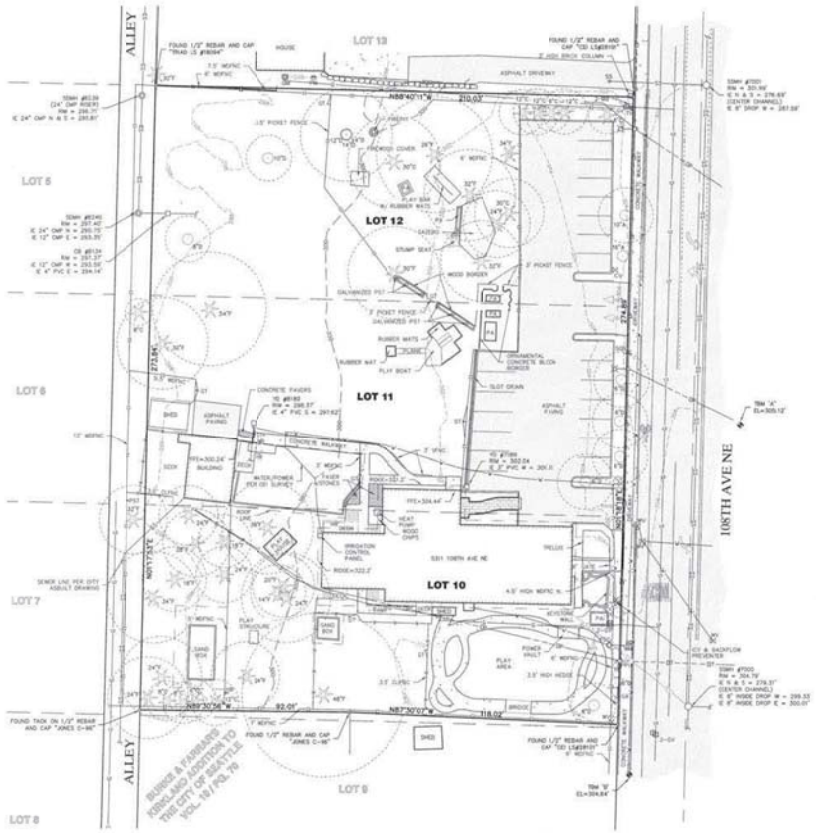
ISSUED FOR:	DATE:
ZONING PERMIT	06.20.12

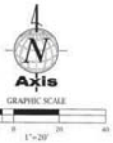
PLAN APPROVAL
DRAWN BY: JG
CHECKED: SL

SHEET CONTENTS
GENERAL PROJECT INFORMATION SHEET

SHEET NUMBER
G-001

TOPOGRAPHIC SURVEY





LEGEND

PM—POWER METER
TR—TELECOMMUNICATIONS RISER
TV—CABLE TV RISER
GA—GUY ANCHOR
UTILITY POLE W/ LIGHT & UNDERGROUND CONDUIT
POWER POLE W/UNDERGROUND CONDUIT
SSMH—SANITARY SEWER MANHOLE
SS—SANITARY SEWER CLEANOUT
CB—CATCH BASIN
SDMH—STORM DRAIN MANHOLE
YD—YARD DRAIN
FDC—FIRE DEPARTMENT CONNECTOR
HB—HOSE BIB
ICV—IRRIGATION CONTROL VALVE
WM—WATER METER
WV—WATER VALVE
GM—GAS METER
GV—GAS VALVE
MB—MAIL BOX
ROCKERY
SIGN—SIGN
PST—POST
LEFT TURN ARROW
"SCHOOL" THERMO
BIKE LINE
FOUND REBAR AND CAP AS NOTED
GATE
HANDRAIL
FINISHED FLOOR ELEVATION
PLASTER AREA
SANITARY SEWER LINE
STORM DRAIN LINE
OVERHEAD POWER LINE
OVERHEAD TELECOMMUNICATIONS LINE
WATER LINE
GAS LINE
CHAIN LINK FENCE LINE
VINYL FENCE LINE
WOOD FENCE LINE
CONCRETE PAVING
ASPHALT PAVING
BUILDINGS
BRICK PAVING
PAVER STONES
ALDER
DECIDUOUS
CEDAR
FIR
TREE DRIP LINE(TYP)

DATUM/BASIS OF BEARINGS

NOTTH18°E ALONG THE CENTERLINE OF 108TH AVE NE PER BOUNDARY AND TOPOGRAPHIC SURVEY BY CONCEPT ENGINEERING, INC. LAST DATED 5/4/11, AND PROVIDED TO AXIS BY CLIENT.

ORIGINATING BENCHMARK:

CITY OF KIRKLAND MONUMENT NO. 14, FOUND 3" BRASS PIN IN CONCRETE MONUMENT DOWN 0.9' IN CASE, AS PUBLISHED IN CITY OF KIRKLAND SURVEY CONTROL POINT STANDARD DATA SHEET.

VERTICAL DATUM: NAVD '88

ELEVATION: 268.76

TEMPORARY BENCHMARKS:

TBM "A" SET RAILROAD SPIKE IN WEST FACE OF POWER POLE OX EAST SIDE OF 108TH AVE NE AT 2 MID SITE.

ELEVATION: 305.12

TBM "B" SET RAILROAD SPIKE AT TOP BACK OF CURB AT a NORTH LINE OF BUS SHELTER EXTENDED.

ELEVATION: 304.64

LEGAL DESCRIPTION (PER DEED #20110908001405)

LOTS 10, 11 AND 12, BLOCK 9, BLINCE & FARRAR'S KIRKLAND ADDITION TO THE CITY OF SEATTLE, DIVISION NO. 7, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 19 OF PLATS, PAGE 70, RECORDS OF KING COUNTY, WASHINGTON.

EXCEPT THAT PORTION OF LOT 12 PURSUANT TO A JUDGMENT QUIETING TITLE UNDER KING COUNTY CASE NO. 86-2-07556-0 DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 12; THENCE NORTH 88°47'37" WEST ALONG THE SOUTH LINE THEREOF, A DISTANCE OF 0.11 FEET TO THE WESTERLY LINE OF SAID LOT 12; THENCE NORTH 01°18'23" EAST, A DISTANCE OF 2.31 FEET; THENCE SOUTH 88°47'37" EAST, A DISTANCE OF 10.01 FEET; THENCE SOUTH 87°32'44" EAST, A DISTANCE OF 118.02 FEET TO THE EASTERLY LINE OF SAID LOT 12; THENCE SOUTH 01°18'23" WEST, A DISTANCE OF 1.35 FEET TO THE POINT OF BEGINNING.

NOTES

PROPERTY BOUNDARY DRAWING BASED UPON INFORMATION SUPPLIED BY THE CLIENT OR AS AVAILABLE FROM THE TAX ASSESSORS OFFICE. NOTE THAT IT IS ONLY A SCHEMATIC REPRESENTATION FOR CONVENIENCE IN INTERPRETING THE TOPOGRAPHY. IT IS NOT A BOUNDARY SURVEY AND SHOULD NOT BE RELIED ON IN ANY WAY.

NO ABSTRACT OF TITLE, NOR TITLE COMMITMENT, OR RESULTS OF A TITLE SEARCH HERE FURNISHED TO THE SURVEYOR, DOCUMENTS OF RECORD MAY EXIST WHICH AFFECT THE SUBJECT PROPERTY.

INSTRUMENTATION FOR THIS SURVEY WAS A LEICA 1102 TOTAL STATION. PROCEDURES USED IN THIS SURVEY WERE FIELD TRAVERSE, MEETING OR EXCEEDING STANDARDS SET BY WAC 332-130-090.

UTILITY LOCATIONS SHOWN HEREON ARE BASED UPON FIELD LOCATION OF THE SURFACE EVIDENCE OF EXISTING STRUCTURES. UNDERGROUND UTILITY LOCATION SERVICES WERE NOT PROVIDED FOR THIS TOPOGRAPHY SURVEY AND THE UNDERGROUND ROUTING OF REPORTED BURIED UTILITIES WAS NOT BEEN VERIFIED OR CONFIRMED WITH THE UTILITY PURVEYOR. ADDITIONAL UTILITY LOCATIONS AND UNDERGROUND UTILITY LOCATION PAINT MARKING WILL BE REQUIRED PRIOR TO ANY CONSTRUCTION.

THE MAIN SITE BUILDING IS OBVIOUSLY CONNECTED TO THE PUBLIC SEWER SYSTEM AT SOME UNKNOWN LOCATION. AS SDMH #7000 SHOWS A WESTERLY INSIDE DROP CONNECTION, THIS IS THE INFERRED CONNECTION POINT. NO CITY AS-BUILTS EXIST SHOWING THIS CONNECTION. THIS CONNECTION SHOULD BE VERIFIED BY PETROLONG OR GROUND PENETRATING RADAR.

SE 1/4, NW 1/4, SEC. 17, TWP. 25N., RGE. 5E., W.M.
CITY OF KIRKLAND, KING COUNTY, WASHINGTON

REV#	DESCRIPTION OF REVISION	DATE	BY
#1			
#2			
#3			
#4			
#5			
#6			
#7			

SITE ADDRESS
5311 108TH AVE NE
KIRKLAND, WA 98033

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OF
KIRKLAND CHILDREN'S SCHOOL

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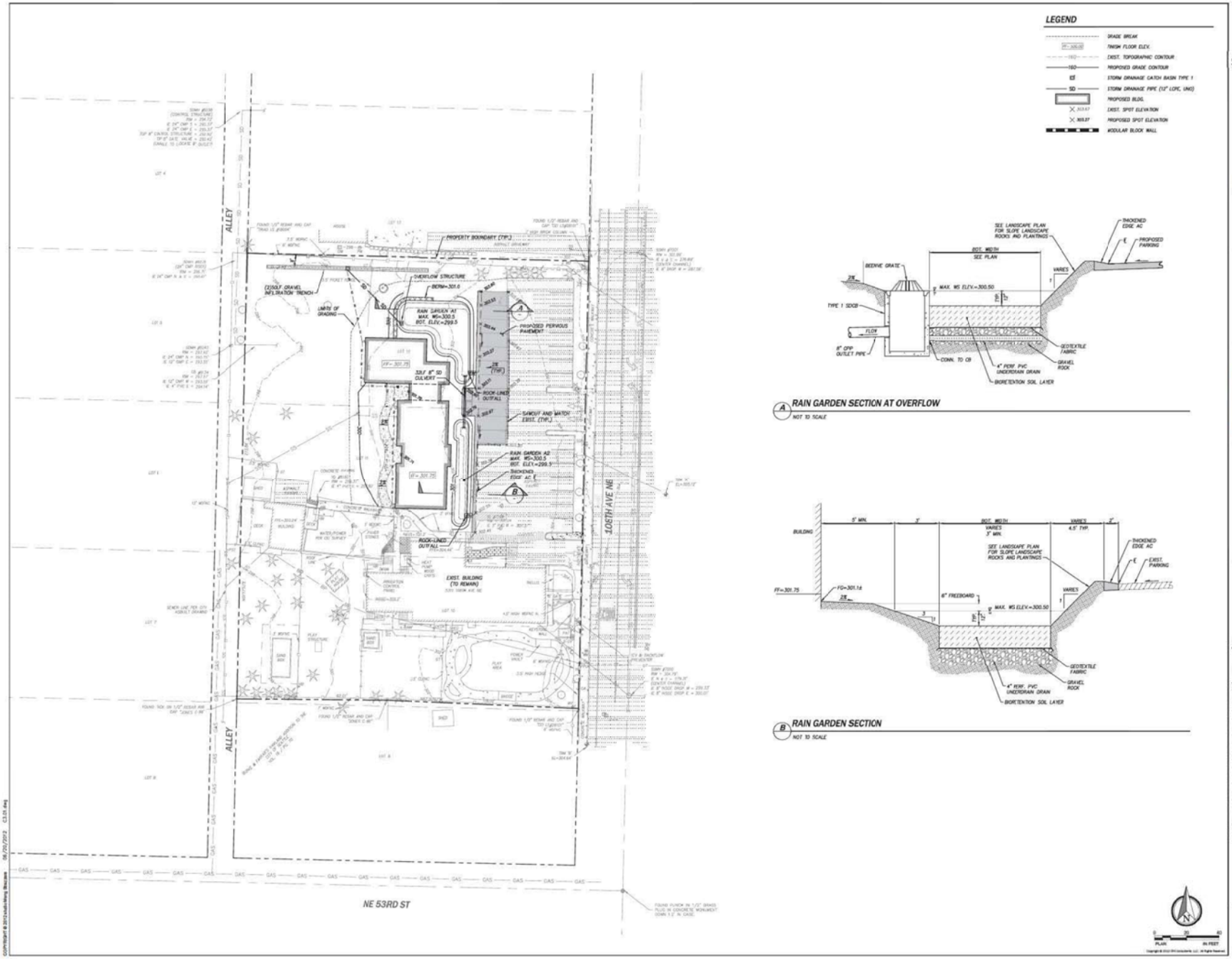
BELLEVUE, WA 98006

Axis Survey & Mapping
13001 SE 125th PL
KIRKLAND, WA 98034
TEL 425.823-5700
FAX 425.823-5700
www.axismap.com

JOB NO.	DATE
11-135	1.2/12
DRAWN BY	CHECKED BY
JM	MTSE
SCALE	SHEET
1"=20'	1 OF 1


LEGEND
GRADE BREAK
FINISH FLOOR ELEV.
EXIST. TOPOGRAPHIC CONTOUR
PROPOSED GRADE CONTOUR
STORM DRAINAGE CATCH BASIN TYPE 1
STORM DRAINAGE PIPE (12" LCPE, UNO)
PROPOSED BLDG.
EXIST. SPOT ELEVATION
PROPOSED SPOT ELEVATION
MODULAR BLOCK WALL
ALLEY
NE 53RD ST
108TH AVE NE
PROPERTY BOUNDARY (TYP.)
OVERFLOW STRUCTURE
BERM=301.0
(2)SQLF GRAVEL INFILTRATION TRENCH
LIMITS OF GRADING
RAIN GARDEN A1
MAX. WS=300.5
BOT. ELEV.=299.5
PROPOSED PERVIOUS PAVEMENT
FF=301.75
30LF 8" SD CULVERT
ROCK-LINED OUTFALL
SAWCUT AND MATCH EXIST. (TYP.)
RAIN GARDEN A2
MAX. WS=300.5
BOT. ELEV.=299.5
THICKENED EDGE AC
FF=301.25
ROCK-LINED OUTFALL
EXIST. BUILDING (TO REMAIN)
SEE LANDSCAPE PLAN FOR SLOPE LANDSCAPE ROCKS AND PLANTINGS
BOT. WIDTH SEE PLAN
BIOSWALE GRATE
MAX. WS ELEV.=300.50
TYPE 1 SDCB
FLOW
8" CPP OUTLET PIPE
CONN. TO CB
4" PERF. PVC UNDERDRAIN DRAIN
BIORETENTION SOIL LAYER
GEOTEXTILE FABRIC
GRAVEL ROCK
VARIES
PROPOSED PARKING
A RAIN GARDEN SECTION AT OVERFLOW
NOT TO SCALE
BUILDING
5' MIN.
3'
BOT. WIDTH VARIES 3' MIN.
VARIES 4.5' TYP.
2'
FF=301.75
FG=301.1±
6" FREEBOARD
EXIST. PARKING
B RAIN GARDEN SECTION
NOT TO SCALE
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TITLE
NEW CLASSROOM BUILDING
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Kirkland, WA
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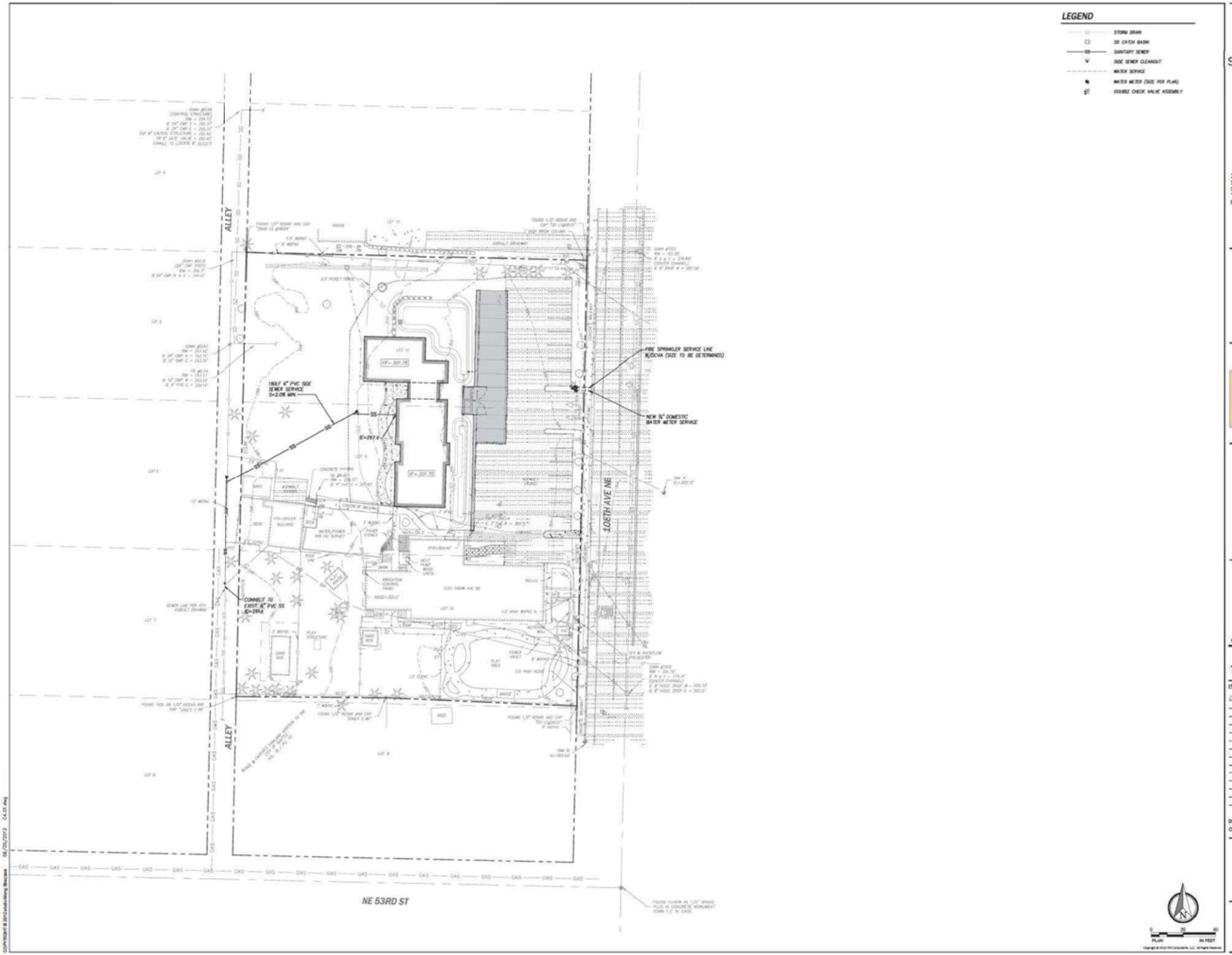
CHECKED: JBS
SHEET CONTENTS
CONCEPTUAL GRADING AND DRAINAGE PLAN
SHEET NUMBER
C3.01



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CP|H CONSULTANTS

Site Planning • Civil Engineering
Land Use Consulting • Project Management

CLIENT/OWNER

KIRKLAND CHILDREN'S SCHOOL

TITLE

NEW CLASSROOM BUILDING

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PROJECT NUMBER

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ISSUED FOR:	DATE:
CONSTRUCTION	06.20.12

PLAN APPROVAL

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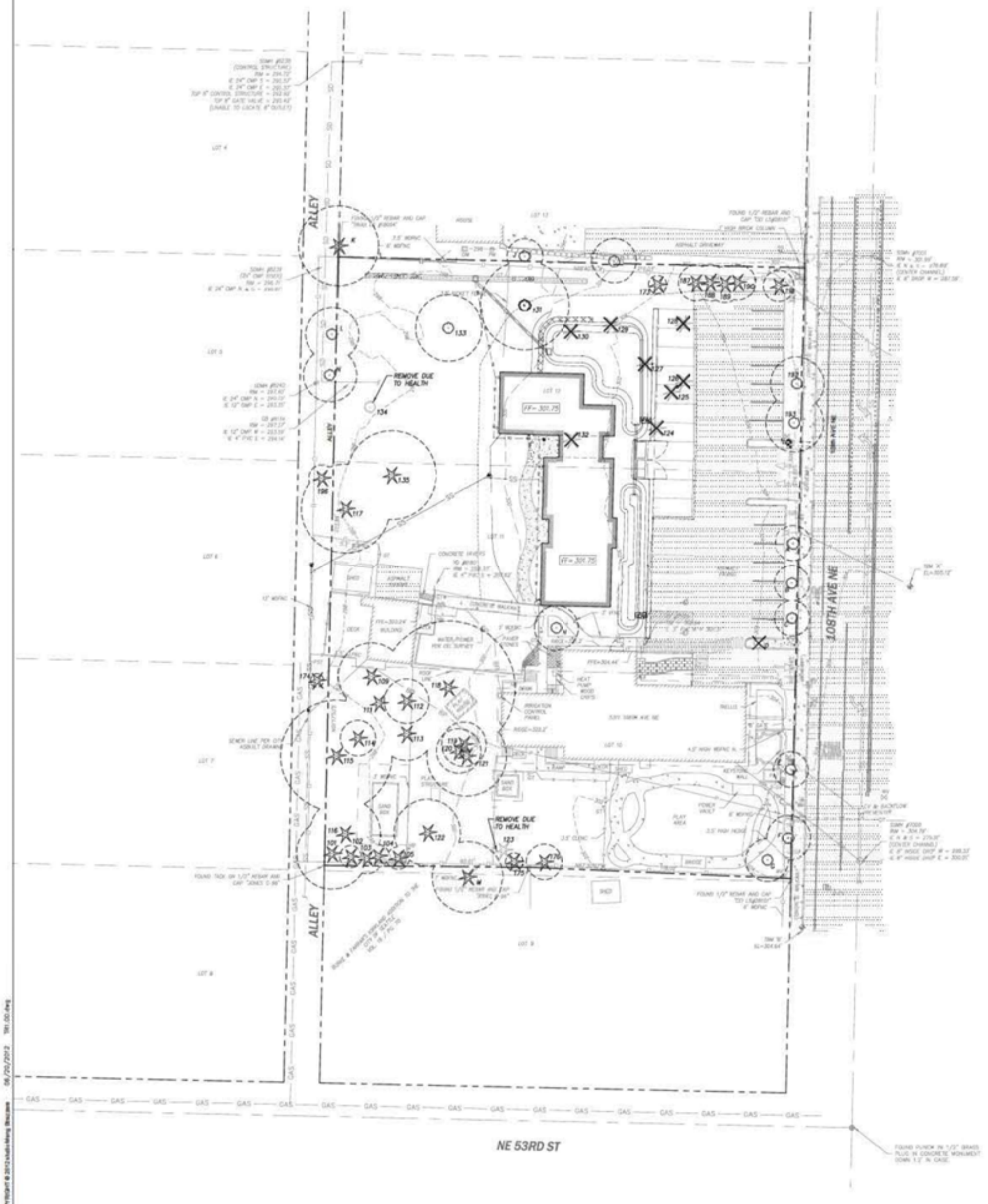
SHEET CONTENTS

CONCEPTUAL UTILITY PLAN

SHEET NUMBER

C4.01



LEGEND

- TREE TO REMAIN
- TREES TO BE REMOVED FOR CONSTRUCTION
- TREES TO BE REMOVED FOR HEALTH/VIABILITY
- APPROX. TREE DRIPLINE/LIMITS OF DISTURBANCE

TREE CALCULATIONS AND SUMMARY

Tree #	Scientific Name	Common Name	DSH (inches)	Drip Line	Condition	Prob	Size	Target	Risk Potential	LOD	Management Options	Notes	Tree Status
101	Pseudotsuga menziesii	Douglas fir	24.6	16.5	Good	2	2	4	8	Drip line	Crown clean as time and money allows	Bark crack with sap flow; tag missing; self-corrected lean, branch failure most probable	Retain
102	Cupressocyparis leylandii	Leyland cypress	7.6	5	Fair	1	1	3	5	Drip line		Phototropic lean	Retain
103	Cupressocyparis leylandii	Leyland cypress	7	5	Fair	1	1	4	6	Drip line		Topped	Retain
104	Cupressocyparis leylandii	Leyland cypress	6.7	5	Fair	1	1	4	6	Drip line		Topped; trunk sweep	Retain
105	Cupressocyparis leylandii	Leyland cypress	12.1	5	Good	1	1	4	6	Drip line		Phototropic lean	Retain
109	Pseudotsuga menziesii	Douglas fir	22.9	15	Good	2	2	4	8	Drip line	Crown clean as time and money allows		Retain
111	Pseudotsuga menziesii	Douglas fir	26.7	16	Good	2	1	4	[illegible]	Drip line	Crown clean as time and money allows, consider subordinating smaller lead to reduce the potential for part failure	8" subordinate lead at 8' with sap flow from union with main stem, not a significant risk	Retain
112	Pseudotsuga menziesii	Douglas fir	17	18	Good	2	1	4	7	Drip line	Crown clean as time and money allows	Tag removed	Retain
113	Thuja plicata	Western redcedar	25	12	Good	2	1	4	[illegible]	Drip line			Retain
114	Pseudotsuga menziesii	Douglas fir	16.8	8	Good	2	1	4	[illegible]	Drip line	Crown clean as time and money allows	Tag removed	Retain
115	Pseudotsuga menziesii	Douglas fir	12.8	15	Good	2	1	4	[illegible]	Drip line	Crown clean as time and money allows	Tag removed	Retain
116	Pseudotsuga menziesii	Douglas fir	28.8	16	Good	2	1	4	[illegible]	Drip line	Crown clean as time and money allows	Tag removed; self-corrected lean	Retain
117	Pseudotsuga menziesii	Douglas fir	30.3	30	Good	2	1	4	[illegible]	Drip line	Crown clean as time and money allows	Protect CRZ; deadwood, remove hangers, reduce longer scaffold limbs	Retain
118	Pseudotsuga menziesii	Douglas fir	40	30	Good	2	1	4	[illegible]	Drip line	Retain, test, and monitor; crown clean as time and money allows	Basal swelling, recommend advanced testing to assess if defect present; tag missing	Retain
119	Pseudotsuga menziesii	Douglas fir	19.7	10	Good	2	2	4	8	Drip line	Excavate root flare to assess for possible girdling roots. Crown clean as time and money allows	Buried root crown	Retain
120	Pseudotsuga menziesii	Douglas fir	16.3	10	Good	2	2	4	8	Drip line	Excavate root flare to assess for possible girdling roots. Crown clean as time and money allows	Buried root crown	Retain
121	Pseudotsuga menziesii	Douglas fir	21.4	8	Good	2	2	4	8	Drip line	Excavate root flare to assess for possible girdling roots. Crown clean as time and money allows	Buried root crown	Retain
122	Pseudotsuga menziesii	Douglas fir	21.6	[illegible]	Good	2	2	4	8	Drip line	Excavate root flare to assess for possible girdling roots. Crown clean as time and money allows	Buried root crown; bark crack with sap flow	Retain
123	Pseudotsuga menziesii	Douglas fir	41.9	15	Fair	3	3	4	10	Drip line	Retain, test, crown clean, [illegible] and monitor; or remove	[illegible] trunk, corrected lean, advanced decay test for extent if internal issues	Remove health
124	Pseudotsuga menziesii	Douglas fir	19	4	Fair	2	1	4	7	NA		Restricted trunk due to gazebo	Remove for construction
125	Pseudotsuga menziesii	Douglas fir	11.7	3	Fair	2	2	4	8	NA		Remaining trunk long term decay issues	Remove for construction
126	Thuja plicata	Western redcedar	29	3	Fair	3	3	4	10	NA		Internal decay evident - both sides; bird holes; poor choice for retention	Remove for construction
127	Pseudotsuga menziesii	Douglas fir	31.2	5	Good	2	1	4	7	NA			Remove for construction
128	Pseudotsuga menziesii	Douglas fir	31.2	5	Fair	2	1	4	7	NA		small twig dieback, flat trunk on parking area side	Remove for construction
129	Pseudotsuga menziesii	Douglas fir	23.5	4	Good	2	2	4	8	15' to east	Reduce length of longer laterals	previously "wind-sailing" limits ability to prune; shallow roots; trunk with kink	Remove for construction
130	Thuja plicata	Western redcedar	29.7	12	Fair	2	2	4	8	15' to south	Monitor junction for resin flow after severe weather events, or cable	Forked trunk at 40' w/narrow union; old nurse log tree, shows no sign of movement, upper canopy sparse; top soil layer compacted	Remove for construction
131	Pyrus calleryana	Flowering pear	14, 13.5, 13.3	20	Good	2	2	4	8	Drip line	Reduce limb end-weight & raise canopy, selective thinning, can install a dynamic catch cable to further reduce risk potential, high preservation value	SW leaning trunk; monitor union between 2 south trunks for separation or sap flow especially after heavy snow or ice load	Retain
132	Pseudotsuga menziesii	Douglas fir	11	14	Good	2	1	4	7	NA		Branch failure	Remove for construction
133	Tilia cordata	Linden	10.4	15	Good	1	1	4	6	Drip line		Protect CRZ; sap sucker holes	Retain
134	Fraxinus excelsior	Ash (blue)	9.2	18	Fair	2	2	4	8	NA	Retain & monitor trunk for continued defect or remove	Significant trunk wound - long term decay issue; trunk leaning west	Remove
135	Pseudotsuga menziesii	Douglas fir	36.5	20	Good	2	2	4	8	Drip line	Crown clean as time and money allows, reduce length of longest scaffold branches	Protect CRZ; deadwood, remove hangers, reduce longer scaffold limbs	Retain
173	Cupressocyparis leylandii	Leyland cypress	4.2	4	Good	1	1	1	3	Drip line		Protect to dripline	Retain
174	Cupressocyparis leylandii	Leyland cypress	3.6	1	Fair	1	1	3	5	Drip line		Topped, phototropic lean; our tag	Retain
175	Cupressocyparis leylandii	Leyland cypress	6.2	4	Fair	1	1	3	5	Drip line		Phototropic lean; our tag	Retain
176	Cupressocyparis leylandii	Leyland cypress	11.8	4	Good	1	1	3	5	Drip line		Root obstruction - curb	Retain
187	Cupressocyparis leylandii	Leyland cypress	[illegible]	[illegible]	Good	[illegible]	[illegible]	[illegible]	[illegible]	Drip line		Root obstruction - curb	Retain
188	Cupressocyparis leylandii	Leyland cypress	11	8	Fair	2	2	3	7	Drip line		Long-term risk issue possible; forked trunk & narrow angle of attachment; crack, included bark, enveloped wire; root obstruction - curb	Retain
189	Cupressocyparis leylandii	Leyland cypress	18	8	Good	1	1	3	1	Drip line		Self-corrected lean, sprinkler at base; root obstruction - curb	Retain
190	Cupressocyparis leylandii	Leyland cypress	14	8	Good	1	1	3	1	Drip line		Root obstruction - curb	Retain
191	Cupressocyparis leylandii	Leyland cypress	8.5	7	Good	1	1	3	1	Drip line		Root obstruction - curb	Retain
192	Alnus rubra	Red Alder	10	12	Fair	2	2	4	8	Drip line	Consider for removal due to unsuitable species for location	This tree is a poor choice for the location. The species has weak wood [illegible]; ice/snow load possible issue; monitor lean correcting; trunk leans east; small twig dieback; touching utility line	Retain
193	Alnus rubra	Red Alder	16.2	19	Fair	2	1	4	7	Drip line	Consider for removal due to unsuitable species for location	Girdling root; top dieback; branch failure; maintain clearance on walk/road/parking	Retain
196	Cupressocyparis leylandii	Leyland cypress	3	1	Good	1	1	3	5	Drip line		In CRZ of 117, 105	Retain
A	Malus	Crabapple	4			1	1	3	5	Drip line			Retain
B	Malus	Crabapple	5			1	1	3	5	Drip line			Retain
C	Malus	Crabapple	5	8	Good	1	1	1	3	Drip line			Retain
D	Malus	Crabapple	5	8	Good	1	1	1	3	NA			Remove construction
E	Malus	Crabapple	5.6	8	Good	1	1	1	3	Drip line			Retain
F	Tilia cordata	Linden	8.3	20	Good	1	1	1	3	Drip line			Retain
H	Styrax	Japanese snowbell	5.6	10	Good	1	1	1	3	Drip line			Retain
I	Acer circinatum	Vine maple	6+	8	Good	1	1	1	3	Drip line		N of tree 129	Retain
J	Acer circinatum	Vine maple	6+	8	Fair	1	1	1	3	Drip line		N of #131 on adjacent site; fair condition; some canopy dieback	Retain
K	Pseudotsuga menziesii	Douglas fir	~24	18	Good	2	1	3	[illegible]	Drip line		NW corner on adjacent site; 18' dripline, app. 2[illegible]" DSH; good condition	Retain
L	Corylus cornuta	Beaked hazelnut	[illegible]	12	Good	[illegible]	[illegible]	[illegible]	[illegible]	Drip line			Retain
M	Thuja plicata	Western redcedar	12	16	Good	1	1	4	6	Drip line		Located on adjacent property next to fence with 8' overhang behind #123	Retain
N	Populus sp.	Aspen	[illegible]	[illegible]	Good	[illegible]	[illegible]	[illegible]	[illegible]	Drip line		On adjacent lot south of "L", 12' dripline radius, 4' from property line	Retain

PLAN 0 20 40 IN FEET

studio MENG STRAZZARA
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TEL: 206 587 3797
FAX: 206 587 0588

CONSULTANT

CPH CONSULTANTS

CLIENT/OWNER

KIRKLAND CHILDREN'S SCHOOL

TITLE

NEW CLASSROOM BUILDING

5311 108th Ave NE
Kirkland, WA

STAMP

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PROJECT NUMBER
11103.01

ISSUED FOR:	DATE:
ZONING PERMIT	06.20.12

PLAN APPROVAL
DRAWN BY: PCE
CHECKED: JSS

SHEET CONTENTS
TREE PLAN

SHEET NUMBER
TR1.00

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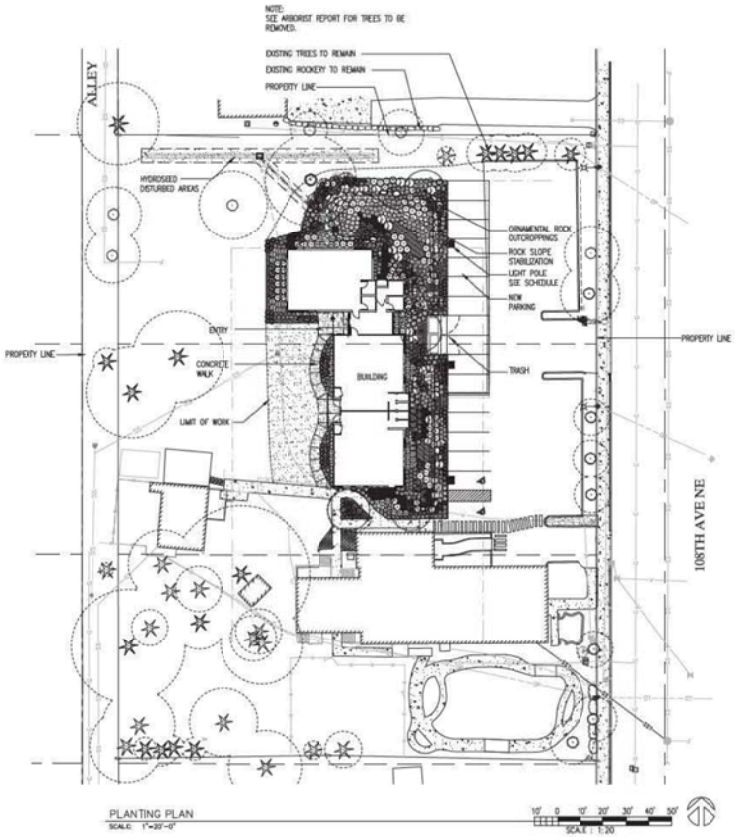

LIGHTING SCHEDULE

15' HI. PEDESTRIAN LIGHT: ARCHITECTURAL AREA LIGHTING SSL SERIES VON LUM SKBH3

NOTE:
CLARIFY WITH MANUFACTURER ON LIGHTING LOCATIONS. CONTACT: LIGHTING GROUP NORTHWEST: JIM WOEHRING, LC 206. 298-9000.

PLANT SCHEDULE

DECIDUOUS TREES	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	QTY
	ACER CIRCINATUM WELL BRANCHED ONLY, 3 STEM MIN.	VINE MAPLE	1 1/2" CAL., B&B, MULTI-TRUNK	MULTI-STEM	8' HT	10
	ZELKOVA SERRATA	SAWLEAF ZELKOVA	B & B	2"CAL		4

SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	MIN HT/SPREAD	O.C. SPCG	QTY
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	5 GAL		36"	8
	CAREX BUCHANANII	LEATHER LEAF SEDGE	1 GAL		24"	48
	CORNUS SANGUINEA 'WINTER FLAME'	WINTER FLAME BLOODTWIG DOGWOOD	3 GAL			47
	CORNUS STOLONIFERA 'FLAVIRAMEA'	YELLOWTWIG DOGWOOD	2 GAL		36"	27
	CORNUS STOLONIFERA 'KELSEY'	KELSEY DOGWOOD	3 GAL			25
	GAULTHERIA SHALLON	SALAL	1 GAL		30"	47
	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL		24"	66
	LAVANDULA ANGUSTIFOLIA 'HIDCOTE'	HIDCOTE LAVENDER	1 GAL		30"	42
	LUZULA SYLVATICA	WOODRUSH	1 GAL		24"	40
	MAHONIA REPENS EVERGREEN	CREEPING MAHONIA	1 GAL		24"	68
	NANDINA DOMESTICA 'COMPACTA' SEMI-EVERGREEN	DWARF HEAVENLY BAMBOO	2 GAL	12" - 15" MIN HT		55
	PENSTEMON FRUTICOSUS	SHRUBBY PENSTEMON	1 GAL		24"	24
	RIBES SANGUINEUM	RED FLOWERING CURRANT	3 GAL		36"	40
	ROSA RUGOSA	RUGOSA ROSE	2 GAL		36"	42
	RUDBECKIA FULGIDA 'GOLDSTURM'	GOLDSTURM BLACK-EYED SUSAN	1 GAL		24"	51
	SALIX PURPUREA 'NANA'	DWARF ARCTIC WILLOW	5 GAL			31
	SEDUM X 'AUTUMN JOY'	AUTUMN JOY SEDUM	1 GAL		24"	64
	VIBURNUM DAVIDII EVERGREEN	DAVID VIBURNUM	2 GAL	12" - 15" MIN HT		49

GRASSES	BOTANICAL NAME	COMMON NAME	CONT	MIN HT/SPREAD	O.C. SPCG	QTY
	CAREX TESTACEA 'PRAIRIE FIRE'	PRAIRIE FIRE SEDGE	2 GAL			103
	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMLN DWARF FOUNTAIN GRASS	2 GAL		AS SHOWN	49

GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	SPCG	AP RT	QTY
	ARCTOSTAPHYLOS UVA-URSI 'VANCOUVER JADE'	VANCOUVER JADE BEARBERRY	1 GAL@ 18" OC			8
	ASTER NOVAE-ANGLIAE	NEW ENGLAND ASTER	1 GAL@ 18" OC			25
	CAREX BUCHANANII	LEATHER LEAF SEDGE	1 GAL@ 18" OC			39
	CAREX MORROWII 'ICE DANCE'	ICE DANCE JAPANESE SEDGE	1 GAL@ 18" OC			18
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	1 GAL@ 24" OC			161

SOD/SEED	BOTANICAL NAME	COMMON NAME	CONT	SPCG	AP RT	QTY
	TURF HYDROSEED	DROUGHT TOLERANT FESCUE BLEND	SEED			2,385 SF

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TRA

CLIENT/OWNER

KIRKLAND CHILDREN'S SCHOOL

TITLE

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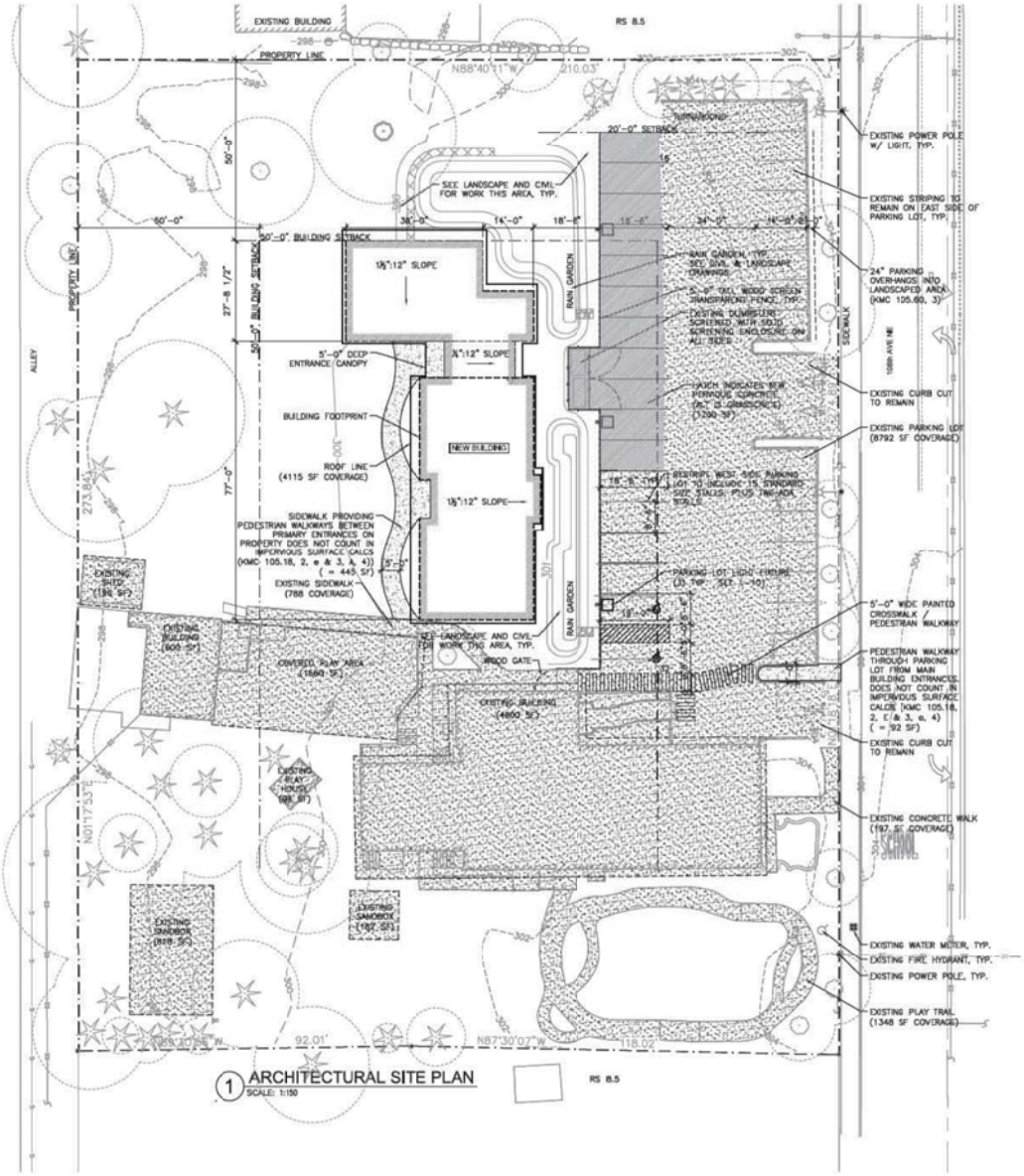
ZONING PERMIT	6.20.12

ZONING PERMIT 6.20.12
DRAWN BY: LP
CHECKED: TR

SHEET CONTENTS

PLANTING PLAN

SHEET NUMBER
L-101



1 ARCHITECTURAL SITE PLAN
SCALE: 1:150

CODE INFORMATION

JURISDICTION:	CITY OF KIRKLAND NEIGHBORHOOD OF CENTRAL HOUGHTON
BUILDING CODE:	2009 INTERNATIONAL BUILDING CODE WITH WASHINGTON STATE AMENDMENTS
OCCUPANCY CLASSIFICATION:	GROUP E
TYPE OF CONSTRUCTION:	TYPE V-B (NON RATED) BUILDING FULLY FIRE SPRINKLERED
ZONING:	RS 8.5
ADJACENT LAND USE:	N – RS 8.5 SINGLE FAMILY E – RS 8.5 COMMERCIAL (CHURCH) W – RS 8.5 SINGLE FAMILY S – RS 8.5 SINGLE FAMILY
PARCEL NUMBER:	1234000650 & 1234000640
LOT SIZE:	57,385 SF (1.32 ACRES) (TWO PARCELS COMBINED)
TOTAL LOT COVERAGE:	6291 SF = PROPOSED NEW 19,281 SF = EXISTING 25,572 SF TOTAL = 45% COVERAGE
NUMBER OF DWELLING UNITS:	NOT APPLICABLE. NO DWELLING UNITS.
NUMBER OF STORIES:	1 STORY = PROPOSED NEW 1 STORY = EXISTING BUILDINGS
TOTAL GROSS BUILDING AREA:	3474 SF = PROPOSED NEW (2750 SF CLASSROOMS + 724 SF VESTIBULE/STAIR/ BATHROOM/STORAGE) 6750 SF = EXISTING 10,224 SF = TOTAL
TOTAL GROSS ROOF AREA:	4088 SF = PROPOSED NEW 5400 SF = EXISTING 9488 SF = TOTAL
TOTAL PARKING:	32 = PROPOSED DESIGN (15 EXISTING STALLS AND 17 NEW STANDARD AND ADA STALLS) 23 = EXISTING
LEGAL DESCRIPTION:	BURKE–FARRARS KIRKLAND DIV # 7 LESS POR OF LOT 10 OF BLOCK B OF SD PLAT DAF -- BEG AT SE COR OF SD LOT 10 TH N 88–41–37 W ALG THE S LN THOF A DIST OF 210.01 FT TO WLY LN OF SD LOT 10 TH N 01–18–32 E A DIST OF 2.31 FT TH S 89–33–44 E A DIST OF 92.01 FT TH S 87–32–55 E A DIST OF 118.02 FT TO ELY LN OF SD LOT 10 TH S 01–18–32 W A DIST OF 1.35 FT TO POB PER SCC NO. 80–2–07556–0 DATED APRIL 19 1983

IMPERVIOUS CALCULATIONS

-- 3474 SF = BUILDING FOOTPRINT
— 4115 SF = ROOF COVERAGE (BUILDING FOOTPRINT + ROOF OVERHANGS)
850 SF = (1700 SF TOTAL) NEW PERVIOUS PAVING FOR PARKING & DUMPSTERS
4965 SF = TOTAL IMPERVIOUS SURFACE
(NOT INC, WALKWAYS DUE TO EXCEPTION KMC 105.18,2,e & 3,A,4)

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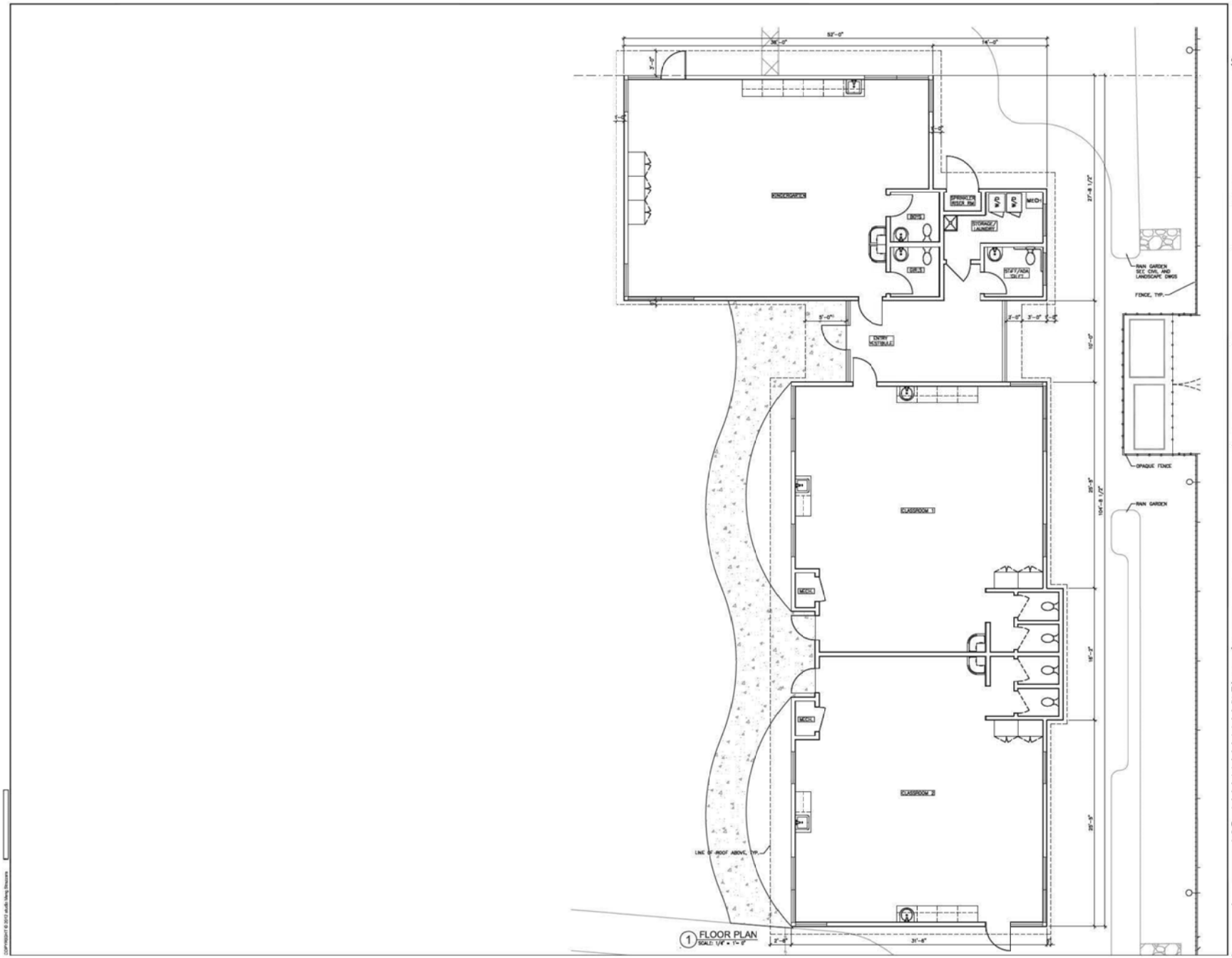
SHEET CONTENTS

ARCHITECTURAL SITE PLAN

SHEET NUMBER

AS–100



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DRAWN BY: JG
CHECKED: SL

SHEET CONTENTS

FLOOR PLAN & DETAILS

SHEET NUMBER

A-101

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PLAN APPROVAL

DRAWN BY: JG
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SHEET CONTENTS

EXTERIOR ELEVATIONS

SHEET NUMBER

A-201

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.kirklandwa.gov

DEVELOPMENT STANDARDS LIST
KIRKLAND CHILDREN'S SCHOOL MASTER PLAN, ZON12-00659

ZONING CODE STANDARDS

95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City.

95.44 Parking Area Landscape Islands. Landscape islands must be included in parking areas as provided in this section.

95.45 Parking Area Landscape Buffers. Applicant shall buffer all parking areas and driveways from the right-of-way and from adjacent property with a 5-foot wide strip as provided in this section. If located in a design district a low hedge or masonry or concrete wall may be approved as an alternative through design review.

95.50 Tree Installation Standards. All supplemental trees to be planted shall conform to the Kirkland Plant List. All installation standards shall conform to Kirkland Zoning Code Section 95.45.

95.52 Prohibited Vegetation. Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City.

100.25 Sign Permits. Separate sign permit(s) are required. In JBD and CBD cabinet signs are prohibited.

105.18 Pedestrian Walkways. All uses, except single family dwelling units and duplex structures, must provide pedestrian walkways designed to minimize walking distances from the building entrance to the right of way and adjacent transit facilities, pedestrian connections to adjacent properties, between primary entrances of all uses on the subject property, through parking lots and parking garages to building entrances. Easements may be required. In design districts through block pathways or other pedestrian improvements may be required. See also Plates 34 in Chapter 180.

105.32 Bicycle Parking. All uses, except single family dwelling units and duplex structures with 6 or more vehicle parking spaces must provide covered bicycle parking within 50 feet of an entrance to the building at a ratio of one bicycle space for each twelve motor vehicle parking spaces. Check with Planner to determine the number of bike racks required and location.

105.18 Entrance Walkways. All uses, except single family dwellings and duplex structures, must provide pedestrian walkways between the principal entrances to all businesses, uses, and/or buildings on the subject property.

105.18 Overhead Weather Protection. All uses, except single family dwellings, multifamily, and industrial uses, must provide overhead weather protection along any portion of the building, which is adjacent to a pedestrian walkway.

105.18.2 Walkway Standards. Pedestrian walkways must be at least 5' wide; must be

distinguishable from traffic lanes by pavement texture or elevation; must have adequate lighting for security and safety. Lights must be non-glare and mounted no more than 20' above the ground.

105.65 Compact Parking Stalls. Up to 50% of the number of parking spaces may be designated for compact cars.

105.60.2 Parking Area Driveways. Driveways which are not driving aisles within a parking area shall be a minimum width of 20 feet.

105.60.3 Wheelstops. Parking areas must be constructed so that car wheels are kept at least 2' from pedestrian and landscape areas.

105.60.4 Parking Lot Walkways. All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. Lots with more than 25,000 sq. ft. of paved area must provide pedestrian routes for every 3 aisles to the main entrance.

105.77 Parking Area Curbing. All parking areas and driveways, for uses other than detached dwelling units must be surrounded by a 6" high vertical concrete curb.

110.60.5 Street Trees. All trees planted in the right-of-way must be approved as to species by the City. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.

115.25 Work Hours. It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

115.45 Garbage and Recycling Placement and Screening. For uses other than detached dwelling units, duplexes, moorage facilities, parks, and construction sites, all garbage receptacles and dumpsters must be setback from property lines, located outside landscape buffers, and screened from view from the street, adjacent properties and pedestrian walkways or parks by a solid sight-obscuring enclosure.

115.75.2 Fill Material. All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

115.90 Calculating Lot Coverage. The total area of all structures and pavement and any other impervious surface on the subject property is limited to a maximum percentage of total lot area. See the Use Zone charts for maximum lot coverage percentages allowed. Section 115.90 lists exceptions to total lot coverage calculations See Section 115.90 for a more detailed explanation of these exceptions.

115.95 Noise Standards. The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

115.115 Required Setback Yards. This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

115.115.3.g Rockeries and Retaining Walls. Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification

criteria in this section are met.

115.115.3.p **HVAC and Similar Equipment:** These may be placed no closer than five feet of a side or rear property line, and shall not be located within a required front yard; provided, that HVAC equipment may be located in a storage shed approved pursuant to subsection (3)(m) of this section or a garage approved pursuant to subsection (3)(o)(2) of this section. All HVAC equipment shall be baffled, shielded, enclosed, or placed on the property in a manner that will ensure compliance with the noise provisions of KZC 115.95.

115.135 **Sight Distance at Intersection.** Areas around all intersections, including the entrance of driveways onto streets, must be kept clear of sight obstruction as described in this section.

Prior to issuance of a grading or building permit:

95.30(4) **Tree Protection Techniques.** A description and location of tree protection measures during construction for trees to be retained must be shown on demolition and grading plans.

95.34 **Tree Protection.** Prior to development activity or initiating tree removal on the site, vegetated areas and individual trees to be preserved shall be protected from potentially damaging activities. Protection measures for trees to be retained shall include (1) placing no construction material or equipment within the protected area of any tree to be retained; (2) providing a visible temporary protective chain link fence at least 6 feet in height around the protected area of retained trees or groups of trees until the Planning Official authorizes their removal; (3) installing visible signs spaced no further apart than 15 feet along the protective fence stating "Tree Protection Area, Entrance Prohibited" with the City code enforcement phone number; (4) prohibiting excavation or compaction of earth or other damaging activities within the barriers unless approved by the Planning Official and supervised by a qualified professional; and (5) ensuring that approved landscaping in a protected zone shall be done with light machinery or by hand.

Prior to occupancy:

95.51.2.a **Required Landscaping.** All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City

110.60.5 **Landscape Maintenance Agreement.** The owner of the subject property shall sign a landscape maintenance agreement, in a form acceptable to the City Attorney, to run with the subject property to maintain landscaping within the landscape strip and landscape island portions of the right-of-way. It is a violation to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.

DEVELOPMENT STANDARDS

ZON12-00659

BUILDING DEPARTMENT

1. Prior to issuance of Building, Demolition or Land surface Modification permit applicant must submit a proposed rat baiting program for review and approval. Kirkland Municipal Ordinance 9.04.040
2. Building permits must comply with the 2009 editions of the International Building, Residential and Mechanical Codes and the Uniform Plumbing Code as adopted and amended by the State of Washington and the City of Kirkland.
3. Structure must comply with the 2009 Washington State Energy Code.
4. Structures to be designed for seismic design category D, wind speed of 85 miles per hour and exposure B.
5. Plumbing meter and service line shall be sized in accordance with the current UPC.
6. Demolition permit required for removal of existing structures, if applicable.
7. A geotechnical report is required to address this development activity. The report must be prepared by a Washington State licensed Professional Engineer. Recommendations contained within the report shall be incorporated into the design of the subsequent structures. Norkirk Houghton Kirkland
8. This parcel is comprised of multiple lots and must be consolidated prior to permit issuance. A Lot Consolidation by Restrictive Covenant document will be created by the City for signature by the property owners and sent to King County for recording at the time of permit issuance.
9. If the property is to be surrounded by a fence that would not provide a direct and unobstructed access to the public way, then a safe dispersal area per the Exception to IBC Section 1027.6 shall be provided.
10. The access aisle between the barrier free parking stalls shall adjoin the accessible route without overlapping with the vehicular way per ICC/ANSI A117.1.

FIRE DEPARTMENT

A sprinkler system is required to be installed throughout the building. The system shall be designed and the plans stamped by a person holding a Washington State Certificate of Competency. The system shall be installed by a state licensed sprinkler contractor.
A fire alarm system is required.
Portable fire extinguishers are required throughout the building.
Access as shown is acceptable for the fire department.
"NO PARKING - FIRE LANE" signs, curb stenciling, and painting required on the south side of the north parking lot.
Fire flow on 108th Ave NE is approximately 3,000 gpm, which is adequate for this project.
One additional hydrant is required on the northwest corner of the property. It shall be equipped with a 5" Stortz fitting.

PUBLIC WORKS DEPARTMENT

PUBLIC WORKS CONDITIONS

Permit #: ZON12-00659
Project Name: Kirkland Children's School
Project Address: 5311 108th Ave. NE
Date: August 3, 2012

Public Works Staff Contacts
Land Use and Pre-Submittal Process:
Rob Jammerman, Development Engineering Manager
Phone: 425-587-3845 Fax: 425-587-3807
E-mail: rjammer@kirklandwa.gov

Building and Land Surface Modification (Grading) Permit Process:
John Burkhalter, Development Engineer Supervisor
Phone: 425-587-3846 Fax: 425-587-3807
E-mail: jburkhalter@kirklandwa.gov

Or

Building and Land Surface Modification (Grading) Permit Process:
Philip Vartanian, Development Engineer
Phone: 425-587-3856 Fax: 425-587-3807
E-mail: pvartanian@kirklandwa.gov

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site at www.kirklandwa.gov.

2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The fees can also be review the City of Kirkland web site at www.kirklandwa.gov. The applicant should anticipate the following fees:
- Water and Sewer connection Fees (paid with the issuance of a Building Permit)
- Side Sewer Inspection Fee (paid with the issuance of a Building Permit)
- Water Meter Fee (paid with the issuance of a Building Permit)
- Right-of-way Fee
- Review and Inspection Fee (for utilities and street improvements).
- Traffic Impact Fee (paid with the issuance of Building Permit). For additional information, see notes below.

3. Transportation Concurrency has been applied for and has been granted.

4. Building Permits associated with this proposed project will be subject to the traffic, impact fees per Chapter 27 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s).

5. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy titled ENGINEERING PLAN REQUIREMENTS. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.

6. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.

7. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).

8. A completeness check meeting is required prior to submittal of any Building Permit applications.

9. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage storage and pickup. The plan shall conform to Policy G-9 in the Public Works Pre-approved Plans and be approved by Waste Management and the City.

Sanitary Sewer Conditions:

1. The proposed project will be served by an existing side sewer that serves the existing buildings. The new 6-inch side sewer shall be extended to the new buildings and sewer clean-outs shall be added to the existing and new line every 100 ft. or at other location as required by Public Works Pre-approved Plans. Also, the existing side sewer in the alley to the west shall be cleaned, video inspected, and any deficiencies shall be repaired.

Water System Conditions:

1. Provide water service to the new buildings sized per the Uniform Plumbing Code.

Surface Water Conditions:

2009 KCSWDM

1. Provide temporary and permanent storm water control per the 2009 King County Surface Water Design Manual and the Kirkland Addendum. See Policies D-2 and D-3 in the PW Pre-Approved Plans for drainage review information, or contact city of Kirkland Surface Water staff at (425) 587-3800 for help in determining drainage review requirements. Summarized below are the levels of drainage review based on site and project characteristics:

Small Project Drainage Review (Types I & II)
- Small project drainage reviews are divided into two types, Type I and Type II, primarily based on the amount of impervious surface area. Typical Type I projects create between 500 and 1,999ft2 impervious surface area. Type II projects involve between 2,000 and 9,999ft2 impervious surface areas, with a total of no more than 5,000ft2 of new impervious area and not more than a total of 9,999ft2 impervious surface area added since 01/08/01.

- Full Drainage Review
- A full drainage review is required for any proposed project, new or redevelopment, that will:
- Add or replaces 5,000ft2 or more of new impervious surface area,
- Propose 7,000ft2 or more of land disturbing activity, or,
- Be a redevelopment project on a single or multiple parcel site in which the total of new plus replaced impervious surface area is 5,000ft2 or more and whose valuation of proposed improvements (including interior improvements but excluding required mitigation and frontage improvements) exceeds 50% of the assessed value of the existing site improvements.

2. Evaluate the feasibility and applicability of dispersion, infiltration, and other stormwater low impact development facilities on-site (per section 5.2 in the 2009 King County Surface Water Design Manual). If feasible, stormwater low impact development facilities are required. See PW Pre-Approved Plan Policy L-1 for more information on this requirement.

3. Amended soil per Ecology BMP T5.13 is recommended for all landscaped areas.

4. If a storm water detention system is required, it shall be designed to Level II standards. Historic (forested) conditions shall be used as the pre-developed modeling condition.

5. Provide a level one off-site analysis (based on the King County Surface Water Design Manual, core requirement #2).

6. Provide an erosion control report and plan with Building or Land Surface Modification Permit application. The plan shall be in accordance with the 2009 King County Surface Water Design Manual.

7. Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be

required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.

8. All roof and driveway drainage must be tight-lined to the storm drainage system or utilize low impact development techniques.

Street and Pedestrian Improvement Conditions:

1. Remove and replace any cracked curb and gutter or sidewalk.

2. A 2-inch asphalt street overlay will be required where three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.

3. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle. See Public Works Pre-approved Policy R.13 for the sight distance criteria and specifications.

4. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated street or utility improvements.

5. Underground all new overhead transmission lines.

6. Per KZC 110.10.1, because undergrounding of the overhead lines along the project frontage would exceed 20% of the value of the proposed improvements, undergrounding cannot be required and the applicant is not required to sign a Local Improvement No Protest Agreement (as described in KZC 110.60.7.b)

Tony Leavitt

From: Stacey Auer <contactsba@gmail.com>
Sent: Thursday, August 02, 2012 2:19 PM
To: Tony Leavitt
Subject: Case #ZON12-00659

Dear Mr. Leavitt –

I'm writing to you to express support of the expansion project at the Kirkland Children's school (Case #ZON12-00659). My children have attended the school for two years, and in that time I have been very impressed with the school's commitment to their students, the environment, their community, and their immediate neighbors. There are several reasons it is important Kirkland Children's School expands.

1. **Excellent education and care**. We toured over five well qualified daycare/schools for our children, and KCS was by far the best. In a time when it can be difficult to find quality childcare, KCS has offered our children a place of caring, imagination, inspiration, learning, and safety. I feel each of the teachers and staff at KCS takes personal interest in my children, showing them love and compassion, all the while having fun. It is no wonder there is so much demand for the few spots available at KCS. An expansion will allow the school's teachers and staff to share their amazing care and education with more members of our community.

2. **Commitment to the neighborhood and the environment**. As a professional in the environmental field I am delighted with KCS's commitment to the environment and their neighborhood. The school, and its surroundings, are always clean and well maintained. The play areas are modern and safe, and even include an organic garden. I am confident the school's expansion will incorporate comprehensive consideration for kids, neighbors, and wildlife.

3. **The expanded school will be an asset to the neighborhood**. The school's expansion plans have been carefully designed to bring value to the neighborhood by adding an attractive, well-constructed, environmentally-minded facility that will house excellence in care and education.

Thank you for your time and consideration in this matter. I am confident that your examination of Kirkland Children's School's plans for expansion will result in a positive outcome for both the school and the City of Kirkland.

Sincerely,

Stacey Auer

Tony Leavitt

From: Tia <digdig@mac.com>
Sent: Saturday, August 11, 2012 9:57 AM
To: Tony Leavitt
Subject: Kirkland Chldren's School expansion

I've seen the renderings for the new Kirkland Children's School and I encourage you to support this project. Its new look will be a significant improvement and fits with the aesthetic of Houghton. I've worked with KCS staff in local parks and know that they support a healthy natural environment; I've no doubt that their landscape design and maintenance will be of the highest caliber.

Sincerely,

Tia Scarce
10633 NE 45th St

Tony Leavitt

From: Xin G. <magang0615@yahoo.com>
Sent: Monday, August 13, 2012 11:59 AM
To: Tony Leavitt
Cc: KCS Office
Subject: Case No. ZON12-00659

Dear Tony - we recently moved to central Houghton area and was glad to find out there is a pre-school nearby to our house. Unfortunately, after contacting the Kirkland Children's school, we learned the current wait time is 2-years. We are forced to look for other learning opportunity for our kids until there is a spot available. We support KCS's expansion plan so we can have a neighborhood school for our kids which we can walk over and drop our kids.

Thank you.
Xin

Tony Leavitt

From: Peggy Etchevers <Chora12@comcast.net>
Sent: Monday, August 13, 2012 1:42 PM
To: Tony Leavitt
Cc: rachel@kirklandschool.com
Subject: Kirkland Children's School Expansion

Hello Tony,

I'm writing to let you know that my family supports the expansion of the Kirkland Children's School (project #ZON12-00659) ! My daughter went there for preschool and pre-K and had a wonderful experience. She continued to go there over school holidays up till the 3rd grade while I was still working. When she grew older and attended ICS, she would stop by there periodically to chat with the former director and her teachers. They have been constantly improving the facility within the confines of the existing footprint. But now they want to grow and allow more families to enroll their children and provide an even richer environment for those kids. Kirkland is growing and so should the Kirkland Children's School. I saw the plans on Friday, and they look beautiful and very reasonable. Thank you for facilitating that endeavor.

Sincerely,
Peggy Etchevers

Tony Leavitt

From: bronson874@aol.com
Sent: Tuesday, August 14, 2012 8:38 PM
To: Tony Leavitt
Subject: kirkland childrens school

I support the expansion/rebuild of the children's school. They have always been helpful in the community and sensitive to the surrounding neighborhood. My own children were students there many years ago under previous management and I can say that the current owner and management are not only a great improvement but positive community stewards. Recently the school hosted a plant sale for the local chapter of Audubon. They were supportive and helpful in promoting the use of native plants in our community and helping Eastside Audubon promote good stewardship in our community.
thanks.
Melinda Bronsdon
12229 NE 64th St
Kirkland, WA 98033
bronson874@aol.com
425-827-5708

Tony Leavitt

From: Calero Monteagudo, David <dcalero@sice.com>
Sent: Wednesday, August 15, 2012 1:48 PM
To: Tony Leavitt
Cc: office@kirklandschool.com
Subject: Expansion project at Kirkland CHildrens School

Dear Tony,

This is David Calero, a new resident of the Central Houghton Neighborhood. We have recently moved in from Spain to Kirkland, and we have been looking for a Daycare Center to enroll our 20 months old son.

Even though we have been visiting all the centers around the neighborhood, we still would like to enroll our son in the Kirkland Children's School. We loved it when we visited it, and we will be delighted if you take into account the expansion project they are trying to perform.

I look forward to hearing good news from you ☺

Sincerely,

David & Family

Este mensaje y cualquier fichero anexo está dirigido exclusivamente a los destinatarios especificados. La información contenida puede ser confidencial y/o estar legalmente protegida y no necesariamente refleja la opinión de esta compañía. Si usted recibe este mensaje por error, por favor comuníqueselo inmediatamente al remitente y elimínelo.

This message and any attached files are intended solely for the addressee/s identified herein. It may contain confidential and/or legally privileged information and may not necessarily represent the opinion of this Company. If you receive this message in error, please immediately notify the sender and delete it.

Tony Leavitt

From: Mike Spring <spring00@comcast.net>
Sent: Tuesday, August 21, 2012 9:51 PM
To: Tony Leavitt
Subject: Yes to KCS

Mr. Leavitt,

I would like to request your vote in approving the expansion of the Kirkland Children's School. My son has attended the school for the last 3 years and has not only enjoyed school but has thrived in the learning environment that the school offers. The school and the teachers are pillars in the community. We would like our 1 year old daughter to attend (currently on the waiting list) and hope this expansion speeds up her admittance. ☺

YES TO KCS!

Thanks,
Mike and Elisabeth Spring

Tony Leavitt

From: Geary Britton-Simmons <gearybs@earthlink.net>
Sent: Wednesday, August 22, 2012 11:58 AM
To: Tony Leavitt
Subject: Our support for the Kirkland Children's School expansion (project #ZON12-00659)

Mr. Leavitt,

The Kirkland Children's School is quite an asset to Kirkland parents and their children! Not only does the School provide warm, loving, high quality care and education for young children, but it also teaches respect and love for plants and animals in our environment.

Our involvement with the School is through the five year relationship that Eastside Audubon Society has had with the School. Our Eastside Audubon volunteers are invited to the School to assist their teachers in teaching the children about birds and the importance of native plants to bird's survival. Moreover, the School hosts Eastside Audubon's annual fund raiser, a native plant sale on its School property.

Consequently, we are delighted that Kirkland Children's School plans to expand its physical plant to serve 60 more children and their families. We perceive the School's building plans to be quite consistent with the physical plants of schools directly across the street and elsewhere close by in the neighborhood. The School's plans also include a significant expense to mitigate the impact of a new building by planting a substantial number of trees and plants.

We urge Kirkland City government to approve the Kirkland Children's School expansion plans as soon as possible.

Sincerely,

Geary and Mary Britton-Simmons

Kirkland Children's School "Yes to KCS" Postcard Summary

Ana Bacioiu
10505 NE 45th Street
Kirkland, WA 98033
Central Houghton Resident

Our neighborhood needs more quality daycares like KCS. KCS has a long waitlist. I hope you'll make the right decision.

Tara Mikosz
17918 NE 156th St
Woodinville, WA 98072

My two children attend KCS and they've been blessed there. It would be wonderful for even more children to benefit from the nurturing, high quality care that my kids love.

Erna Geiesdottie
12017 NE 68th Pl
Kirkland, WA 98033

We love Kirkland Children's School. My son, Oliver, is so happy here that he hardly ever wants to leave when I come and pick him up. My older son, Thor, was also happy here. The staff is fantastic.

Jen Judge
11237 NE 58th Pl
Kirkland, WA 98033
Central Houghton Resident

It is a fabulous place my child has been here for 4years+ the kids deserve a great building + the community deserves a lovely building, it creates community.

Liron Torres
10242 NE 65th St
Kirkland, WA 98033
Central Houghton Resident

We need great initiatives to support high quality education in the neighborhood

---

Connie J McDermott
7320 116th Ave NE
Kirkland, WA 98033

I work at KCS and I love to walk to the new school ☺

Jonathan Milstein
31 10th Place South
Kirkland, WA 98033

KCS is an incredible asset to the community and the addition will enhance my neighborhood and Kirkland as a whole. Thank you!

Heather DeVil
11826 NE 141st St
Kirkland, WA 98034

It is a great school that more kids need to be able to attend!

Hilary Pike
4548 108th Ave NE
Kirkland, WA 98033
Central Houghton Resident

We walk to KCS, I love their support of the environment and the neighborly feel.

Adam and Sarah Wujick
12902 NE 91st LN
Kirkland, WA 98033

KCS provides high quality education and childcare, is a caring neighborhood partner and loves Kirkland. Support this project and you support Kirkland and its children!

Ortal Plinner
6418 146th Ave NE
Redmond, WA 98052

It is very hard to find a place like KCS where children get the whole package: beautiful facility, great staff, good program. I have been on the waiting list.

Wen LaCasse
1121 6th St
Kirkland, WA 98033

I support KCS.

Tana Carpita
10206 NE 60th St
Kirkland, WA 98033
Central Houghton Resident

Great design. Great addition to the neighborhood.

Gregory Wau
13259 124th St NE
Kirkland, WA 98034

KCS is a wonderful school! Expansion will allow more families to experience this great neighborhood resource.

Jennifer Timmerman
7131 NE 167th St
Kenmore, WA 98028

My kids go to Kirkland Children's School and love it. They would definitely benefit!

Jennifer Daher
11150 NE 97th Street
Kirkland, WA 98033

KCS has been such a great impact on my daughter and all of her abilities! All of the staff is so flexible and truly loves my daughter! We need more schools and programs for all of our youth like this! Thank you!

Torey Smith
7623 115th Pl NE
Kirkland, WA 98033

I have been waiting for over 1 ½ years to have my child placed at the Kirkland School.

RECEIVED
AUG 08 2012
_____AM _____PM
PLANNING DEPARTMENT
BY_____

City of Kirkland
Planning and Community Development Department
123 Fifth Avenue
Kirkland, WA 98033

RE: Kirkland Children's School Master Plan, Case No. Zon12-00659

Attn: Tony Leavitt

My name is Gary L. Porter and I live at 5444 106th Avenue NE. (See Enclosure Note #1) I do have a comment concerning the Children's School Master Plan Proposal. The proposed new building property backs up to an alley that is supposed to extend through the entire block.

Approximately five years ago the subject school moved their fence over nine feet into the center of the alley restricting full access from 53rd Avenue NE to 55th Avenue NE. Also, the landscaping for the home located on 53rd Avenue NE closed off the alley prior to the school's action. (See Enclosure Note #2.)

I am requesting that the city open the alley as shown. This would require that the school return its fence to its property line and the owners on NE 53rd remove their impediments so homeowners have full access. The alley provides access for owners and emergency vehicles.

If my request is not implemented, I would not be in favor of Proposal Case No. ZON12-00659.

Thank you for your consideration.

Gary L. Porter
5444 106th Ave. NE
Kirkland, WA 98033
425-828-4457

Enclosure (1)

Tony Leavitt

From: Carol Walton <cwalton@kndservices.net>
Sent: Friday, August 24, 2012 4:24 PM
To: Tony Leavitt
Subject: ZON12-00659

Good morning Tony,

My husband and I have raised our family and lived next door to the Kirkland children's school for the past 20 years. We have enjoyed building a positive relationship with the school over the many years we have been close neighbors to the north, sharing a fence with them.

We are concerned about the following:

1.The proposed new lighting for the new parking lot, and how it may impact the privacy of our home.

2. The proposed new parking stalls and the impact those might have on the environment (additional black top) along with the additional traffic it will add to the already seriously congested 108th ave Ne.

3. The proposed new building sites will mean that the children will then use the area along the fence line we share for their outside time, and we are concerned about increased noise level due to both the close proximity to our home and yard as well as the increased number of children that the school will then be able to hold.

Our address is:

Brooks and Carol Walton
5403 108th Ave NE
Kirkland Wa.
98033

We would like to receive a layout of the proposed plan for development on the site. We also want to be notified in a ten day advance of any and all hearings that will take place regarding the proposal.

Thank you,

Carol

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KIRKLAND
CHILDREN'S SCHOOL
NURTURING CHILDREN & ENRICHING FAMILIES

RECEIVED
OCT 02 2012
_____AM _____PM
PLANNING DEPARTMENT
BY_____

October 2, 2012

Tony Leavitt, Associate Planner
City of Kirkland Planning and Community Development
123 5th Avenue; Kirkland, WA 98033

RE: ZON12-00659 Kirkland Children's School - email of concern from Carol Walton

Mr. Leavitt,

We wanted to take this opportunity to address some of Carol Walton's concerns that she stated in her email to you dated 8/24/2012. We have always enjoyed a positive and working relationship with our neighbors, and plan to continue to do so as we move through this process.

We believe we understand her and her husband's concerns regarding the new classroom building at Kirkland Children School. In response to those concerns, we are providing the below additional information to help address and respond to her email:

1. CONCERN: "The proposed new lighting for the new parking lot, and how it may impact the privacy of our home."

   RESPONSE: The proposed light fixture located in the new parking lot has been proposed for parent and children's safety and meets the City of Kirkland zoning code requirements outlined in chapter 105. The fixture as proposed is approximately 16' tall and will be oriented toward east, facing away from Ms. Walton's property, and the nearest light pole will be nearly 90' away from corner of the their garage. Currently there is also an existing 6' tall fence separating the property.

2. CONCERN: "The proposed new parking stalls and the impact those might have on the environment (additional black top) along with the additional traffic it will add to the already seriously congested 108th Ave NE. "

   RESPONSE: We are proposing pervious paving at the new parking stalls near the new building as well as an infiltration system for all stormwater drainage for the improvements. This will allow all new stormwater to drain directly into the ground on our property and it will not impact any offsite properties. Also, traffic impacts along 108th are addressed in the traffic study which has been submitted to the City and is part of our application. The results of the study show how little, if any impact we have on peak hour traffic. In

KIRKLAND
CHILDREN'S SCHOOL
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addition, The Kirkland Children's School will also pay traffic Impact mitigation fees to the City who will be able to best direct these funds to where they will be most effective when proposing traffic improvements..

3. CONCERN: "The proposed new building sites will mean that the children will then use the area along the fence line we share for their outside time, and we are concerned about increased noise level due to both the close proximity to our home and yard as well as the increased number of children that the school will then be able to hold."

   RESPONSE: The area adjacent to the common fence line is currently an outdoor play area for the school and will remain unchanged as part of this proposal. We are not increasing the size of the play area; actually we are reducing the size due to the proposed new classroom building and the rain garden. The rain garden was placed between the fence line and the proposed new building to act as additional buffer. In addition, even though the school will hold more children, we will be staging outdoor time so that no more children will be on the playground at any one time than there are today to help address Mrs. Walton's concerns.

As a closing note, the Kirkland Children School plans to enjoy and continuing the great relationship they have with the neighbors and overall community. Because of the concern for the community, during our initial planning phases for this project we evaluated many options of new classroom configurations to best meet the community needs for additional classroom space at Kirkland Children School and how to maintain the "fit" into the community. These options varied from replacing the existing school with a new large 2 story school to adding on to the existing building and revising the outdoor play areas. The proposed design was selected after many community meetings and discussions with many in the community because based on the feedback, it had the smallest impact to the neighbors and the overall community. We have tried very hard to provide the best result while still meeting the growing community need for quality child care.

We hope this address Mrs. Walton's concern but if there are additional concerns, or if you have any questions please contact me anytime.

Sincerely,

Donna Caditz

Donna Caditz, Executive Director
Newport Children's School, Inc
d/b/a Kirkland Children's School

5311 108th Ave NE • Kirkland, WA 98033 • Phone: 425.822-5664 • Fax: 425.822-7818

CITY OF KIRKLAND
123 FIFTH AVENUE
KIRKLAND, WA 98033-6189
425.587.3225

Determination Of Nonsignificance

CASE #: SEP12-00660

DATE ISSUED: September 10, 2012

DESCRIPTION OF PROPOSAL: Construction of a new 3,400 square foot building on the existing Kirkland Children's School site to house new classrooms. The project also includes other site improvements including the addition of 9 parking stalls, a rain garden, parking lot lighting and landscaping. The existing buildings and parking lots on the property will remain.

APPLICANT: Steve Lee, Studio Meng Strazarra

PROJECT LOCATION: 5311 108th Avenue NE

LEAD AGENCY IS THE CITY OF KIRKLAND

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21.030 (2) (c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request. There is no comment period for this DNS.

There is no comment period for this DNS. September 24, 2012

Responsible Official: _____ 9/6/12
Eric Shields, Director — Date
Department of Planning and Community Development
425-587-3225

Address: City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033-6189

You may appeal this determination to the Planning Department at Kirkland City Hall, 123 Fifth Avenue, Kirkland, WA 98033 no later than 5:00 p.m., September 24, 2012 by WRITTEN NOTICE OF APPEAL.

You should be prepared to make specific factual objections. Contact the Planning Department at 425-587-3225 to read or ask about the procedures for SEPA appeals.

Please reference case # SEP12-00660

Distribute this form with a copy of the checklist to the following:

Owner: Newport Children's School

cc: Case # ZON12-00659

Distributed to agencies along with a copy of the checklist (see attached).

_____ 9/10/12
Distributed By: Date:

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.kirklandwa.gov

MEMORANDUM

To: Eric R. Shields, AICP, Planning Director

From: Tony Leavitt, Associate Planner

Date: September 6, 2012

File: SEP12-00660

Subject: **ENVIRONMENTAL DETERMINATION FOR KIRKLAND CHILDREN'S SCHOOL MASTER PLAN, PCD FIL NO. ZON12-00659**

PROPOSAL

Steve Lee of Studio Meng Strazarra, the applicant, is requesting approval of a Master Plan zoning permit to allow the construction of a new 3,400 square foot building on the existing Kirkland Children's School site located at 5311 108th Avenue NE (see Enclosures 1 and 2). The building will house 3 new classrooms (totaling 2,750 square feet) for the preschool/daycare environmental education program, restroom facilities, and storage areas. The project also includes other site improvements including the addition of 9 parking stalls, a rain garden, parking lot lighting and landscaping. The existing buildings and parking lots on the property will remain.

ENVIRONMENTAL ISSUES

I have had an opportunity to visit the site and review the environmental checklist (Enclosure 3), the Traffic Impact Analysis (Enclosure 4) and the Traffic Impact Analysis Review Memo (Enclosure 5). Based a review of these materials, the main environmental issue related to the project is potential traffic impacts.

PUBLIC COMMENTS

During the initial comment period for the SEPA Determination and zoning permit application, the City received a total of 28 emails and postcards from interested parties (see Enclosure 6). Most of the comments were in support of the facility. Two emails bought up concerns about lighting, parking, playground noise and impact to an adjacent alley. These concerns will be addressed as part of the master plan zoning permit review by Staff.

TRAFFIC IMPACTS

Public Works Staff concludes that the proposed project will not create significant traffic impacts. Staff recommends approval with the following conditions:

1. Pay Road Impact Fee.
2. Provide 32 parking stalls

The applicant's proposed plans comply with the parking requirement condition. The applicant will be required to pay road impact fees as part of the building permit.

SUMMARY

It will be necessary to further analyze certain aspects of the proposal, to determine if the project complies with all the applicable City codes and policies. That analysis is most appropriately addressed through the master plan zoning permit review process. In contrast, State law specifies that this environmental review under the State Environmental Policy Act (SEPA) is to focus only on potential significant impacts to the environment that could not be adequately mitigated through the Kirkland regulations and Comprehensive Plan.[1]

Based on my review of the submitted information, I have not identified any significant adverse environmental impacts. Therefore, I recommend that a Determination of Non-Significance be issued for this proposed action.

SEPA ENCLOSURES

1. Vicinity Map
2. Site Plan
3. Environmental Checklist
4. Traffic Impact Analysis
5. Traffic Impact Analysis Review Memo
6. Public Comments

Review by Responsible Official:

I concur ☐

I do not concur ☐

Comments:

_____

_____

_____

_____

_____

_____

Eric R. Shields, AICP
Planning Director

_____

Date

[1]ESHB 1724, adopted April 23, 1995

CITY OF KIRKLAND
123 FIFTH AVENUE ● KIRKLAND, WASHINGTON 98033-6189 ● (425) 587-3000

DEPARTMENT OF PUBLIC WORKS
MEMORANDUM

To: Tony Leavitt, Planner

From: Thang Nguyen, Transportation Engineer

Date: July 13, 2012

Subject: Kirkland Children's School Expansion, TRANS12-00620

This memo summarizes Public Works review of the traffic impact analysis report for the proposed Kirkland Children School expansion.

Project Description
The current school is 7,000 square feet and the applicant is proposing to add 2,750 gross square feet for two additional classrooms and other ancillary use.

Trip Generation
The expansion is calculated to generate 35 AM peak hour, 19 PM peak hour and 218 daily peak trips.

Traffic Concurrency
All developments subject to SEPA review are required to pass traffic concurrency. The proposed project passed traffic concurrency. A traffic concurrency test notice was issued December 23, 2011 and will expire December 23, 2012 unless a building permit is issued or a traffic concurrency test extension is requested prior to December 23, 2012 and it is approved by the City.

Traffic Impacts
Project traffic distribution and assignment was estimated using the City's BKR Traffic Model.

The City 's Traffic Impact Analysis Guidelines (TIAG) requires a Level of Service (LOS) Analysis using the Highway Capacity Manual Operational Method for intersections that have proportionate share greater than 1%. Based on the proportionate share calculation the intersection of 108th Avenue NE/NE 53rd Street met the 1% proportionate share threshold for PM peak hour; thus, requiring safety and level of service analyses. In addition, the immediate intersection to the north of the site 108th Avenue NE/NE 55th Street was also analyzed for LOS and safety.

The City requires developers to mitigate traffic impacts when one of the following two conditions is met:

1. An intersection level of service is at E and the project traffic is more than 15% of the intersection traffic volumes.
2. An intersection level of service is at F and the project traffic is more than 5% of the intersection traffic volumes.

The intersection of 108th Avenue NE/NE 53rd Street and 108th Avenue NE/NE 55th Street were calculated to operate at LOS-C or better during the PM peak hour. The resulting level of service is acceptable therefore; off-site traffic mitigation is not warranted.

Driveway Operation
All the project driveways are calculated to operate at an acceptable LOS-B or better and the project driveway meets the City of Kirkland minimum requirements for safe sight distance. Thus, no mitigation is warranted.

Parking
A parking demand analysis was completed by the traffic consultant and the peak parking demand at any one 5-minute is 20 spaces with an 85th percentile of 19 spaces. Based on the additional expanded space, the parking demand was computed to be 26 spaces. The applicant is proposing a total of 32 spaces. It appears that the proposed supply will accommodate the growth and demand.

On-site Circulation
On-site circulation was reviewed and it is anticipated that the school expansion and increase enrollment will not cause traffic to queue onto 108th Avenue NE.

Road Impact Fees
Per City's Ordinance 3685, Road Impact Fees per Impact Fee Schedule in effect September 1, 2010 are required for all developments. Road impact fees are used to construct transportation improvements throughout the City. The road impact rate Day Care Center is $21.39 per gross square foot. With 2,750 additional square feet, the calculated transportation impact fee is $58,822.50 ($21.39 x 2,750). Thus, the impact fee assessed for the proposed project will be $58,822.50. Final impact fee shall be determined at building permit acceptance.

Staff Recommendations
Public Works Staff concludes that the proposed project will not create significant traffic impacts that would require specific off-site traffic mitigation. Staff recommends approval of the proposed project with the following conditions:

- Pay Road Impact Fee.
- Provide 32 parking spaces

If you have any questions, call me at (425) 587-3869.

cc: EnerGov Filing

TO:	Donna Caditz, Executive Director, Kirkland Children's School
JOB SITE:	5311 108th Avenue Northeast, Kirkland Washington
SUBJECT:	Tree Inventory and Arborist Report for Kirkland Children's School
DATE:	June 19, 2012
PREPARED BY:	Sean Dugan ASCA Registered Consulting Arborist #457 ISA Board Certified Master Arborist #PN-5459B PNW-ISA Certified Tree Risk Assessor #149

Contents

Summary
Assignment & Scope of Report
Methods
Observations
Discussion
Recommendations
Glossary
References
Appendix A - Assumptions & Limiting Conditions
Appendix B – Tree Risk Assessor Method
Appendix C - Tree Protection Specification
Attachments:
- ***Table of Trees***
- ***Site Survey with Tree Locations***

Summary

Forty-three (43) significant trees on the subject property were included in this inventory. Eight significant trees will need to be removed due to being within the building envelope or having a significant portion of the tree's root system that will be negatively impacted by the proposed construction. Two significant trees will be removed for health/structural reasons. Thirty-three (33) significant trees, or 77 percent, can be retained based on the proposed development plans and tree viability. All of the remaining trees are viable and unlikely to be negatively impacted by construction or adjacent tree removal. No significant trees on adjacent properties will be negatively impacted.

Assignment & Scope of Report

This report outlines the site inspection by Sean Dugan and Scott Selby of Tree Solutions Inc. made on June 5, 2012. We were asked to visit the site and collect the data needed to provide a tree inventory and retention plan as required by the city of Kirkland as stated in the Zoning Code 95.30. Included in this arborist report are observations, discussion, and recommendations needed to address the City's requirements. Donna Caditz, Executive Director of the Kirkland Children's School, requested these services to acquire information for project planning and to be in accord with City code.

Limits of Assignment

Unless stated otherwise: 1) information contained in this report covers only those trees that were examined and reflects the condition of those trees at the time of inspection; and 2) the inspection is limited to visual examination of the subject trees without dissection, excavation, probing, climbing, or coring unless explicitly specified. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the subject trees may not arise in the future.

The International Society of Arboriculture's Standard of Care defines "Hazard Tree" as "a tree that has been assessed as having characteristics that make it an unacceptable risk for continued retention. A hazard tree, or a hazardous component, exists when the sum of the risk factors equals or exceeds a predetermined threshold of risk." The predetermined threshold for risk and the actions required to reduce the risk below that threshold is established by the risk manager.

As a Certified Tree Risk Assessor, my job is to provide the risk manager, in this case the property owners, with technical information required to make informed decisions. The risk manager must make the decision about how to implement the actions required to reduce risk levels to acceptable levels.

Additional Assumptions and Limiting Conditions can be found in Appendix A.

Methods

I evaluated tree health and structure utilizing visual tree assessment (VTA) methods. The basis behind VTA is the identification of symptoms, which the tree produces in reaction to a weak spot or area of mechanical stress. A tree reacts to mechanical and physiological stresses by growing more vigorously to re-enforce weak areas, while depriving less stressed parts. (Mattheck & Breloer 1994) An understanding of the uniform stress allows one to make informed judgments about the condition of a tree.

Using the Pacific Northwest International Society of Arboriculture (PNWISA) Tree Risk Assessment method, I assigned a risk potential rating to each tree. This method is adapted from the United States Forest Service risk assessment approach and is considered the present Standard of Care. This method provides assessors a structured process, based on good science and arboriculture, to assign recommended thresholds for action for the purpose of informing risk managers. The PNWISA Tree Risk Assessment method requires assessor certification. Additional information regarding this method can be found in Appendix B.

The diameter of each tree was measured at the diameter at standard height (DSH), 54 inches above grade. All trees with a DSH of six inches or greater were included in the report. The species, DSH, health and structural condition, risk potential rating, limits of disturbance, management options, notes, and tree status for each tree can be found in the attached Table of Trees. A marked up Site Survey with Tree Locations has also been attached to this report.

Each significant tree was previously tagged and the numbers are shown on the site survey. These numbers are referred to in the attached Table of Trees. Significant trees that were not tagged have been included into the attached Site Survey. Several trees on adjacent properties with canopies that overhang the subject property were labeled with a Letter identifier on the site survey.

Limits of disturbance (LOD) is indicated throughout the report as radial feet extending out from the face of the trunk. The LOD was determined on a case-by-case basis for individual trees. Trees with good tolerance to root zone disturbance or that are not in an area near proposed construction can be protected to drip line, if necessary. Trees with high preservation value should be protected to the greater of the drip line or the critical root zone (CRZ).

I contacted Tony Leavipt, Associate Planner with the city of Kirkland working on the Kirkland Children's School project, to determine what information the City would require. Mr. Leavipt advised me that the Tree Retention Plan for Multifamily, Commercial, and Non-Residential properties would be needed.

Observations

The Site

The property is in a residential/commercial district and is currently being used as the Kirkland Children's School. The property had previously been farm land. Soils on the site are compacted at the surface but are looser further below grade. I was able to easily insert a steel probe 42 inches deep. The soil texture has a high sand component. The topography of the site is generally flat.

The site has several existing buildings and surrounding infrastructure, including parking area, walkways, covered patios, and playground areas. The site receives consistent use throughout the daytime hours. There is less use of the playground areas in the evening.
A new building and parking area is being proposed for the site north of the existing structures. (see attached Site Survey with Tree Locations)

The Trees

Information specific to each tree can be found in the attached Table of Trees. Tree species that were observed on site include Douglas-fir (*Pseudotsuga menziesii*), Western Red cedar (*Thuja plicata*), Red alder (*Alnus rubra*), Flowering cherry (*Prunus sp*.), Pear (*Pyrus sp*.), Leyland cypress (*Cupressus x leylandii*), Blue ash (*Fraxinus excelsior*), Little leaf linden (*Tilia cordata*), and Japanese styrax (*Styrax japonica*). Additional species observed on adjacent properties include Beaked hazelnut (*Corylus cornuta*) and Quaking aspen (*Populus tremuloides*).

Discussion

Forty-three (43) significant-size trees were observed on the subject property. Thirty-three (33) significant trees, or 77 percent, can be retained, based on the proposed development plans and tree viability.

Eight significant trees, numbers 124 thru 130 and tree 132, will need to be removed due to being within the building envelope or having a significant portion of the tree's root system that will be negatively impacted by the proposed construction.

Two significant trees, numbers 123 and 134, will be removed for health/structural reasons. Tree 123 is a Douglas-fir located in a play area utilized by young children for extended periods throughout the day. The tree's trunk leans to the northeast and has a defect at the base, which has resulted in 20 percent of the circumference exuding significant amounts of resin. The moderate diameter-size parts in the upper canopy have previously failed into the play area below. The risk managers would like to significantly reduce the risk of falling parts and remove the risk potential presented from the trunk. Tree removal is the only option to accomplish these goals. If the City does not believe the issues with the tree are serious enough to warrant removal, the tree will be one of the two trees allowed for removal from the site with a tree removal permit.

Tree 134 is a small ash tree that was planted voluntarily. The tree was injured, creating a wound over 30 percent of the trunk's circumference. The tree is not in imminent risk of failure, but will likely have long term decay issues that will ultimately lead to the tree's removal. The risk managers of the property would like to eliminate the risk from this tree while it is still small.

Based on the location of the eight trees proposed for removal in relation to the adjacent trees, it does not appear that there will be any negative impact to retained trees on the subject property or adjacent properties.

Two additional significant trees, numbers 192 and 193, should be considered for removal in the future, as these Red alders are not suitable trees to be located along a roadway and sidewalk. These trees currently have a *Retain* status.

Six (6) trees below significant size were also observed. One of these, tree D, will need to be removed for the construction of a walkway. Seven (7) significant trees on adjacent properties with canopies overhanging the subject property were observed. All of these will be retained.

A row of healthy Leyland cypress trees are located along the north property line adjacent to the existing parking lot. The trees have spread beyond the limits of the planting bed and are now encroaching into the parking lot and residential property to the north. The trees have also grown to a height where they are blocking the solar access to the residential property. In my opinion they may be an inappropriate plant for the limited space.

Leyland cypress has the potential to get over 80 feet tall and have a canopy spread greater than 30 feet across. The row of trees approaching this size will reduce the ability to use critically needed parking space in the lot and will completely block the sun to the neighboring site. The Children's School would like to manage these trees before they overwhelm the space.

The options the School has that would allow for the management of these trees includes beginning to create a hedge by pruning the spread of the trees back to the edge of the parking lot and reducing the height by approximately 15 feet. Hedging of the trees will require ongoing maintenance and operational costs but will achieve the goals of the School and the site to the north. Otherwise, the trees should be removed and replaced with a tree species that is more appropriate to the limited planting area. Trees to consider are:

- Hinoki cypress
- English yew
- Japanese yew
- Callery pear
- Maidenhair tree
- Paperbark maple

Tree Protection

The Tree Protection Specification found in Appendix C should be applied to all trees that will be preserved and that are near proposed construction. This shall occur prior to the commencement of site work.

The trees with the greatest potential to be negatively impacted by site development is 131. Tree protection fencing should be established around the tree. When excavating within the CRZ care should be made not to remove or damage roots that can be retained and still complete the adjacent trenching. All roots that need to be removed should be cut with a pruning tool and not by ripping out with a back hoe.

All of the significant Leyland cypress can be preserved by placing a tree protection barrier at the edge of the tree's drip line. This will prevent the canopy from being damaged by any passing vehicles. This tree species is tolerant to contractor pressures and is unlikely to be negatively impacted during site development.

None of the trees located to the west and south of the existing structures will have any construction-related activity within the tree's CRZ or below the canopy. These trees are unlikely to be negatively impacted by site development activities. It is my opinion that tree protection measures are not necessary to be placed around these trees.

None of the trees on the adjacent properties with canopies overhang the subject property will be close to any of the site development activities and they are all unlikely to be negatively impacted from construction.

Recommendations

Tree specific recommendations can be found in the attached Table of Trees.

- All tree protection measures should be installed prior to the commencement of site work.
- No trees should be removed before attaining City permission.
- Trees located on adjacent properties and new significant trees found on site are shown in the attached Site Survey and should be included into the primary survey in the plan set to be submitted to the City.
- The CRZ and tree protection measures should be shown on the survey for all trees that will be preserved.
- The Site Survey should show the LOD for all trees.
- A preservation and maintenance agreement will need to be obtained with the City for all remaining trees on the property.

Glossary

absorbing roots: common term describing the fine, non-woody, short-lived roots that absorb water and mineral nutrients and that are often infected with beneficial organisms (Matheny *et al.* 1998)
cabling: installation of hardware in a tree to help support weak branches or crotches (Lilly 2001)
cracks: defects in trees that, if severe, may pose a risk of tree or branch failure (Lilly 2001)
crown: the aboveground portions of a tree (Lilly 2001)
crown cleaning: selective pruning to remove one or more of the following parts: dead, diseased, and/or broken branches (ANSI A300)
DBH or DSH: diameter at breast or standard height; the diameter of the trunk measured 54 inches (4.5 feet) above grade (Matheny *et al.* 1998)
ISA: International Society of Arboriculture
included bark: bark that becomes embedded in a crotch between branch and trunk or between codominant stems and causes a weak structure (Lilly 2001)
lateral: secondary or subordinate branch (Lilly 2001)
Limits of Disturbance: The boundary between the protected area around a tree and the allowable site disturbance as determined by a qualified professional measured in feet from trunk. (KZC)
mitigation: process of reducing damages or risk (Lilly 2001)
monitoring: keeping a close watch; performing regular checks or inspections (Lilly 2001)
phototropic growth: growth toward light source or stimulant (Harris *et al.*1999)
PNWISA: Pacific Northwest Chapter of ISA
significant size: a tree measuring 6" DSH or greater (KZC)
soil structure: the arrangement of soil particles (Lilly 2001)
structural defects: flaws, decay, or other faults in the trunk, branches, or root collar of a tree, which may lead to failure (Lilly 2001)
target: person, object, or structure that could be injured or damaged in the event of tree or branch failure (Lilly 2001)

References

ANSI A300 (Part 1) – 2008 American National Standards Institute. American National Standard for Tree Care Operations: Tree, Shrub, and Other Woody Plant Maintenance: Standard Practices (Pruning). New York: Tree Care Industry Association, 2008.

ANSI A300 (Part 2) – 2004 American National Standards Institute. American National Standard for Tree Care Operations: Tree, Shrub, and Other Woody Plant Maintenance: Standard Practices (Fertilization). New York: Tree Care Industry Association, 2004.

City of Kirkland Zoning Code (KZC) Chapter 95, http://kirklandcode.ecitygov.net/CK_KZC_Search.html

Dunster & Associates Environmental Consultants Ltd. Assessing Trees in Urban Areas and the Urban-Rural Interface, US Release 1.0. Silverton: Pacific Northwest Chapter ISA, 2006

Lilly, Sharon. Arborists' Certification Study Guide. Champaign, IL: The International Society of Arboriculture, 2001.

Matheny, Nelda and James R. Clark. Trees and Development: A Technical Guide to Preservation of Trees During Land Development. Champaign, IL: International Society of Arboriculture, 1998.

Mattheck, Claus and Helge Breloer, The Body Language of Trees.: A Handbook for Failure Analysis. London: HMSO, 1994.

Appendix A - Assumptions & Limiting Conditions

1. Consultant assumes that any legal description provided to Consultant is correct and that title to property is good and marketable. Consultant assumes no responsibility for legal matters. Consultant assumes all property appraised or evaluated is free and clear, and is under responsible ownership and competent management.
2. Consultant assumes that the property and its use do not violate applicable codes, ordinances, statutes or regulations.
3. Although Consultant has taken care to obtain all information from reliable sources and to verify the data insofar as possible, Consultant does not guarantee and is not responsible for the accuracy of information provided by others.
4. Client may not require Consultant to testify or attend court by reason of any report unless mutually satisfactory contractual arrangements are made, including payment of an additional fee for such Services as described in the Consulting Arborist Agreement.
5. Unless otherwise required by law, possession of this report does not imply right of publication or use for any purpose by any person other than the person to whom it is addressed, without the prior express written consent of the Consultant.
6. Unless otherwise required by law, no part of this report shall be conveyed by any person, including the Client, the public through advertising, public relations, news, sales or other media without the Consultant‘s prior express written consent.
7. This report and any values expressed herein represent the opinion of the Consultant, and the Consultant’s fee is in no way contingent upon the reporting of a specific value, a stipulated result, the occurrence of a subsequent event or upon any finding to be reported.
8. Sketches, drawings and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys. The reproduction of any information generated by architects, engineers or other consultants and any sketches, drawings or photographs is for the express purpose of coordination and ease of reference only. Inclusion of such information on any drawings or other documents does not constitute a representation by Consultant as to the sufficiency or accuracy of the information.
9. Unless otherwise agreed, (1) information contained in this report covers only the items examined and reflects the condition of the those items at the time of inspection; and (2) the inspection is limited to visual examination of accessible items without dissection, excavation, probing, climbing, or coring. Consultant makes no warranty or guarantee, express or implied, that the problems or deficiencies of the plans or property in question may not arise in the future.
10. Loss or alteration of any part of this Agreement invalidates the entire report.

Appendix B - Tree Risk Assessor Method

The Pacific Northwest International Society of Arboriculture (PNWISA) Tree Risk Assessment method is adapted from the United States Forest Service risk assessment approach and is considered the present Standard of Care. This method provides assessors a structured process, based on good science and arboriculture, to assign recommended thresholds for action for the purpose of informing risk managers. The PNWISA Tree Risk Assessment method requires assessor certification.

The method uses a 12 point system, divided into three categories, to rate the potential risk from a tree and its parts.

P **Probability of Failure** is rated at 1-5 points based on the judgment of the assessor.

1 point = Low risk – The defect is not likely to lead to imminent failure and no further action is required. In many cases these defects might not even be recorded.

2 points = Moderate risk – One or more defects that are well established but would typically not lead to failure for several years. Corrective action might be useful to prevent future problems but only if time and money are available. Not the highest priority for action, these are the "retain and monitor" situations that can be used to inform budget and work schedules for subsequent years.

3 points = Moderately High risk – One or more defects areas well established but not yet deemed to be a high priority issue. Additional testing may be required or, the assessor may feel the problems are not serious enough to warrant immediate action, but do warrant placing the tree on a list of trees to be inspected more regularly. These are Retain and Monitor trees.

4 points = High risk – The defect is serious and imminent failure is likely and corrective action is required immediately. These cases require treatment within the next few days or weeks.

5 points = Extreme - The tree or component part is already failing. An emergency situation where treatment is required today.

S **Size of the Defective Part(s)** is rated 1-3 with 1 point for branches or stems up to 10cm (4 inches) in diameter, 2 points for branches or stems between 10-50cm (4-20 inches) in diameter and, 3 points for branches or stems over 50cm (20 inches) in diameter.

T **Target Area** is rated 1-4 based on the following target descriptions.

1= Low – Sites rated at one point are very rarely used for any long period of time, and people passing through the area (regardless of how they travel) do not spend a lot of time within the striking range of the tree within any one day. There are no valuable buildings or other facilities within striking range.

2= Moderate – Valuable buildings are at the edge of striking distance, so they would not be seriously damaged even if the tree did fall down. The site has people within striking range occasionally, meaning less than 50% of the time span in any one day, week , or month, and do not stay within striking range for very long.

3= Moderately High – The site has valuable buildings within striking range. People are within striking range more than 50% of the time span in any one day, week, or month, and their exposure time can be more than just passing by.

4= High – The highest rated targets have a building within striking range frequently used by people, often for longer periods of time, or high volumes of people coming and going within striking range

The Overall Risk Rating and Action Thresholds

Risk Rating	Risk Category	Interpretation & Implications
3	Low 1	*Insignificant- no concern at all.*
4	Low 2	*Insignificant – very minor issues*
5	Low 3	*Insignificant – minor issues not of concern for many years yet*
6	Moderate 1	*Some issues but nothing that is likely to cause any problems for another 10 years or more*
7	Moderate 2	*Well defined issues – retain and monitor. Not expected to be a problem for at least another 5 – 10 years*
8	Moderate 3	*Well-defined issues – retain and monitor. Not expected to be a problem for at least another 1 – 5 years.*
9	High 1	*The assessed issues have now become very clear. The tree can still reasonable be retained as it is not likely to fall apart right away, but it must now be monitored annually.*
10	High 2	*The assessed issues have now become very clear. The probability of failure is now getting serious, or the target rating and/or site context have changed such that mitigation measures should now be on a schedule with a clearly defined timeline for action.*
11	High 3	*The tree, or a part of it has reached a stage where it could fail at any time. Action to mitigate the risk is required within weeks rather than months.*
12	Extreme	*This tree, or part of it, is in the process of failing. Immediate action is required. All other less significant tree work should be suspended, and roads or work areas should be closed off until the risk issues have been mitigated.*

Options for Mitigation of Risk Trees include:

Remove the risk altogether if possible by cutting off one or more branches, removing dead wood, or possibly removing the entire tree. Extreme risk situations should be closed off until the risk is abated.

Modify the risk of failure probability. In some cases it may be possible to reduce the probability of failure by adding mechanical support in the form of cables braces or props.

Modify the risk rating by moving the target. Risk ratings can sometimes be lowered by moving the target so that there is a much lower probability of the defective part striking anything. Moving the target should generally be seen as an interim measure.

Retain and monitor. This approach is used where some defects have been noted but they are not yet serious and the present risk level is only moderate.

Reference:

Dunster & Associates Environmental Consultants Ltd. Assessing Trees in Urban Areas and the Urban-Rural Interface, US Release 1.0. Silverton: Pacific Northwest Chapter ISA, 2006

Appendix C - Tree Protection Specifications

1. This specification must be followed for all trees that are in close proximity to any clearing and grading limits.

2. Educate all workers on site about tree protection techniques and requirements during preconstruction meetings and by sharing and posting this Tree Protection Specification.

3. After the site has been surveyed and clearing and grading stakes are in place, the project arborist should visit the site to determine the actual placement of tree protection measures based on the potential impact to tree root systems. Final adjustment of clearing limits by the arborist will be made on site prior to construction.

4. Tree Protection Zone (TPZ) fencing or other barriers shall be installed along all clearing limits to protect the Critical Root Zones (CRZ) of trees that are to be preserved. Optimal CRZ areas should be the greater of the drip line or calculated at 1-foot radius for every 1-inch of tree diameter. Actual limits of disturbance can be found in the attached Table of Trees. TPZ fencing shall be a minimum of a 4-foot tall orange plastic fencing anchored with steel stakes or a 6-foot tall chain link fence, depending on the project needs. Alternative barriers may be approved with consent of the project arborist. One entry point into the TPZ to gain access to the tree shall be provided for all trees, especially those surrounded by a chain link fence. Damaged barriers shall be re-established or replaced.

5. The project arborist may require chain link fencing or plywood boxing around trees in certain high traffic areas. The arborist will meet on site with the contractor to determine the specific types of fencing and placement, and the specific clearing instructions for areas near preserved trees. Adjustment of the initial TPZ lay out may be required as construction progresses and should be approved by the project arborist.

6. Post appropriate signage to the fencing to help convey the importance of the CRZ to workers.

7. TPZ fencing shall not be moved without authorization from the project arborist or the site supervisor. All fencing is to be left in place until the completion of the project. Tree protection signage shall be attached to fencing only.

8. A 4 to 6-inch deep layer of coarse arborist woodchips or hog fuel mulch shall be layered over the top of the soil surface. The mulch shall be kept 12-inches away from the base of any tree. Alternative mulch may be used with the prior approval of the project arborist.

9. Work required for removal of unwanted vegetation within the CRZ areas will be hand work only. NO HEAVY EQUIPMENT SHALL BE USED IN THE TPZ.

10. Within the TPZ areas, no parking, materials storage, dumping, or burning is allowed.

11. Do not attach anything to trees using nails, screws, and/or spikes.

12. Any trees adjacent to high traffic areas or building envelopes shall be pruned to attain proper safety and clearance prior to the construction. The project arborist will provide a recommendation using American national Standards Institute ANSI A300 Standard Practices for Pruning. Use of an International Society of Arboriculture Certified Arborist to perform the recommended work is strongly recommended.

13. When removing trees outside of the TPZ determined to be unacceptable for retention, use methods such as directional felling to avoid damage to trees and other valuable vegetation that is being retained. Small trees and other native vegetation in these areas should be carefully preserved.

14. Tree stumps that are within a TPZ or immediately adjacent to the CRZ of a preserved tree or other vegetation shall be removed by grinding.

15. Where the project arborist has determined that roots of a preserved tree may be encountered during excavation or grading, a Certified Arborist shall be on site to supervise any root pruning and to assess the potential impact of such pruning.

16. Excavation equipment shall have flat front buckets to be used when lower the grade that may contact roots of a preserved tree.

17. Excavation should occur at perpendicular angles that will reduce the potential to tear and break roots further back towards the tree.

18. Any root greater than 1-inches in diameter that is encountered shall be carefully cut with a sharp tool and not torn with a backhoe. Avoid, when feasible, cutting any root greater than 4 inches in diameter. Roots cut shall be immediately covered with soil or mulch and kept moist. When roots must be exposed around concrete forms before back-filling can occur, cover the roots with wet burlap and a white plastic sheeting.

19. Where access for machinery or any vehicle is required within the CRZ or TPZ of any preserved tree, the soil should be protected from compaction. Acceptable methods include an 18 inch deep layer of wood chips or hog fuel, 1 inch thick plywood, Alturna Mats, or steel sheets be placed over the soil surface.

20. Do not trench for utilities installation or repair, or for irrigation system installation within the TPZ without consent of the project arborist. Alter routes of underground infrastructure or use alternate methods such as pipe boring, air excavation, or HVAC to work around roots.

21. Landscaping specified within the TPZ areas shall be designed to limit disturbance of surface soils and preserved vegetation. No root pruning is permitted. New plants added in these areas should be of the smallest size possible to minimize disturbance.

22. Do not change grade by cutting or filling within the TPZ without consent of the project arborist.

23. Where backfill is required within a CRZ or TPZ area, the project arborist shall determine the amount and type of fill material to be used.

24. Supplemental irrigation for all protected trees is required during the summer months or prolonged periods of dry weather. In the absence of adequate rainfall, apply at least 1 inch of water per week by deep soaking methods. THIS IS MOST IMPORTANT FOR SUCESSFUL TREE RETENTION.

25. Fertilize trees as necessary with phosphorus, potassium, calcium, magnesium, and other macro- and micro-nutrients as indicated by a soil nutrient analysis test, but wait at least 1 year to apply any nitrogen. Nitrogen shall only be applied according to the American National Standards Institute A300 (part 2) Standard Practices for Fertilization (ANSI A300 Part 2, 2004) or the International Society of Arboriculture's Best Management Practice for Fertilization.

26. Monitoring of all trees, especially those exposed to new environmental conditions such as exposure to wind, sun, or deep shade, should be monitored during construction and annually for several seasons following construction to check for adverse changes to the tree health or stability.

Attachments: Table of Trees, Site Survey with Tree Locations

Tree Solutions Inc
Consulting Arborists

Kirkland Children's School
5311 108th Ave NE Kirkland

Date of Inventory: June 5, 2012
Table Prepared: June 5, 2012

Tree #	*Scientific Name*	Common Name	DSH (inches)	Drip Line	Condition	Prob	Size	Target	Risk Potential	LOD	Management Options	Notes	Tree Status
101	*Pseudotsuga menziesii*	Douglas fir	24.8	16.0	Good	2	2	4	8	Drip line	Crown clean as time and money allows	Bark crack with sap flow; tag missing; self-corrected lean; branch failure most probable	Retain
102	*Cupressocyparis leylandii*	Leyland cypress	7.8	5	Fair	1	1	3	5	Drip line		Phototropic lean	Retain
103	*Cupressocyparis leylandii*	Leyland cypress	7	5	Fair	1	1	4	6	Drip line		Topped	Retain
104	*Cupressocyparis leylandii*	Leyland cypress	6.7	5	Fair	1	1	4	6	Drip line		Topped; trunk sweep	Retain
105	*Cupressocyparis leylandii*	Leyland cypress	12.5	5	Good	1	1	4	6	Drip line		Phototropic lean	Retain
109	*Pseudotsuga menziesii*	Douglas fir	22.9	15	Good	2	2	4	8	Drip line	Crown clean as time and money allows		Retain
111	*Pseudotsuga menziesii*	Douglas fir	25.2	15	Good	2	2	4	8	Drip line	Crown clean as time and money allows; consider subordinating smaller lead to reduce the potential for part failure	8" subordinate lead at 8' with sap flow from union with main stem; not a significant risk	Retain
112	*Pseudotsuga menziesii*	Douglas fir	17	10	Good	2	1	4	7	Drip line	Crown clean as time and money allows	Tag removed	Retain
113	*Thuja plicata*	Western redcedar	25	12	Good	2	2	4	8	Drip line			Retain
114	*Pseudotsuga menziesii*	Douglas fir	16.8	8	Good	2	2	4	8	Drip line	Crown clean as time and money allows	Tag removed	Retain
115	*Pseudotsuga menziesii*	Douglas fir	32.8	25	Good	2	2	4	8	Drip line	Crown clean as time and money allows	Tag removed	Retain
116	*Pseudotsuga menziesii*	Douglas fir	24.8	16	Good	2	2	4	8	Drip line	Crown clean as time and money allows	Tag removed; self-corrected lean	Retain
117	*Pseudotsuga menziesii*	Douglas fir	30.3	20	Good	2	2	4	8	Drip line	Crown clean as time and money allows	Protect CRZ; deadwood, remove hangers, reduce longer scaffold limbs	Retain
118	*Pseudotsuga menziesii*	Douglas fir	40	30	Good	2	3	4	9	Drip line	Retain, test, and monitor; crown clean as time and money allows	Basal swelling; recommend advanced testing to assess if defect present; tag missing	Retain

Tree Solutions Inc
Consulting Arborists

Kirkland Children's School
5311 108th Ave NE Kirkland

Date of Inventory: June 5, 2012
Table Prepared: June 5, 2012

Tree #	*Scientific Name*	Common Name	DSH (inches)	Drip Line	Condition	Prob	Size	Target	Risk Potential	LOD	Management Options	Notes	Tree Status
119	*Pseudotsuga menziesii*	Douglas fir	19.7	10	Good	2	2	4	8	Drip line	Excavate root flare to assess for possible girdling roots. Crown clean as time and money allows	Buried root crown	Retain
120	*Pseudotsuga menziesii*	Douglas fir	16.3	10	Good	2	2	4	8	Drip line	Excavate root flare to assess for possible girdling roots. Crown clean as time and money allows	Buried root crown	Retain
121	*Pseudotsuga menziesii*	Douglas fir	24.4	18	Good	2	2	4	8	Drip line	Excavate root flare to assess for possible girdling roots. Crown clean as time and money allows	Buried root crown	Retain
122	*Pseudotsuga menziesii*	Douglas fir	24.6	15 (S)	Good	2	2	4	8	Drip line	Excavate root flare to assess for possible girdling roots. Crown clean as time and money allows	Buried root crown; bark crack with sap flow	Retain
123	*Pseudotsuga menziesii*	Douglas fir	41.9	35	Fair	3	3	4	10	Drip line	Retain, test, crown clean, reduce scaffold branch length, and monitor; or remove	Basal swelling, sap flow 20% around trunk; corrected lean; advanced decay test for extent of internal issues	Remove health
124	*Pseudotsuga menziesii*	Douglas fir	33	14	Fair	2	1	4	7	NA		Restricted trunk due to gazebo	Remove for construction
125	*Pseudotsuga menziesii*	Douglas fir	13.7	12	Fair	2	2	4	8	NA		Remaining trunk long-term decay issues	Remove for construction
126	*Thuja plicata*	Western redcedar	29	13	Fair	3	3	4	10	NA		Internal decay seam - both sides; bird holes; poor choice for retention	Remove for construction
127	*Pseudotsuga menziesii*	Douglas fir	33.2	15	Good	2	1	4	7	NA			Remove for construction
128	*Pseudotsuga menziesii*	Douglas fir	33.2	15	Fair	2	1	4	7	NA		small twig dieback; flat trunk on parking area side	Remove for construction
129	*Pseudotsuga menziesii*	Douglas fir	28.5	24	Good	2	2	4	8	15' to east	Reduce length of longer laterals	previously "wind-sailing" limits ability to prune; shallow roots; trunk with kink	Remove for construction

Tree Solutions Inc
Consulting Arborists

Kirkland Children's School
5311 108th Ave NE Kirkland

Date of Inventory: June 5, 2012
Table Prepared: June 5, 2012

Tree #	*Scientific Name*	Common Name	DSH (inches)	Drip Line	Condition	Prob	Size	Target	Risk Potential	LOD	Management Options	Notes	Tree Status
130	*Thuja plicata*	Western redcedar	29.7	12	Fair	2	2	4	8	15' to south	Monitor junction for resin flow after severe weather events; or cable	Forked trunk at 40' w/narrow union; old nurse log tree, shows no sign of movement, upper canopy sparse; top soil layer compacted	Remove for construction
131	*Pyrus calleryana*	Flowering pear	14, 13.5, 13.3	20	Good	2	2	4	8	Drip line	Reduce limb endweight & raise canopy, selective thinning, can install a dynamic catch cable to further reduce risk potential, high preservation value	SW leaning trunk; monitor union between 2 south trunks for seperation or sap flow especially after heavy snow or ice load.	Retain
132	*Pseudotsuga menziesii*	Douglas fir	31	14	Good	2	1	4	7	NA		Branch failure	Remove for construction
133	*Tilia cordata*	Linden	10.4	15	Good	1	1	4	6	Drip line		Protect CRZ; sap sucker holes	Retain
134	*Fraxinus excelsior*	Ash (blue)	9.2	14	Fair	2	2	4	8	NA	Retain & monitor trunk for continued defect or remove	Significant trunk wound - long-term decay issuel; trunk leaning west	Rmove
135	*Pseudotsuga menziesii*	Douglas fir	36.5	20	Good	2	2	4	8	Drip line	Crown clean as time and money allows, reduce length of longest scaffold branches	Protect CRZ; deadwood, remove hangers, reduce longer scaffold limbs	Retain
173	*Cupressocyparis leylandii*	Leyland cypress	6.2	4	Good	1	1	1	3	Drip line		Protect to dripline	Retain
174	*Cupressocyparis leylandii*	Leyland cypress	6.4	3	Fair	1	1	3	5	Drip line		Topped; phototropic lean; our tag	Retain
175	*Cupressocyparis leylandii*	Leyland cypress	6.2	4	Fair	1	1	3	5	Drip line		Phototropic lean; our tag	Retain
176	*Cupressocyparis leylandii*	Leyland cypress	12.8	8	Good	1	1	3	5	Drip line		Root obstruction - curb	Retain
187	*Cupressocyparis leylandii*	Leyland cypress	12	8	Good	1	1	3	5	Drip line		Root obstruction - curb	Retain

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Date of Inventory: June 5, 2012
Table Prepared: June 5, 2012

Tree #	*Scientific Name*	Common Name	DSH (inches)	Drip Line	Condition	Prob	Size	Target	Risk Potential	LOD	Management Options	Notes	Tree Status
188	*Cupressocyparis leylandii*	Leyland cypress	11	8	Fair	2	2	3	7	Drip line		Long-term risk issue possible; forked trunk & narrow angle of attachment, crack, included bark, enveloped wire; root obstruction - curb	Retain
189	*Cupressocyparis leylandii*	Leyland cypress	14	8	Good	1	1	3	5	Drip line		Self-corrected lean; sprinkler at base; root obstruction - curb	Retain
190	*Cupressocyparis leylandii*	Leyland cypress	14	8	Good	1	1	3	5	Drip line		Root obstruction - curb	Retain
191	*Cupressocyparis leylandii*	Leyland cypress	8.5	7	Good	1	1	3	5	Drip line		Root obstruction - curb	Retain
192	*Alnus rubra*	Red Alder	10	12	Fair	2	2	4	8	Drip line	Consider for removal due to unsuitable species for location	This tree is a poor choice for the location. The species has weak wood and often fail quickly, short life span. Ice/snow load possible issue; monitor lean correcting; trunk leans east; small twig dieback; touching utility line	Retain
193	*Alnus rubra*	Red Alder	16.2	13	Fair	2	1	4	7	Drip line	Consider for removal due to unsuitable species for location	Girdling root; top dieback; branch failure; maintain clearance on walk/road/parking	Retain
196	*Cupressocyparis leylandii*	Leyland cypress	8	6	Good	1	1	3	5	Drip line		In CRZ of 117, 135	Retain
A	*Malus*	Crabapple	4			1	1	3	5	Drip line			Retain
B	*Malus*	Crabapple	5			1	1	3	5	Drip line			Retain
C	*Malus*	Crabapple	5	8	Good	1	1	1	3	Drip line			Retain
D	*Malus*	Crabapple	5	8	Good	1	1	1	3	NA			Remove construction
E	*Malus*	Crabapple	5.6	8	Good	1	1	1	3	Drip line			Retain
F	*Tilia cordata*	Linden	8.3	10	Good	1	1	1	3	Drip line			Retain

Tree Solutions Inc
Consulting Arborists

Kirkland Children's School
5311 108th Ave NE Kirkland

Date of Inventory: June 5, 2012
Table Prepared: June 5, 2012

Tree #	*Scientific Name*	Common Name	DSH (inches)	Drip Line	Condition	Prob	Size	Target	Risk Potential	LOD	Management Options	Notes	Tree Status
H	*Styrax*	Japanese snowbell	5.6	10	Good	1	1	1	3	Drip line			Retain
I	*Acer circinatum*	Vine maple	6+	8	Good	1	1	1	3	Drip line		N of tree 129	Retain
J	*Acer circinatum*	Vine maple	6+	8	Fair	1	1	1	3	Drip line		N of #131 on adjacent site; fair condition; some canopy dieback	Retain
K	*Pseudotsuga menziesii*	Douglas fir	~24	18	Good	2	1	3	3	Drip line		NW corner on adjacent site; 18' dripline, app. 24" DSH; good condition;	Retain
L	*Corylus cornuta*	Beaked hazelnut	6+	12	Good	1	1	1	3	Drip line			Retain
M	*Thuja plicata*	Western redcedar	22	16	Good	1	1	4	6	Drip line		Located on adjacent property next to fence with 8' overhang; behind #123	Retain
N	*Populus sp*	Aspen	22	12	Good	1	1	3	5	Drip line		On adjacent lot south of "L", 12' dripline radius, 8' from property line,	Retain

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033
425.587-3225 - www.kirklandwa.gov

MEMORANDUM

To: Tony Leavitt, Associate Planner

From: Tina Cohen, Consulting Urban Forester

Date: September 26, 2012

Subject: Urban Forester Review, ZON12-00659

The City's objective is to retain as many viable trees as possible on a development site while still allowing the development proposal to move forward in a timely manner. In order to make better decisions about tree retention, an approved tree retention plan that establishes the priorities of tree retention is required for zoning permit applications. Tree retention values are assessed based on the site, the location of trees and the information provided by the applicant's arborist.

The following tree retention values, based on Kirkland Zoning Code definitions, for the project are listed below:

- The High Retention Value trees on this site are Trees 101, 115, 116, 117, 135, 175, 176, 187, and 190 and G (10 total). Per the requirements in KZC 95.30, the applicant is required to retain and protect High Retention Value trees to the maximum extent possible. High Retention value trees are significant viable trees that are located within required yards or landscape buffers and fit the criteria defined in KZC 95.10.

- The Moderate Retention Value trees are Trees 102 thru 105, 109, 111 thru 114, 118 thru 122, 131, 133, 173, 189, 191, 192, 193, H (22 total). Moderate Retention Value trees are viable trees that are to be retained if feasible.

- The Low Retention Value trees are Trees 123 thru 130, 132, 134, 188, and A thru F (17 total). These are typed as Low Retention Value trees based on their current condition or are located in an area where removal is unavoidable due to the anticipated development activity.

No trees are approved for removal with the approval of a zoning permit. A new retention plan shall be required at each phase of the project as more information about the location of the proposed improvements is known, subject to the requirements in KZC 95.30.

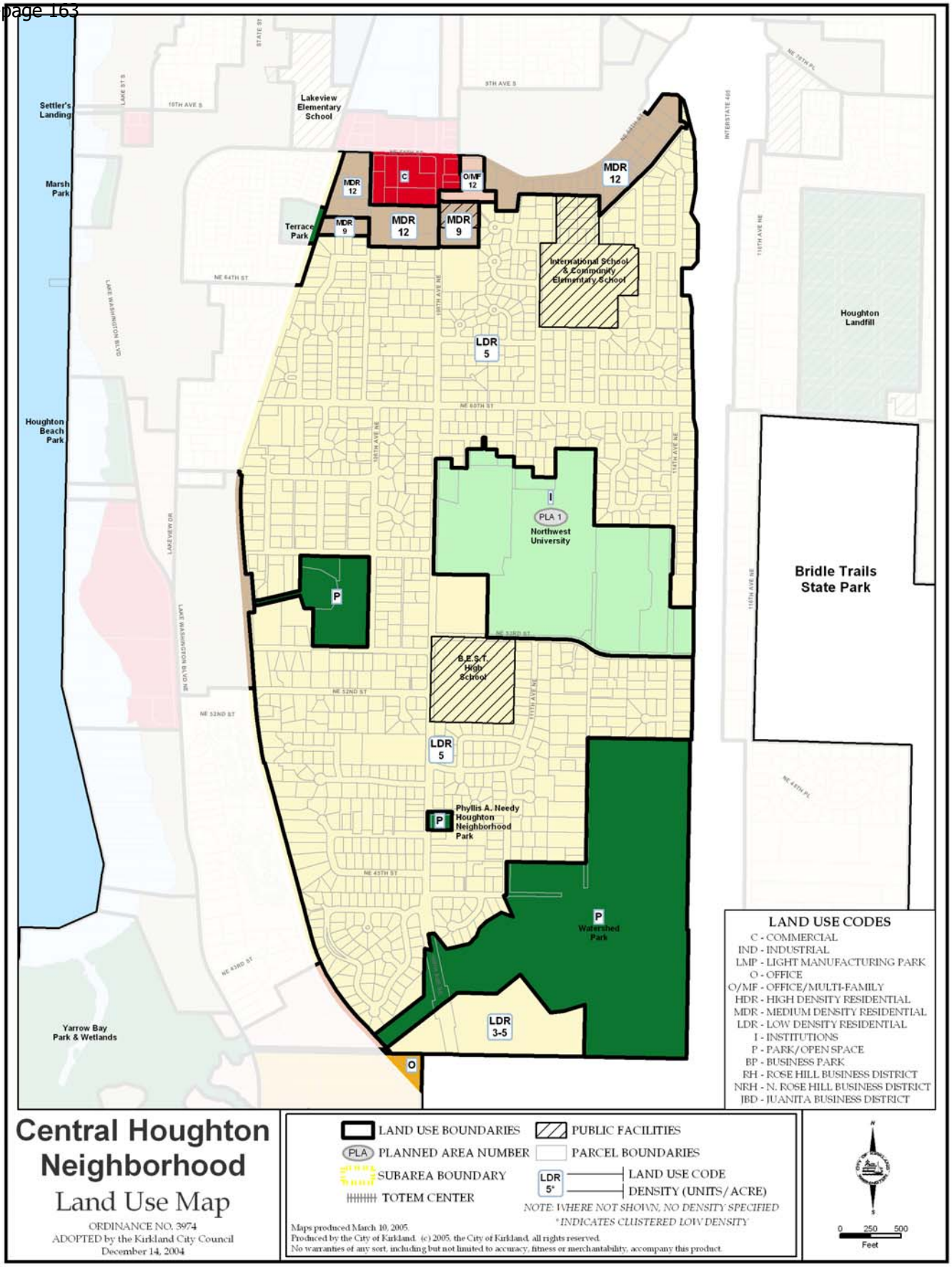

Figure CH-1: Central Houghton Land Use

CHAPTER 15 - SINGLE-FAMILY RESIDENTIAL (RS) ZONES

15.05 User Guide.

The charts in KZC 15.10 contain the basic zoning regulations that apply in each RS 35, RS 12.5, RS 8.5, RS 7.2, RS 6.3 and RS 5.0 zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 15.08

Zone RS

Section 15.08 – GENERAL REGULATIONS
The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.

2. If any portion of a structure is adjoining a detached dwelling unit in a low density zone, then either:
   a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
   b. The maximum horizontal facade shall not exceed 50 feet.
   See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for further details.
   (Does not apply to Detached Dwelling Unit and Mini-School or Mini-Day-Care Center uses).

3. May not use lands waterward of the ordinary high water mark to determine lot size or to calculate allowable density.

4. May also be regulated under the Shoreline Master Program; refer to Chapter 83 KZC.

	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS									
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.030	School or Day-Care Center	See Spec. Reg. 10.	As established on the Zoning Map. See Spec. Reg. 1.	If this use can accommodate 50 or more students or children, then: 50′ 50′ on each side 50′ If this use can accommodate 13 to 49 students or children, then: 20′ 20′ on each side 20′			70%	25′ above average building elevation. See Spec. Reg. 12.	D	B See Spec. Reg. 8.	See KZC 105.25.	1. Minimum lot size is as follows: a. In RS 35 zones, the minimum lot size is 35,000 square feet. b. In RS 12.5 zones, the minimum lot size is 12,500 square feet. c. In RS 8.5 zones, the minimum lot size is 8,500 square feet. d. In RS 7.2 zones, the minimum lot size is 7,200 square feet. e. In RS 6.3 zones, the minimum lot size is 6,300 square feet. f. In RS 5.0 zones, the minimum lot size is 5,000 square feet. 2. May locate on the subject property only if: a. It will not be materially detrimental to the character of the neighborhood in which it is located. b. Site and building design minimizes adverse impacts on surrounding residential neighborhoods. c. The property is served by a collector or arterial street (does not apply to existing school sites). 3. A six-foot-high fence along the side and rear property lines is required only along the property lines adjacent to the outside play areas. 4. Hours of operation and maximum number of attendees at one (1) time may be limited to reduce impacts on nearby residential uses. 5. Structured play areas must be setback from all property lines as follows: a. 20 feet if this use can accommodate 50 or more students or children. b. 10 feet if this use can accommodate 13 to 49 students or children. 6. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 7. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 8. Electrical signs shall not be permitted. 9. May include accessory living facilities for staff persons. 10. The required review process is as follows: a. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is less than five acres, the required review process is Process IIA, Chapter 150 KZC; provided, however, that within the jurisdiction of the Houghton Municipal Corporation, the required review process is Process IIB, Chapter 152 KZC. REGULATIONS CONTINUED ON NEXT PAGE

Section 15.10 Zone RS USE ZONE CHART

	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.030	School or Day-Care Center (continued)											REGULATIONS CONTINUED FROM PREVIOUS PAGE b. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is five or more acres, a Master Plan, approved through Process IIB, Chapter 152 KZC, is required. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking location, buffering, and landscaping. 11. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388). 12. For school use, structure height may be increased, up to 35 feet, if: a. The school can accommodate 200 or more students; and b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan. d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements. *This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.*
.040	Mini-School or Mini-Day-Care Center	Process I, Chapter 145 KZC.	As established on the Zoning Map. See Special Regulation 1.	20′	5′ but 2 side yards must equal at least 15′.	10′	50%	25′ above average building elevation.	E	B See Spec. Reg. 8.	See KZC 105.25.	1. Minimum lot size is as follows: a. In RS 35 zones, the minimum lot size is 35,000 square feet. b. In RS 12.5 zones, the minimum lot size is 12,500 square feet. c. In RS 8.5 zones, the minimum lot size is 8,500 square feet. d. In RS 7.2 zones, the minimum lot size is 7,200 square feet. e. In RS 6.3 zones, the minimum lot size is 6,300 square feet. f. In RS 5.0 zones, the minimum lot size is 5,000 square feet. 2. May locate on the subject property if: a. It will not be materially detrimental to the character of the neighborhood in which it is located. b. Site design must minimize adverse impacts on surrounding residential neighborhoods. 3. A six-foot-high fence is required along the property lines adjacent to the outside play areas. REGULATIONS CONTINUED ON NEXT PAGE

TRAFFIC IMPACT ANALYSIS

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The Kirkland Children's School

TRAFFIC IMPACT ANALYSIS

for a

2,750 gsf Addition to the existing School Building

located at

5311 108th Avenue NE

in the

City of Kirkland

February 21, 2012

The Kirkland Children's School

TRAFFIC IMPACT ANALYSIS

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The Kirkland Children's School

TRAFFIC IMPACT ANALYSIS

The following Traffic Impact Analysis (TIA) has been prepared for a proposed 2,750 gsf expansion of an existing school located on 108th Avenue NE in the southwest quadrant of the City of Kirkland.

The school enlargement will be undertaken in a single phase and will be completed by the end of 2012.

Coincidentally, the project will take place at the same time as the relocation of the Northstar Junior High/Middle School to the B.E.S.T. high school campus on 108th Avenue NE at NE 53rd Street. Accordingly, the forecast traffic demands from this new public school are included in this TIA.

Findings & Conclusions

The following principal conclusions may be considered with respect to the proposed expansion of the existing Kirkland Children's School.

- The proposed expansion of the existing school will increase the size of the facility by 2,750 gsf.
- The expansion program will under a worst case assessment produce an additional 218 trips per day and increase the morning peak hour traffic demand at the site by 35 trips per hour and the p.m. peak hour demand of the arterial street by 19 trips per hour.
- The existing facility has in situ parking for 23 full sized vehicles in a 90° degree angle style configuration on a paved lot accessed with a pair of one-way drives.
- The 85th percentile parking demand of the existing school is for 19 stalls.
- The highest number of parked vehicles, over only one 5-minute interval, was 20.
- On completion of the expansion program an additional 9 stalls will be provided to bring the on site total parking supply to 32 stalls which is sufficient to meet the expected worst case parking demand.
- The road network under review in this TIA includes the adjacent arterial – 108th Avenue NE – and the proximate intersections extending from NE 53rd Street to the Northwest University main campus driveway.
- Peak hour traffic observations were conducted over both a.m. and p.m. arterial street peak hours at the end of January 2012.
- This late January date was chosen to allow regional traffic to consolidate after the December 2011 tolling of SR 520 that induced substantial traffic diversion.

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- Level of Service (LOS) analyses were conducted for three conditions: (I) Current a.m. and p.m. peak hours, (II) 2012 conditions with the Northstar Junior High/Middle School completed and in full operation but without the Kirkland Children's School expansion, and (III) for 2012 with the Kirkland Children's School expansion completed.
- For all three LOS cases, the current year, 2012 *without* the project and 2012 *with* the project the lowest computed value was 'C'.
- Since the project does not cause a shift in the LOS at any of the intersections impacted by site-generated traffic no mitigation measures of any kind are required.
- A proportional share evaluation was conducted pursuant to the *Traffic Impact Analysis Guidelines* to determine if any intersection is impacted by more than one (1) percent.
- No intersection was determined to meet or exceed this one percent criterion.
- Four-year accident data (2008-2011) were provided by DPW for 108th Avenue NE from NE 52nd to NE 58th Street, covering the site's access.
- The computed mean accident rate along this section of 108th Avenue NE was 0.415 per million vehicle miles of travel.
- The WSDOT previously published mean accident rate for "urban minor arterial streets" was 3.44/mvm (million vehicle miles) suggesting accident causation or culpability does not reside with the street system. Fundamentally, 108th Avenue NE is considered to be a very safe street by this comparative measure.
- The existing children's school has in situ parking for 23 automobiles in a 90° degree angle configuration.
- Access to the paved parking lot is from a pair of one-way driveways.
- The 85th percentile parking demand was for 19 vehicles.
- The highest observed demand over a 5-minute interval was by 22 vehicles.
- On completion of the building expansion program an additional 9 stalls will be added to the existing parking lot.
- This additional parking will be entirely adequate to accommodate the increased parking demand occasioned by the proposed facility expansion.
- Considering no impacts to the arterial street network level of service, no likely shift in accident frequency or rate to the network, and no impacts to in situ parking, no traffic mitigation measures are necessary nor are any recommended on the basis of the findings of this traffic impact analysis.

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The Kirkland Children's School

TRAFFIC IMPACT ANALYSIS

for a

2,750 gsf Addition to the existing School Building

City of Kirkland

Purpose

Briefly, the purpose of this traffic impact analysis (TIA) is to obtain and review the current a.m. and p.m. peak hour traffic volumes at the proximate key local arterial street intersections that may be impacted by vehicular traffic generated by the school's addition of two new class rooms, determine the expected new travel demands (trip generation) associated with the expansion program, assess the adequacy of parking on the site given the expanded school enrollment, review the local street accident records to determine if there are any current street elements that may increase traffic hazards, and determine if there are any "intersection proportionate share" costs that may be attributable to the school expansion.

Location

The Kirkland Children's School is located at 5311 108th Avenue NE. The existing school site, within the southern region of the City of Kirkland, is shown on Figure 1, the *Vicinity Map*. Further, Figure 2 is an aerial photograph of the site showing both the current school building occupying the southern part of the property and its attendant parking lot and dual one-way access driveways on the northern part of the site, situated on the west side of 108th Avenue NE, directly opposite the Kirkland Adventist School.

Site Traffic Design Parameters

At the present time the school includes the following traffic related design elements.

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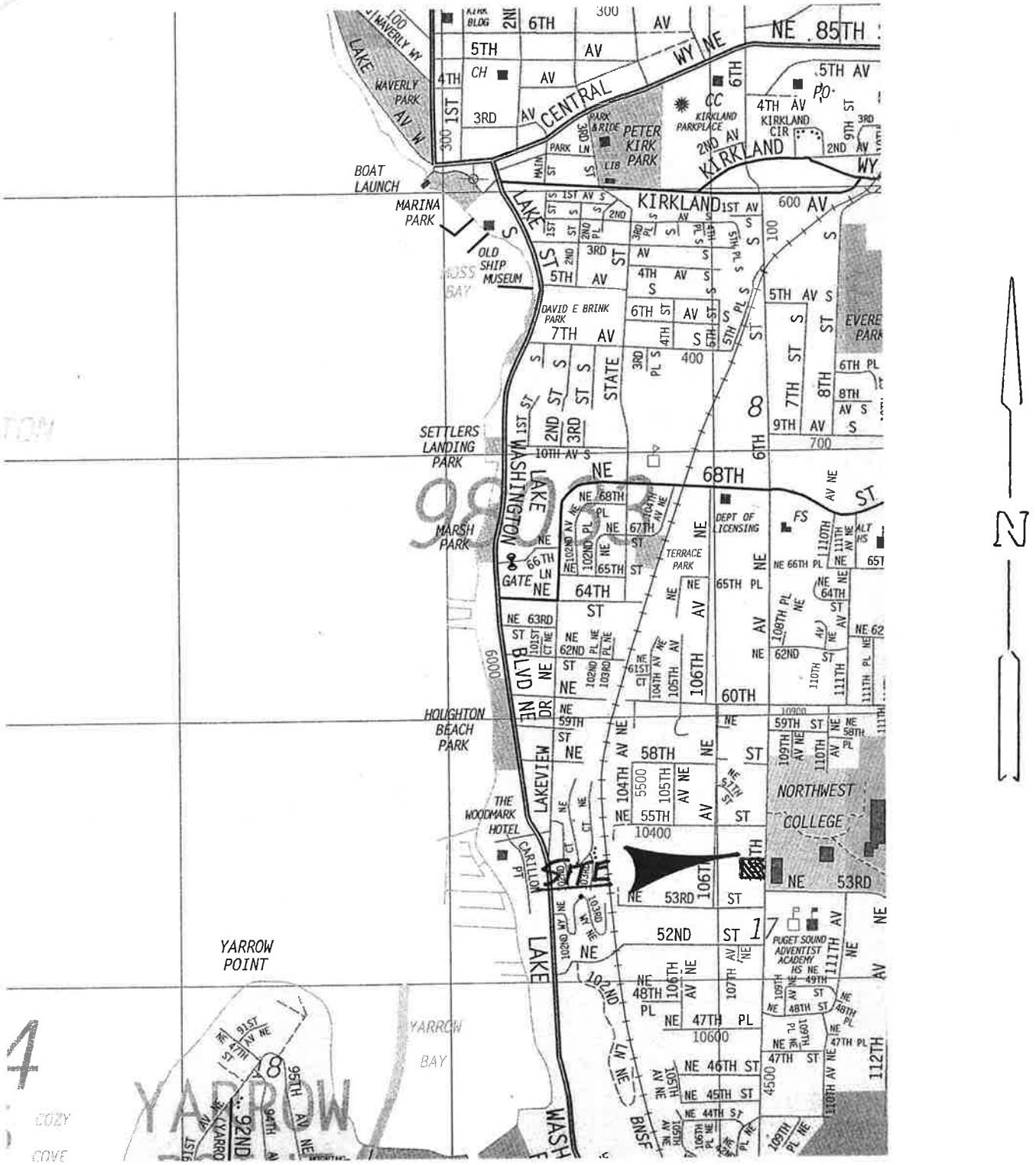

FIGURE 1

Vicinity Map

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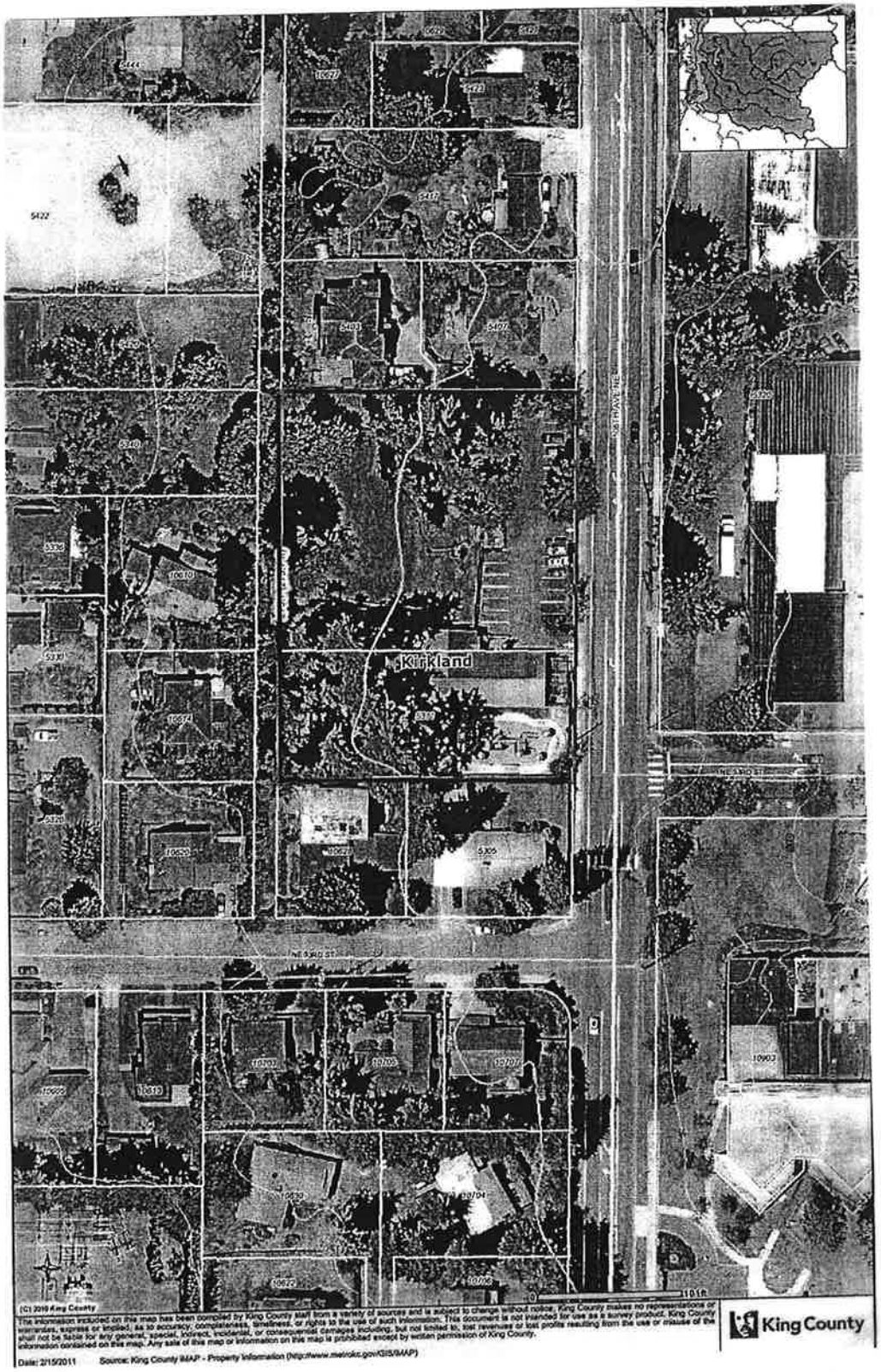

FIGURE 2

Kirkland Children's School
King County Aerial View of Site

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Current building size	7,000 gsf
Proposed addition	2,750 gsf
Current enrollment	92 pupils
ITE Land Use Designation	LUC 565 – Child Care
Site access	2 one-way driveways
Current parking supply	23 stalls
To be added, on-site parking	9 stalls
Parking style	90° angle with central aisle

Reference Documents & Scope

Reference is made to the City of Kirkland's *Traffic Impact Analysis Guidelines* (revised February, 2004) and to the 2009 *Concurrency Management Review Application*.

The trip generation data for the development is based on the **Institute of Transportation Engineers** (ITE) 7th edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE).

For the analysis scope, it may be noted that while the p.m. peak hour is the highest peak hour of the average weekday, since it contains work, school, shopping and social-recreation travel demands, the city Department of Public Works (DPW) has requested the TIA include the a.m. peak hour. The a.m. peak hour is the highest in terms of the school's site trip generation and, as a consequence, this TIA bases its conclusions and recommendations on the worst-case peak hour of the average weekday. Capacity analysis is in accordance with the *2000 Highway Capacity Manual* (HCM) publication by the Transportation Research Board, Washington, D.C.

Adjacent Land Uses

To the north, south and west of the children's school site the land uses are single-family residential while to the east (across from the site on 108th Avenue NE) the land uses are all institutional. There are three of these and include (1) the Lake Washington School District's B.E.S.T. alternative school abutting and to the south of NE 53rd Street, (2) the Kirkland Adventist School adjacent to and immediately north of NE 53rd Street, and to its immediate north, (3) the Northwest University.

Proposed Adjacent Development

The Lake Washington School District is adding a new school to the campus of B.E.S.T.

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This new school is the Northstar Junior/Middle School. It is being relocated to the B.E.S.T. campus from its present location at the Lake Washington High School, 12033 NE 80th Street, Kirkland. At its new location it will be revised to include grades 6-8 from its present 7-9 format. Its proposed capacity will be for 90 students with 5 staff.

The new Northstar Junior/Middle School is expected to be occupied by late 2012. In terms of its new traffic demands on the local network it will add 397 daily vehicular trips, 144 a.m. peak hour trips, and 103 trips in the mid-afternoon. During the evening peak hour of the arterial street, it will add only one (1) trip.

The projected a.m. and p.m. peak hour traffic assignments for the Northstar Junior/Middle School are shown on Figures 3 and 4, respectively.

Phasing

The Kirkland Children's School expansion program will be developed in a single phase and is expected to be completed and fully occupied by the end of the 2012-year.

Street System

The adjacent arterial street serving the site is 108th Avenue NE. This facility is a 3-lane minor arterial with bicycle lanes on the east and west sides, curbs, gutters and sidewalks, also on both sides, and overhead nighttime illumination. At intervals the center, two-way left turn lane has raised median landscaping. The posted speed limit is 30 mph. No on-street curbside parking is permitted.

The traffic volume on 108th Avenue NE at the project site is 11,590 vehicles per day per 2007 data. In he year 2000 the average daily traffic volume (ADT) was reported as being 11,401. The annual arterial traffic growth rate is less than 0.2 percent per year. This growth rate is inconsequential and suggests the neighborhood is at a plateau in terms of traffic intensification.

To the south of the Kirkland Children's School site is NE 53rd Street. At its intersection with 108th Avenue NE it is offset by about 120 feet (centerline to centerline) so it forms two "tee" type intersections that essentially preclude direct through traffic movements. On its western approach (east leg) to 108th Avenue NE it is striped for separate left and right turning lanes. It has a posted speed limit of 25 mph and an ADT of 3,020. This street provides the primary access to both the B.E.S.T. school and the Kirkland Adventist School.

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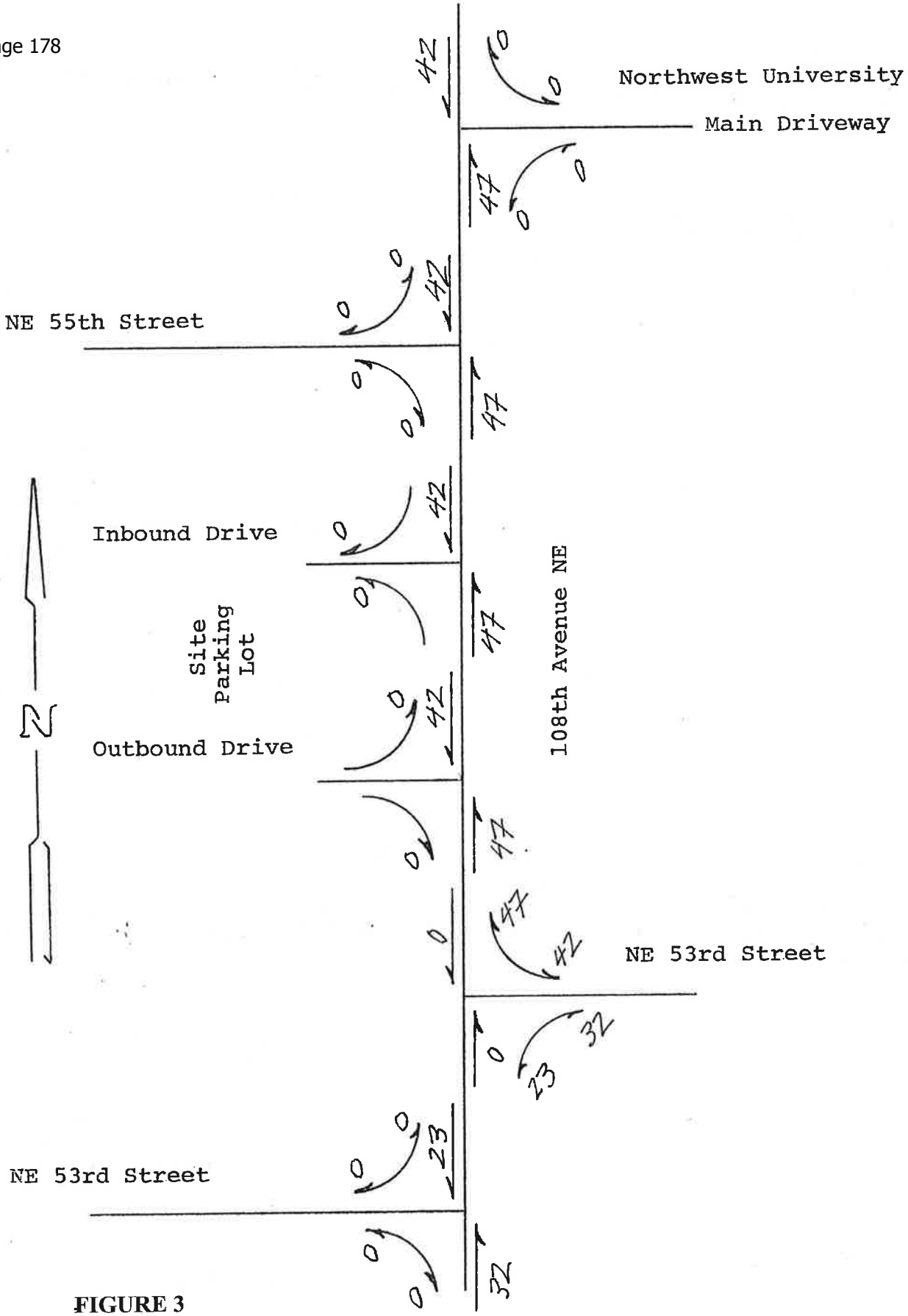

FIGURE 3

Northstar Jr. High/Middle School
A.M. Peak Hour Traffic Assignment

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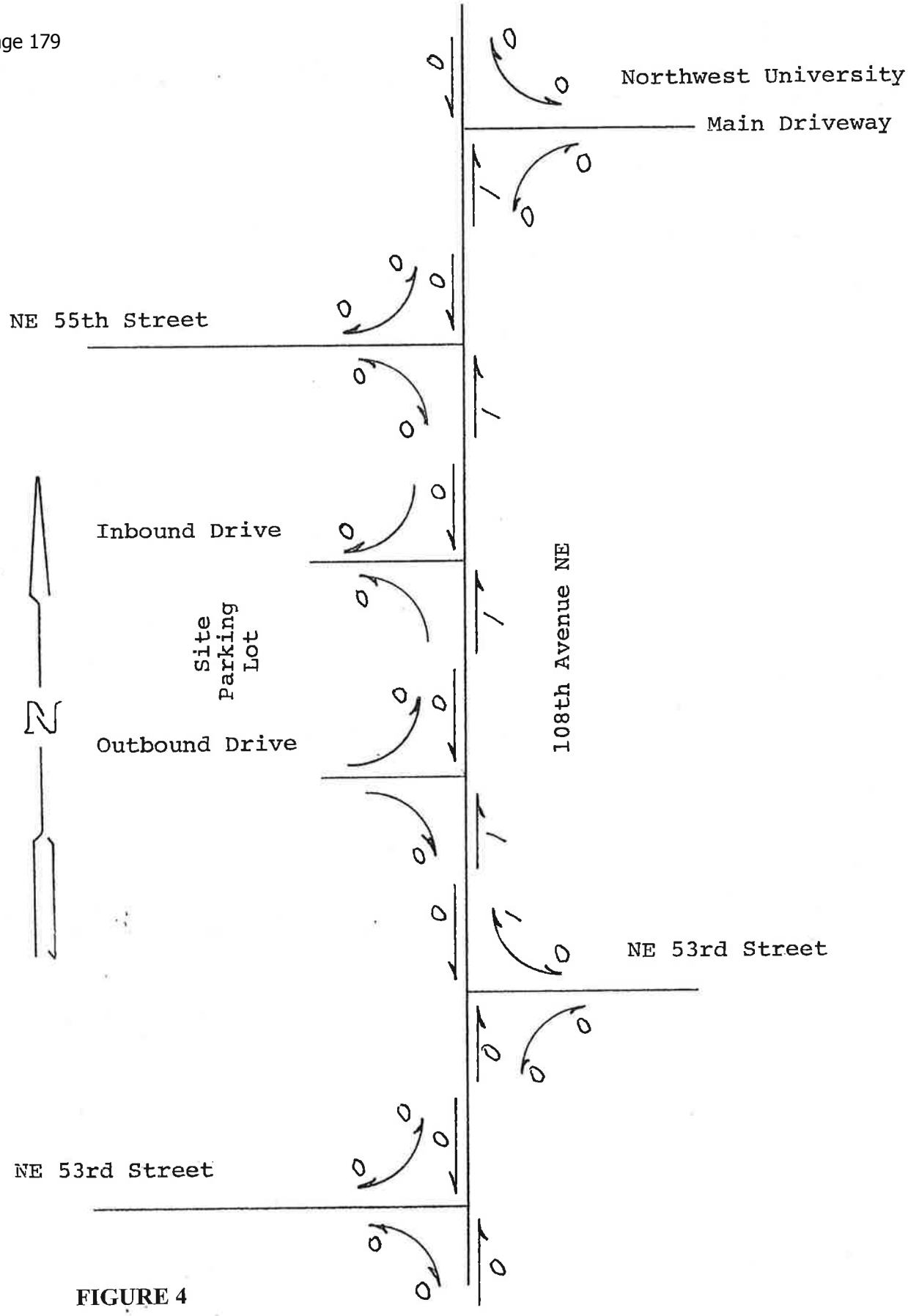

FIGURE 4

Northstar Jr. High/Middle School
P.M. Peak Hour Traffic Assignment

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On the west side of 108th Avenue NE, NE 53rd Street serves a residential neighborhood and has similar design standards as its counterpart described above except it has only a single lane approach to 108th Avenue NE. It has a 25 mph speed limit. It has an ADT of 350 vehicles per day.

To the immediate north of the project side is NE 55th Street. It is similar to its counterpart – NE 53rd Street – in that its ADT is also 350 vehicles per day, serves the same kind of residential development, has the identical roadway design and a single lane approach to 108th Avenue NE.

About 170 feet north of NE 55th Street is the main access to Northwest University. This is a parkway style access street with a center landscaped median separating the single lane inbound and outbound traffic movements. This access road has an ADT of 970.

The current a.m. and p.m. peak hour traffic volumes on these intersecting facilities on 108th Avenue NE are shown on the schematic diagrams of Figures 5and 6. The data are also contained in the appendix in raw form along with bus, truck and pedestrian volumes. These figures also show the peak hour traffic volumes at the site's two one-way driveways, inbound and outbound.

Traffic Accidents

Kirkland DPW provided four-year traffic accident data along 108th Avenue NE from NE 52nd Street to NE 58th Place for the interval January 1, 2008 through 2011. The frequencies, by location, are noted below.

Table I

Accident Frequency by Location and Year

Segment	2011	2010	2009	2008
@ NE 52nd Street	0	0	0	0
NE 52nd to NE 53rd Street	0	0	1	0
@ NE 53rd Street *	0	0	1	0
NE 53rd to NE 55th Street *	0	2	0	0
@ NE 55th Street	0	0	0	0
NE 55th to NE 57th Street *	0	0	1	0
@ NE 57th Street	0	0	0	0
NE 57th to NE 58th Place	0	0	0	0
@ NE 58th Place	0	0	0	0

* Note: Of this 2010 data, 1 accident, 25 feet N of 53rd NB, rear end type, w/ no injuries or property damage and 1 accident, 320 feet N of I/S. Hit parked car, injury type. In 2009, 2 accidents involved ped./bicyclist collisions, 1 w/injuries.

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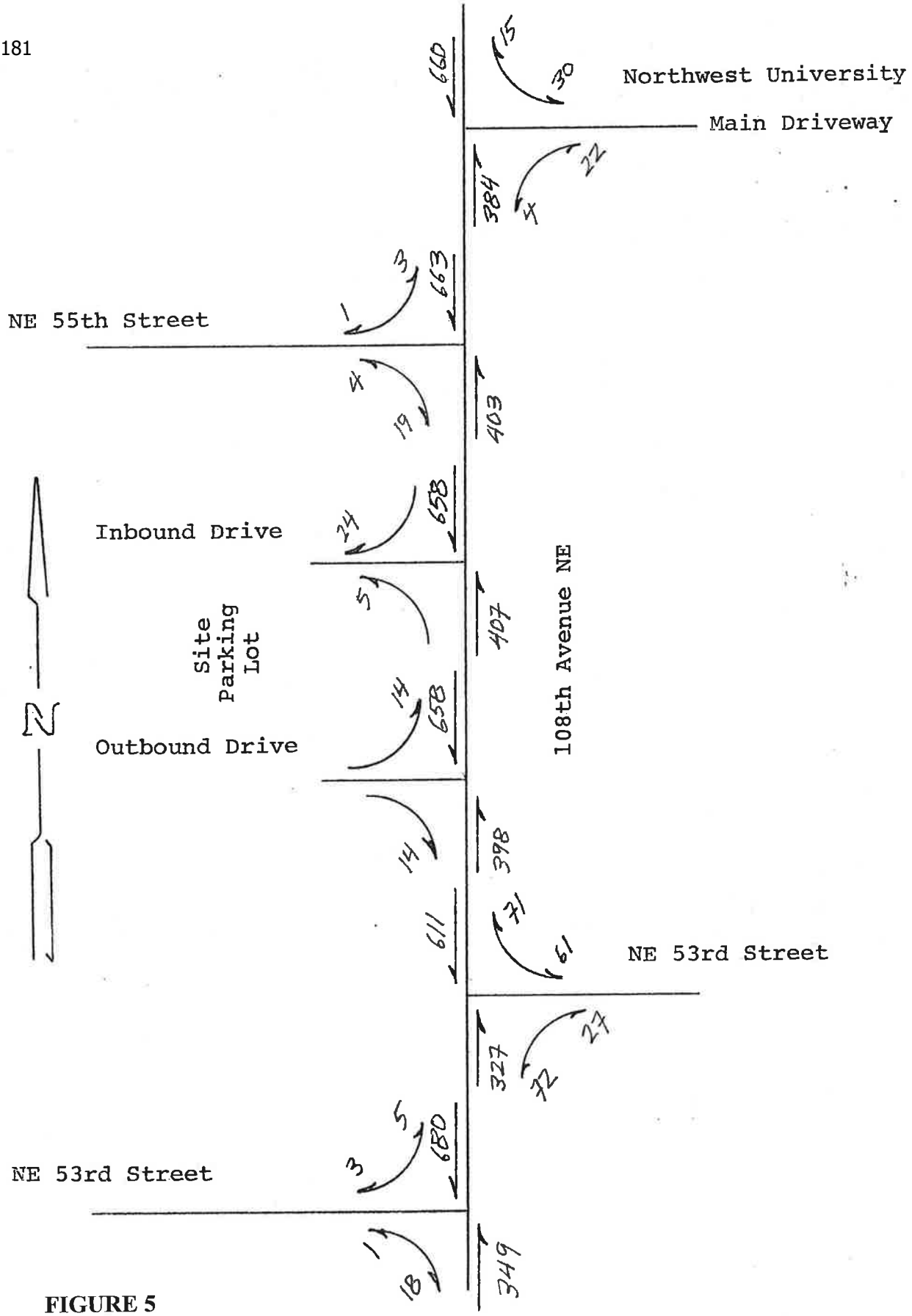

FIGURE 5

Current A.M. Peak Hour
Traffic Volumes

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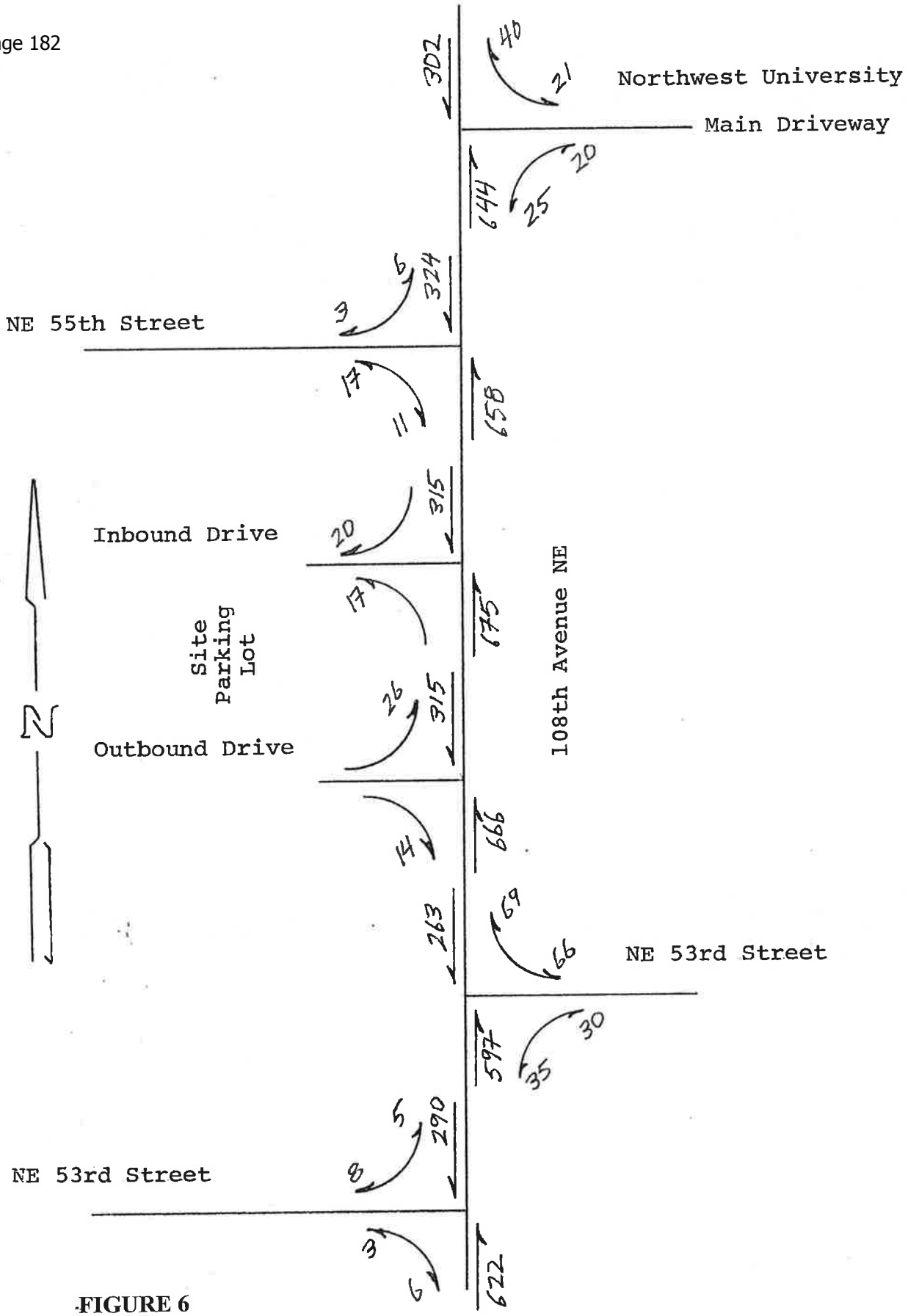

FIGURE 6

Current P.M. Peak Hour
Traffic Volumes

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In the above 4-year data, three (3) injury accidents were reported. There were no fatal accidents. One injury accident involved a bicycle-pedestrian collision in the early morning peak hour (between 55th and 57th at 7:20 a.m. on 1/5/09). Since it did not involve a motor vehicle it may be discounted when computing the average accident rate on 108th Avenue NE.

The average accident rate over this section of 108th Avenue NE (with 4 accidents in four years and an ADT of 11,590) is computed to be 0.415 accidents per million vehicle miles of travel (mvm). WSDOT published a statewide minor arterial accident rate in urban areas of 3.44/mvm. Consequently, with the accident rate on 108th Avenue NE being (0.415/3.44 X 100) only twelve percent (12%) of the published statewide average there is no statistical evidence to suggest accident causation or culpability resides with the road network. Stated another way, the traffic accidents on this minor arterial are likely due to driver error or ambient conditions-vehicle elements and, as a result, cannot be remediated by roadway construction alternatives.

The proposed expansion program of the Kirkland Children's School will not adversely impact traffic hazards.

Transit

Metro Transit Routes 253 and 540 serve the project site. The articulated bus headways, over the two peak hours, are not more than 15- minutes. Transit stops are conveniently located at the corner of NE 53rd Street and 108th Avenue NE.

There is no bus "turn out" on 108th Avenue NE, for north or southbound routes, and so through arterial street traffic is of necessity stopped during transit loading and disembarking operations. This is not considered a traffic issue since, by peak hour observation, transit usage is relatively light at this intersection. As described above, too, traffic hazard does not show up in the data.

Year 2012 Volumes without Project

To validate expected traffic growth on the arterial system, to obtain the year 2012 traffic volumes *without* the project, and noting that the city's published traffic volumes on 108th Avenue NE do not extend forward from 2007, WSDOT traffic statistics from the *Annual Traffic Report* were reviewed. At *Permanent Traffic Recorder #822* located on I-405 at MP 18.71 the 2007 volume was 182,000. By the year 20120 it had increased to only to 184,000. With a rate of growth of marginally more than a quarter of a percent (0.275%),

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for the purposes of this study, the traffic growth on 108th Avenue NE to the end of 2012 is assumed to be negligible.

The year 2012 a.m. and p.m. traffic volumes *without* the project, but including the forecast traffic for the Northstar Junior High/Middle School described earlier on page 4, are shown on Figures 7 and 8. As before, these are schematic diagrams to display the various traffic movements, by direction.

Trip Generation

Trip generation for the proposed Kirkland Children's School 2,750 gsf addition is based on the 7th edition of the **Institute of Transportation Engineers** (ITE) *Trip Generation Manual*, for *Land Use Code565*, (Day Care Center). Excerpts from this publication are included in the appendix, for reference purposes. The trip generation data are shown below in Table II.

TABLE II

The Kirkland Children's School Expansion Trip Generation

A.W.D.T.	218 Trips/Day
A.M. Inbound	19 vehicles/hour
A.M. Outbound	16 vehicles/hour
P.M. Inbound	9 vehicles/hour
P.M. Outbound	10 vehicles/hour

Trip Distribution & Assignment

The new traffic generated by this expansion program will be distributed onto the adjacent roadway system and then onto the regional transportation network. The traffic distribution and assignment of site-generated traffic is based on the *Analogy Method* described in *Transportation and Land Development*, Vergil G. Stover, 1988, published by the Institute of Transportation Engineers (ITE). A schematic diagram showing the trip assignment for both the a.m. and p.m. peak hours is shown on Figures 9 and 10. In developing these figures there are no assumed arterial facility capacity restraints and, as noted above, the distribution of school traffic follows the same pattern as now extant.

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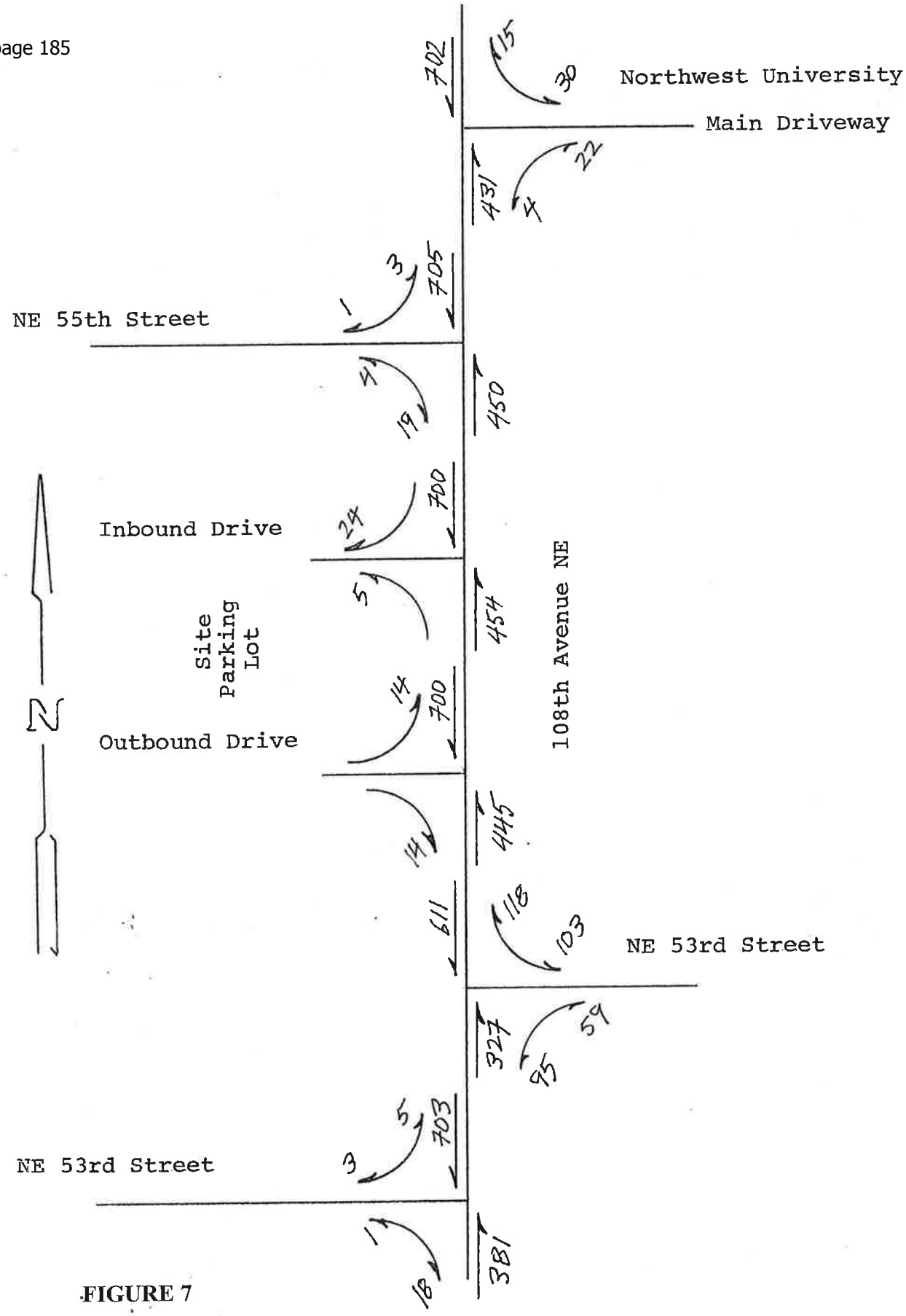

FIGURE 7

2012 A.M. Peak Hour Traffic Volumes
Without the Project

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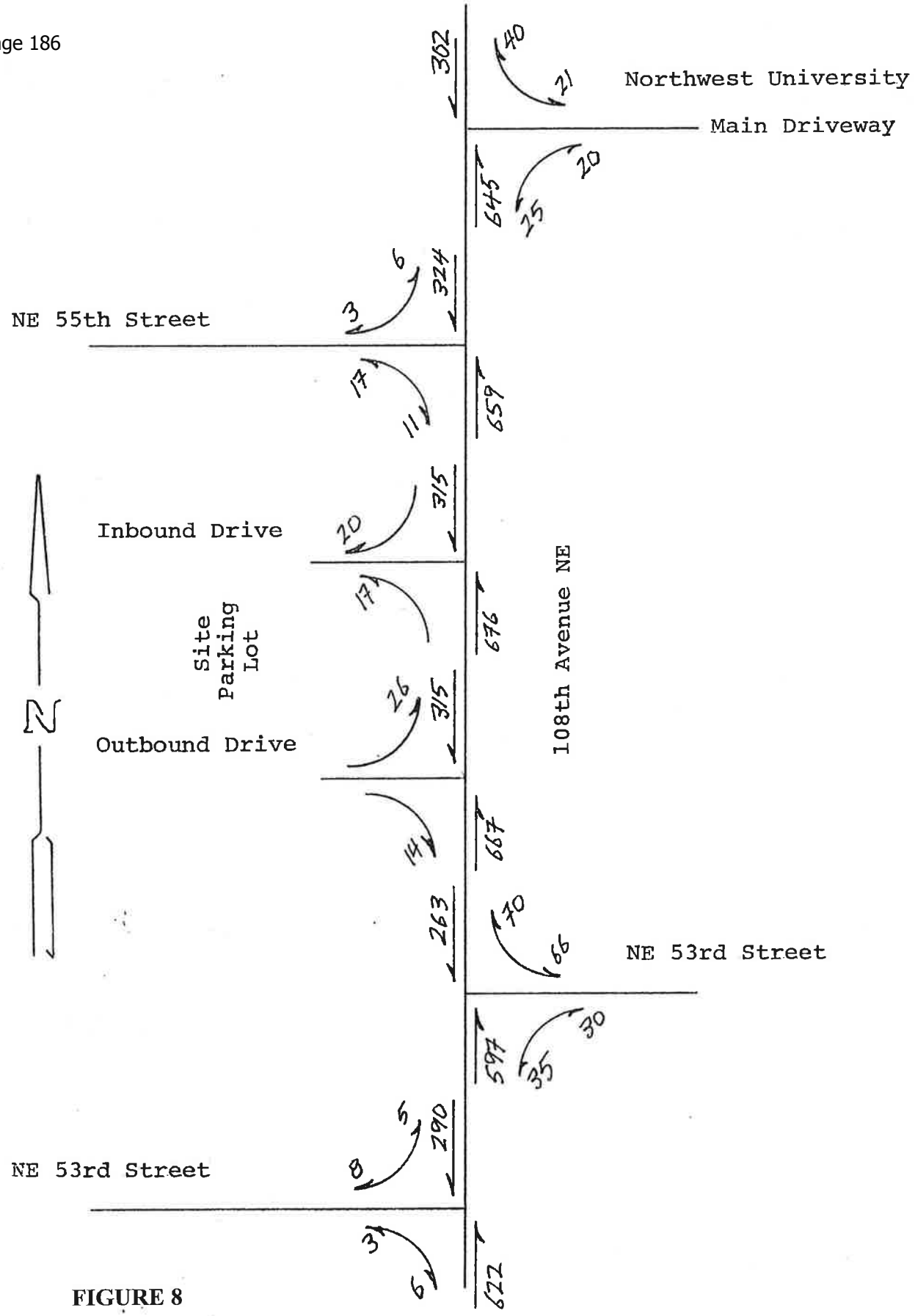

FIGURE 8

2012 P.M. Peak Hour Traffic Volumes
Without the Project

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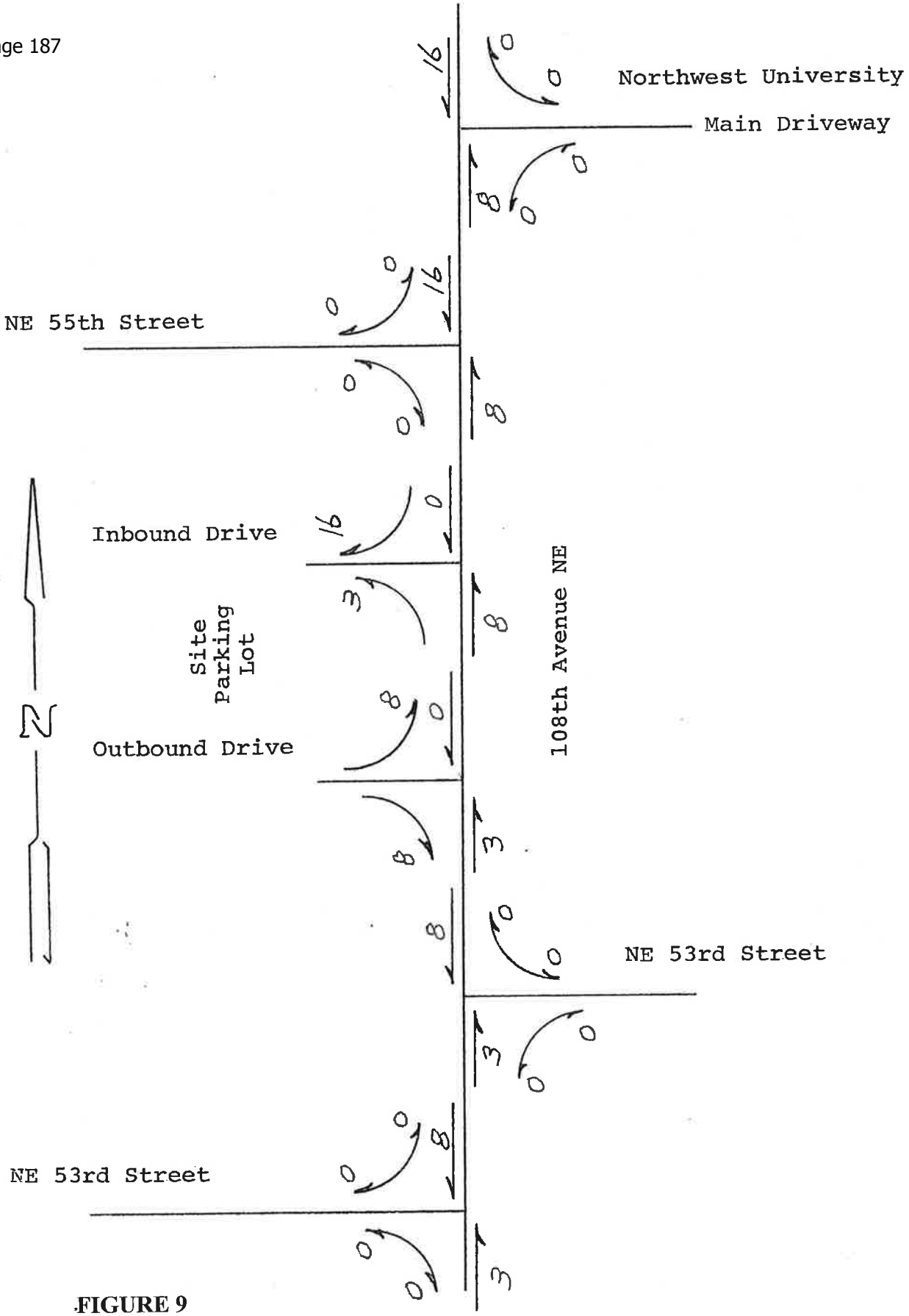

FIGURE 9

2012 A.M. Peak Hour Project Traffic Assignment

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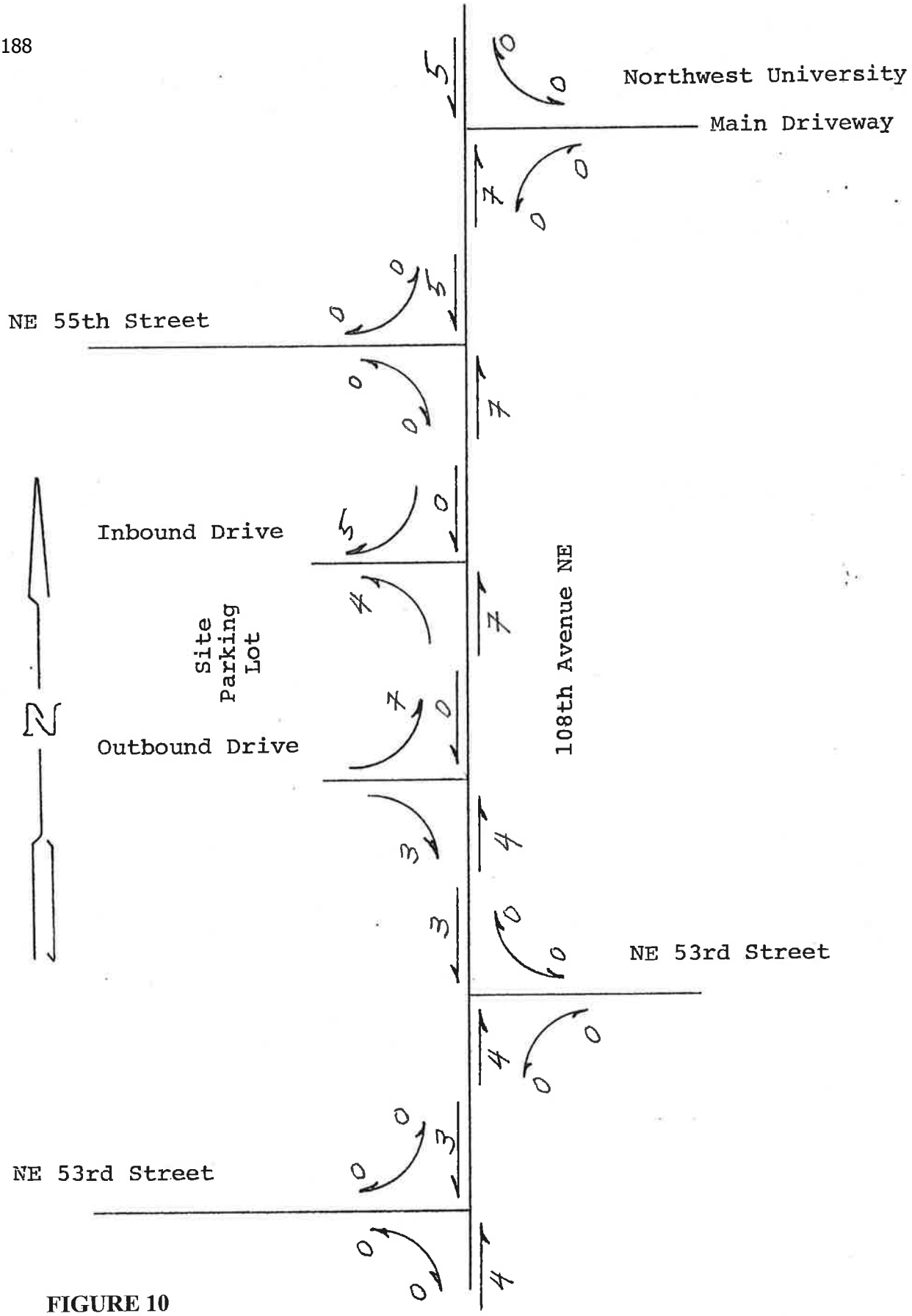

FIGURE 10

2012 P.M. Peak Hour Project
Traffic Assignment

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2012 Volumes with Project

Figures 11 and 12 show the a.m. and p.m. peak hour traffic volumes with the project completed and fully occupied. The data also includes the forecast volumes for the Northstar Junior High/Middle School relocated to the B.E.S.T. school campus.

Capacity Analysis

Capacity analysis is in accordance with the **2000 Highway Capacity Manual** (HCM) publication by the Transportation Research Board. The analysis was accomplished using the software entitled **HCS 3**, produced by the McTrans Center at the University of Florida. The results of the analysis are noted in Table III.

When reviewing the following LOS tabulated summaries, note that the computer input and results are included in the *Appendix*. The appendix computations show the entering traffic volumes and approach lane configurations. From observations, heavy (truck) volumes, noted in the appended raw field notes, were insignificant in number and do not, as a consequence, impact vehicular operations. Similarly, the absence of any significant approach road grades suggests negligible impacts from that consideration. The average intersection approach delays and levels of service (LOS) for these STOP sign controlled intersections are described below.

TABLE III

Levels of Service & Delay (in seconds)

Intersection	Current	2012 (*W/O* Project)	2012 *With* Project
	A.M. Peak Hour		
108th Ave. NE/NE 53rd (west leg)	C, 15.8	C, 16.4	C, 16.5
108th Ave. NE/NE 53rd (east leg)	C, 15.2	C, 17.5	C, 17.6
108th Ave. NE/S. Driveway	B, 14.1	B, 14.7	C, 15.2
108th Ave. NE/N. Driveway	A, 9.1	A, 9.3	A, 9.4
108th Ave. NE/NE 55th Street	B, 14.1	B, 14.7	B, 15.0
108th Ave. NE/Northwest Univ. Dr.	B, 11.6	B, 12.0	B, 12.1

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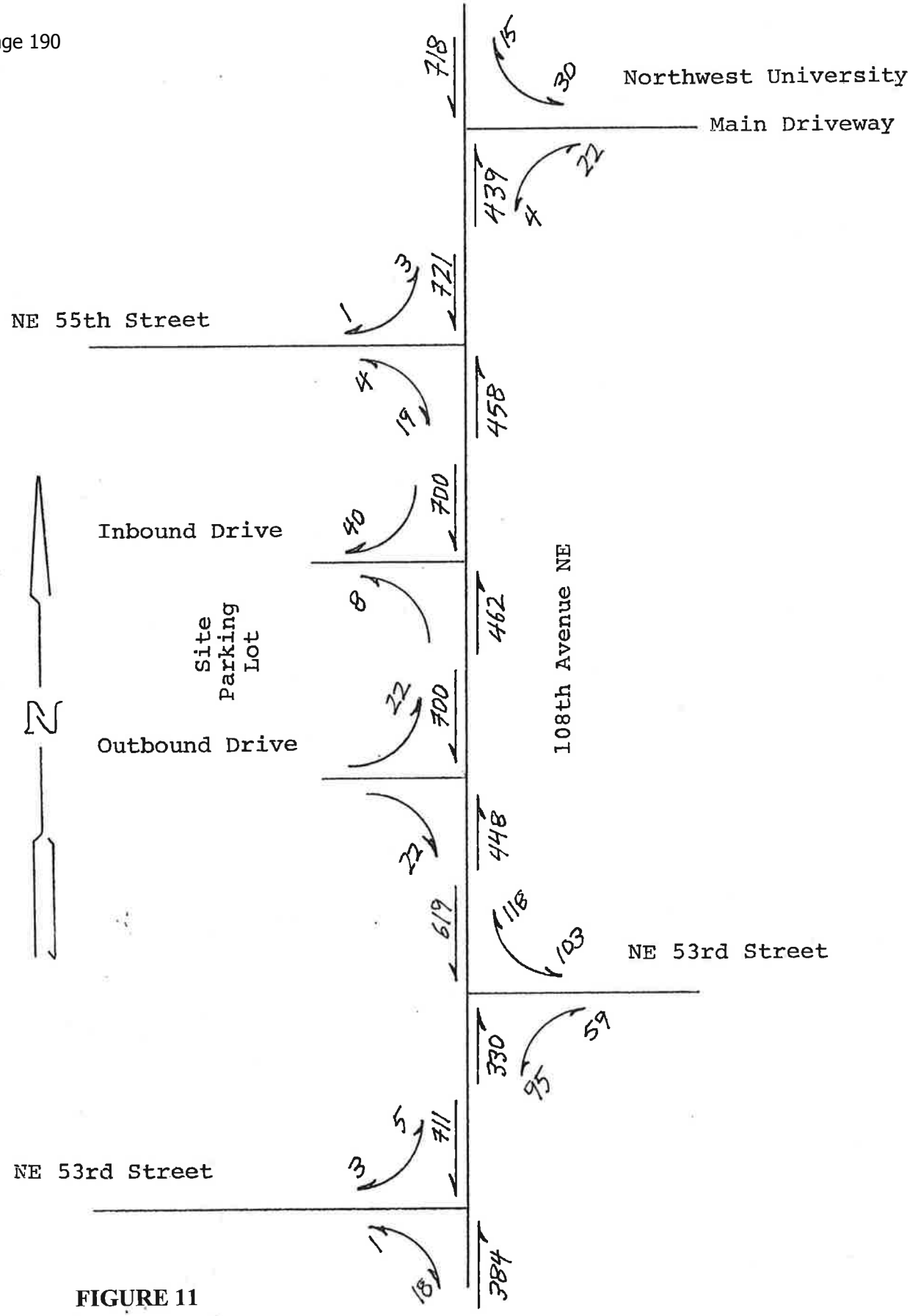

FIGURE 11

2012 A.M. Peak Hour Traffic Volumes
KCS Project Completed

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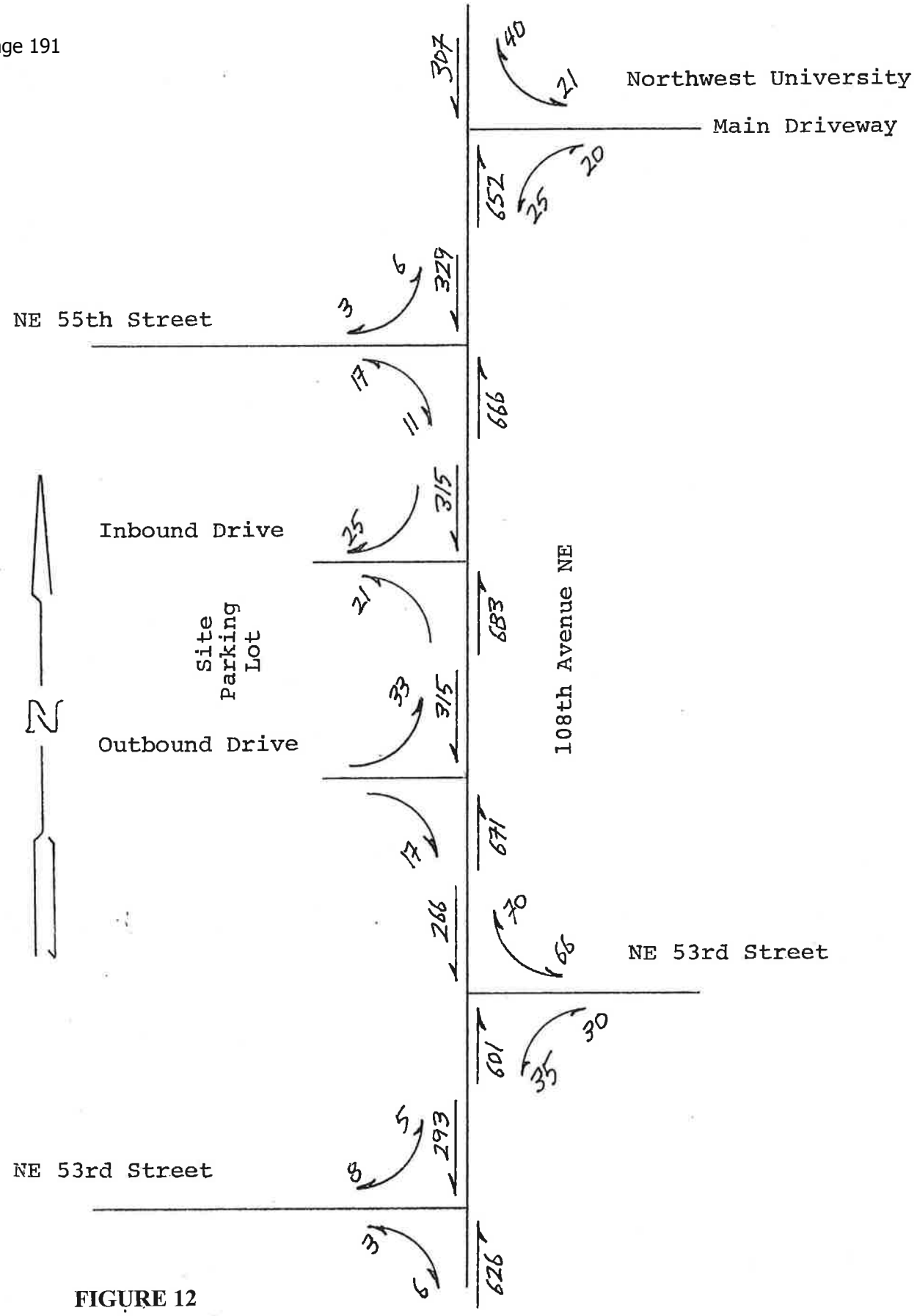

FIGURE 12

2012 P.M. Peak Hour Traffic Volumes
KCS Project Completed

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TABLE III - CONTINUATION

Levels of Service & Delay (in seconds)

Intersection	Current	2012 (*W/O* Project)	2012 *With* Project
	P.M. Peak Hour		
108th Ave. NE/NE 53rd (west leg)	B, 12.0	B, 14.0	B, 14.1
108th Ave. NE/NE 53rd (east leg)*	C, 16.4	C, 16.4	C, 16.4
108th Ave. NE/S. Driveway	B, 12.2	B, 12.9	B, 13.2
108th Ave. NE/N. Driveway	A, 8.0	A, 8.0	A, 8.1
108th Ave. NE/NE 55th Street	B, 12.2	B, 12.2	B, 12.2
108th Ave. NE/Northwest Univ. Dr.	B, 14.1	B, 14.1	B, 14.2

* Note: East leg has two approach lanes. Worst case LOS is shown is for the LT movement.

LOS Criteria & Conclusions

When reviewing the levels of service at the various intersections and the site driveways the following criteria apply.

TABLE IV

Levels of Service Criteria, Unsignalized Intersections

Level of Service	Delay Range
A	Less than 10 seconds
B	10 to 15 seconds
C	15 to 25 seconds
D	25 to 35 seconds
E	35 to 50 seconds
F	more than 50 seconds

On completion of the school's expansion program, there is no change in the LOS at any intersection in the vicinity, on 108th Avenue NE. Indeed, every studied intersection continues to function at a very good level. At worst, the project increases delay at the site's exiting driveway by 0.5 seconds in the morning and 0.3 seconds in the afternoon.

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Fundamentally, the Kirkland Children's School expansion program will not have any significant or material impact on the street network. This conclusion is made even with the proposed Northstar Junior High/Middle School relocation to the B.E.S.T. school campus.

Proportional Share Evaluation

The City of Kirkland DPW has requested that a proportional share evaluation be conducted pursuant to the *Traffic Impact Analysis Guidelines*. This section concerns those intersections where more than one (1) percent of the total traffic is added from the subject development.

From the Northstar Junior High/Middle School Relocation, *Traffic Impact Study*, dated January 26, 2012, by Transportation Engineers Northwest (TENW), page 19, Table 6, the following data is replicated.

Intersection Proportional Shares

Kirkland Int. Code #	Intersection	Proportional Share	Detailed Analysis Required
NA	108th Ave. NE/NE 53rd St.	2.39 %	Yes
103	State Street/NE 68th Street	0.12 %	No
104	108th Ave. NE/NE 68th St.	0.99 %	No
112	6th Street/Kirkland Way	0.27 %	No
407	NE 70th St./116th Ave. NE	0.46 %	No

Since the Northstar Junior High/Middle School relocation project imposes 397 daily trips to the city's street network, and since the Kirkland Children's School expansion program increases daily traffic by 218 daily trips, in other words by about half (55%) of the Northstar project, and noting that only the intersection of 108th Avenue NE at NE 53rd Street is above the one percent code threshold, then only this intersection merits a proportional share analysis.

The proportional share analysis worksheet (page 12 of the City of Kirkland's Traffic Impact Analysis Guidelines) is appended for reference purposes.

The proportional share, it will be seen, is 0.001, which clearly falls well below the one (1) percent threshold. Nonetheless, a detailed LOS analysis was conducted with results shown in Table III, above.

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Site Specific Improvements

For site traffic impacted street intersections falling within LOS A through D, no improvements are required.

From Table III no intersection falls below LOS D. Consequently, no improvements are mandated.

Study Comparisons

A comparison with the *Traffic Impact Study*, dated January 26, 2012, by Transportation Engineers Northwest, at that study's page 22, Table 7, shows the westbound left turn movement at the intersection of 108th Avenue NE and NE 53rd Street operating at LOS F. However, the input data for that study was dated November 10, 2011, before WSDOT implemented toll collections on SR 520.

For the Kirkland Children's School study, conversely, it was decided to wait until January 30th, 2012 to conduct intersection counts at this location. This delay was to ensure an adequate amount of time for SR 520 traffic to settle down to the new tolling program and, naturally, wait for its attendant traffic diversion to also stabilize.

The data of January 30th, 2012 was taken under dry albeit winter conditions. Nonetheless, it is considered adequate for the purposes of this impact analysis.

Parking Analysis

Based on observations at the school over the p.m. peak hour, taken under dry, cloudy weather conditions and with no evident unusual traffic conditions on the adjacent arterial street, the following parking characteristics may be of interest.

First, the in-situ parking lot is linear in form, paralleling the adjacent three-lane arterial-street, 108th Avenue SE. It has two driveways. The southern driveway, along the edge of and closest to the school building, is designated as one-way 'out' while the northern driveway operates as an "inbound" access.

Between these two driveways, on the east side of the paved parking lot, there are seven (7) parking stalls in a 90° degree configuration. Opposite these stalls on the west side of the lot there are also seven (7) parking in a similar 90° degree configuration. On then east side of the parking lot, on the north side of the northern driveway, there are eight (8) stalls also in a 90° degree style. Parallel to a fence that sets off the play are there is a

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parallel style-parking stall used on occasion for the school bus. Thus, at this time, the automobile capacity of the current parking lot is for 23 vehicles and the school mini-bus.

Recalling the current parking lot capacity of 23 vehicles, including a space for one (1) jitney bus, the following parking lot occupancy (next page, Table V) was observed.

Table V

Parked Lot Occupancy

Time Ends @	Demand (Stalls)
4:20	20)
4:25	22)
4:30	19)
4:35	19)
4:40	20)
4:45	18)
4:50	18)
4:55	17)
5:00	19)
5:05	17)
5:10	16)
5:15	13)
5:20	15
5:25	15
5:30	12
5:35	14
5:40	10
5:45	10
5:50	6
5:55	8
6:00	8
Mean parking demand	18 stalls
Median parking demand	18 stalls
Mode, parking demand	19 stalls
85th Percentile, demand	19 stalls

For the existing facility, a design load for 19 vehicles is appropriate for this kind of facility with a scale of 7,000 gsf in that it satisfies both the 85th percentile and the mode.

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As described earlier on page 4, the parking lot will be increased to accommodate an additional nine (9) parking stalls. This will increase the parking capacity to (23+9) 32 stalls. These new stalls will be in a 90° degree configuration and are to be located along the internal school fence at the north end of the playground.

The adequacy of this additional parking was verified against the scale of the existing school, at 7,000 gsf, versus the scale of the school after its modification, 9,750 gsf.

The 9,750 gsf-expanded school building will require, at the 85th percentile, a total of 26 stalls.

If an absolute worst-case analysis is to be considered over the single 5-minute interval, when the maximum number of parked cars were observed at only one time (4:25 p.m.), then for the expanded school building a total of 31 parking stalls would be required.

Considering the new parking lot capacity of 32 stalls, clearly even the worst-case parking demand of 31 stalls for the larger school facility will be adequately met.

Additionally, the lack of any historical accident data over the last four years at these two access driveways serving the existing parking lot and school does not suggest any likely increased hazard as a result of the larger parking lot associated with the bigger school building. Accordingly, no change in the street access to the parking lot, from the current one-way driveway couplet, is required and none is proposed.

In summary, the addition of 9 new parking stalls to the existing supply of 23 stalls will be adequate to meet event the worst case parking demands.

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The Kirkland Children's School

TRAFFIC IMPACT ANALYSIS

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The Kirkland Children's School

TRAFFIC IMPACT ANALYSIS

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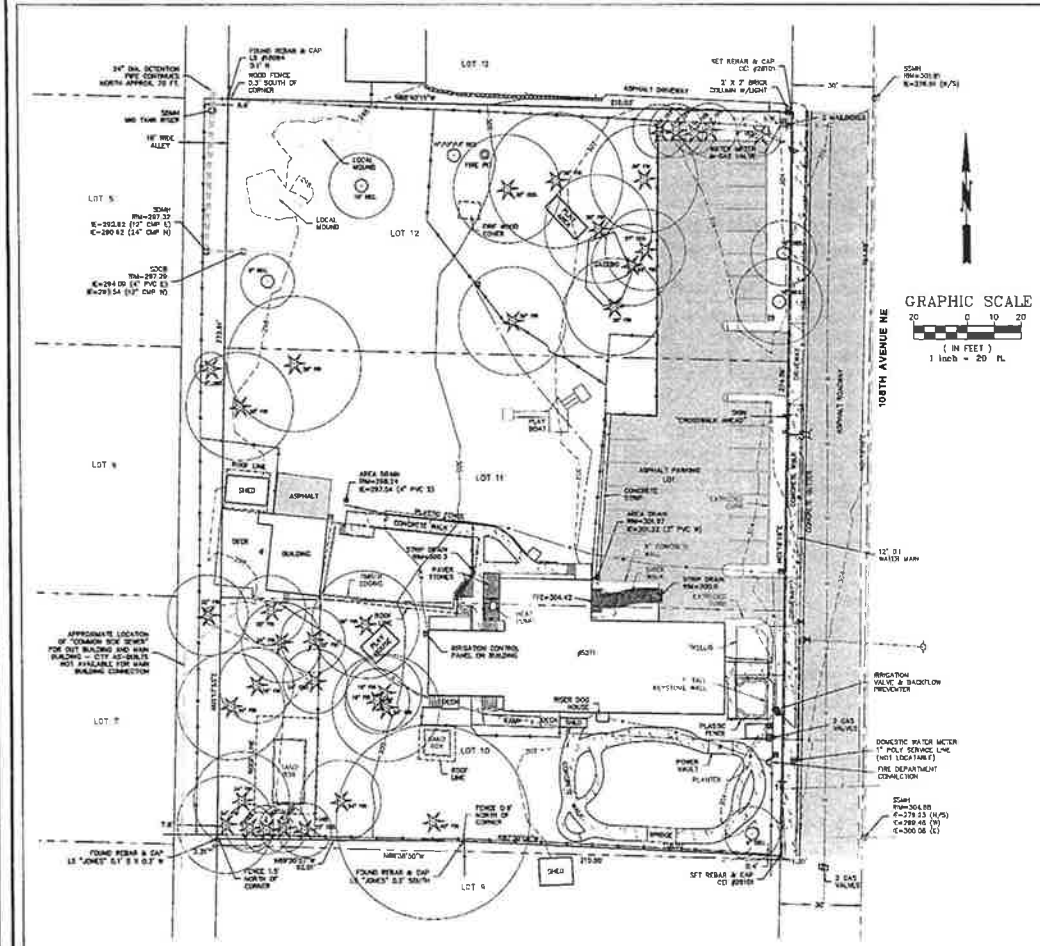
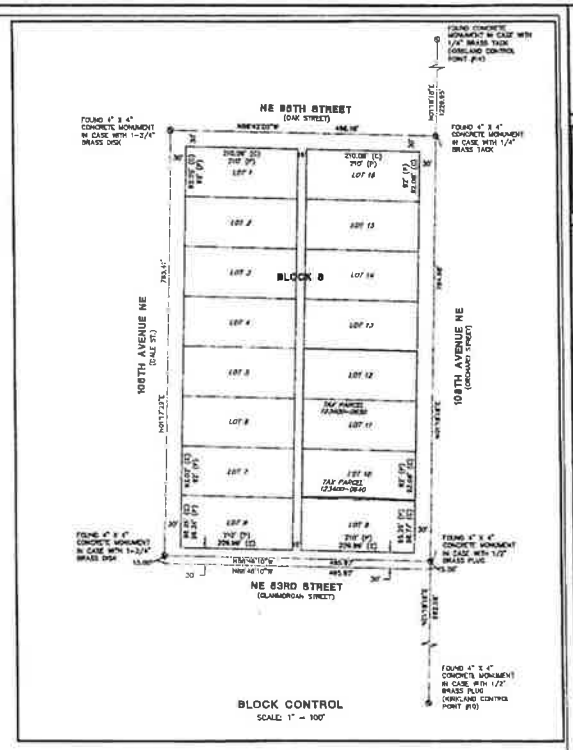
LOS Comps.	A.M. Peak, Future With/	@ 108th Ave. NE/NE 55th St.	EB	44.
LOS Comps.	A.M. Peak, Future With/	@ 108th Ave. NE/Northwest U.	WB	45.
LOS Comps.	P.M. Peak, Future With/	@ 108th Ave. NE/NE 53rd St.	EB	46.
LOS Comps.	P.M. Peak, Future With/	@ 108th Ave. NE/NE 53rd St.	WB	47.
LOS Comps.	P.M. Peak, Future With/	@ 108th Ave. NE/Site Exit	EB	48.
LOS Comps.	P.M. Peak, Future With/	@ 108th Ave. NE/Site Entry	EB	49.
LOS Comps.	P.M. Peak, Future With/	@ 108th Ave. NE/NE 55th St.	EB	50.
LOS Comps.	P.M. Peak, Future With/	@ 108th Ave. NE/Northwest U.	WB	51.

Intersection Proportional Share Worksheet for 108th Ave. NE/NE 53rd St. 52.

christopher brown p.e.
9688 rainier avenue s.
seattle washington 98118
tel: 7234567





LEGEND

- FOUND MONUMENT IN CASE
- FOUND REBAR & CAP
- SET REBAR & CAP, CO #28101
- CALCULATED DIMENSION
- MEASURED DIMENSION
- PLAT DIMENSION
- GAS VALVE
- POWER METER
- STORM CATCH BASIN
- SEWER MANHOLE
- STORM MANHOLE
- BASKET BALL HOOP
- FLAGPOLE POLE
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- WATER VALVE
- IRRIGATION CONTROL VALVE
- WATER METER
- GAS METER
- UTILITY POLE W/UNDERGROUND FEED
- GUY ANCHOR
- AREA DRAIN
- STREET LIGHT
- STREET SIGN
- ROCKERY
- DECIDUOUS TREE WITH SIZE & SPECIES
- EVERGREEN TREE WITH SIZE & SPECIES
- WOOD FENCE
- CHAIN LINK FENCE
- PLASTIC FENCE
- PAINTED GAS LINE
- PAINTED POWER LINE
- PAINTED WATER LINE
- PAINTED TELEPHONE LINE
- PAINTED TV LINE
- PAINTED WATER & POWER LINE
- PAINTED IRRIGATION LINE

MERIDIAN

NAD 83/91

BASIS OF BEARING

N01°18'18"E ON THE CENTERLINE OF 108TH AVENUE NE BETWEEN FOUND CITY OF KIRKLAND CONTROL MONUMENTS NOS. 10 & 14.

VERTICAL DATUM

NAVD 88

BENCHMARK

TOP OF MONUMENT IN CASE AT INTERSECTION OF 108TH AVENUE NE AND NE 80TH STREET, CITY OF KIRKLAND CONTROL POINT #14. ELEVATION = 286.78'

LEGAL DESCRIPTION

LOTS 10, 11 AND 12, BLOCK 8, BURKE & FARRAR'S KIRKLAND ADDITION TO THE CITY OF SEATTLE, DIVISION NO. 7, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 19 OF PLATS, PAGE 70, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION OF LOT 10 PURSUANT TO A JUDGMENT QUIETING TITLE UNDER KING COUNTY CASE NO. 80-2-07556-0, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 10;
THENCE NORTH 88°41'37" WEST ALONG THE SOUTH LINE THEREOF, A DISTANCE OF 210.01 FEET TO THE WESTERLY LINE OF SAID LOT 10;
THENCE NORTH 01°18'32" EAST, A DISTANCE OF 2.31 FEET;
THENCE SOUTH 89°33'44" EAST, A DISTANCE OF 92.01 FEET;
THENCE SOUTH 87°32'55" EAST, A DISTANCE OF 118.02 FEET TO THE EASTERLY LINE OF SAID LOT 10;
THENCE SOUTH 01°18'32" WEST, A DISTANCE OF 1.35 FEET TO THE POINT OF BEGINNING.

NOTES

1. INSTRUMENTATION FOR THIS SURVEY WAS A 5 SECOND THEODOLITE AND AN ELECTRONIC DISTANCE MEASURING UNIT. PROCEDURES USED IN THIS SURVEY WERE FIELD TRAVERSE, MEETING OR EXCEEDING STANDARDS SET BY WAC 332-130-090.

2. THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE ON 3/28/11, AND SHOWS THE GENERAL CONDITION EXISTING AT THAT TIME.

SYM	BY	DATE	NOTES
DRM	CJ	4/7/11	INITIAL SURVEY
DRM	BWJ	5/4/11	REVISIONS PER CLIENT REVIEW

CONCEPT ENGINEERING, INC.
455 Rainier Boulevard North
Issaquah, Washington 98027
(425) 392-5255 FAX (425) 392-0105

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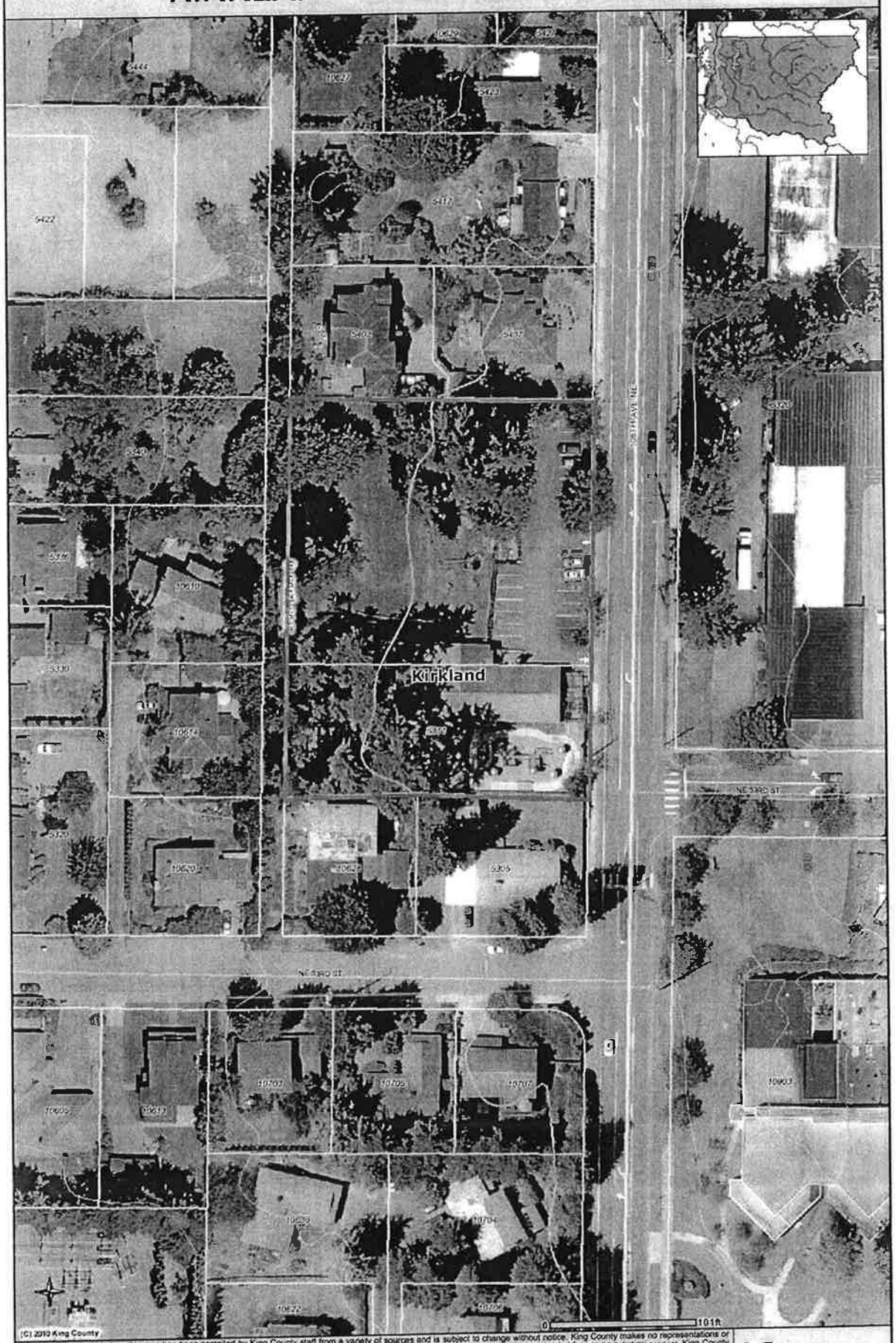
BOUNDARY & TOPOGRAPHIC SURVEY FOR KIRKLAND CHILDREN'S SCHOOL

KIRKLAND CHILDREN'S SCHOOL, INC.
12930 SE NEWMONT WAY
BELLEVUE, WA 98006
TEL: (206) 947-3336

SHEET
1 of 1

JOB No. 31028

KIRKLAND CHILDREN'S SCHOOL



(C) 2010 King County
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King County

Date: 2/15/2011 Source: King County iMAP - Property Information (http://www.metrokc.gov/GIS/iMAP)

Land Use: 565
Day Care Center

Description

A day care center is a free-standing facility where care for pre-school aged children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Some centers also provide after-school care for children.

Additional Data

Peak hours of the generator—
The weekday a.m. and p.m. peak hours of the generator typically coincided with the peak hours of the adjacent street traffic.

The sites were surveyed from the mid-1980s to the 2000s throughout the United States.

Source Numbers

169, 208, 216, 253, 335, 336, 337, 355, 418, 423, 536, 550, 562, 583

Day Care Center
(565)

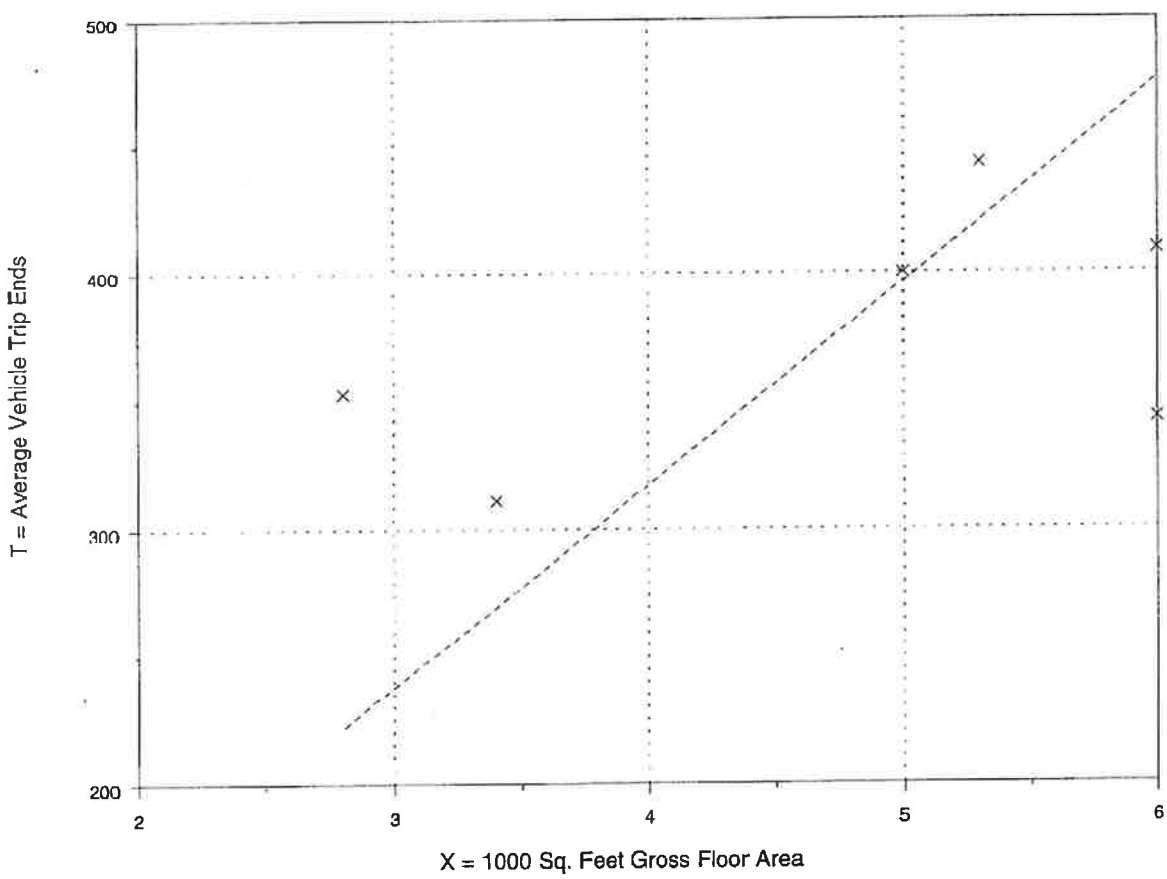
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 6
Average 1000 Sq. Feet GFA: 5
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
79.26	57.17 - 126.07	21.03

Data Plot and Equation



× Actual Data Points

------ Average Rate

Fitted Curve Equation: Not given

R^2 = ****

Day Care Center
(565)

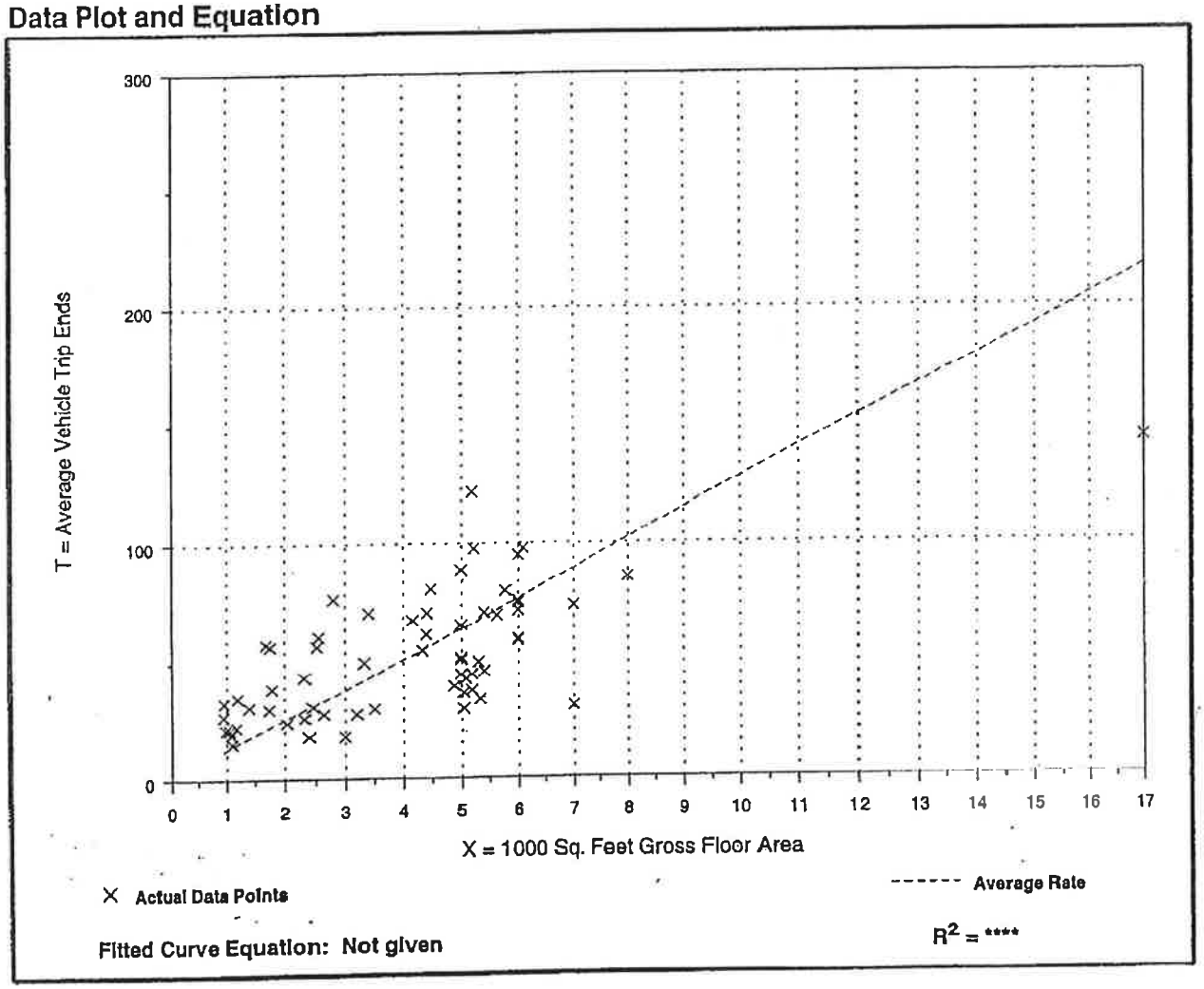
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 62
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 53% entering, 47% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
12.79	4.43 - 34.92	6.49

Data Plot and Equation



Day Care Center
(565)

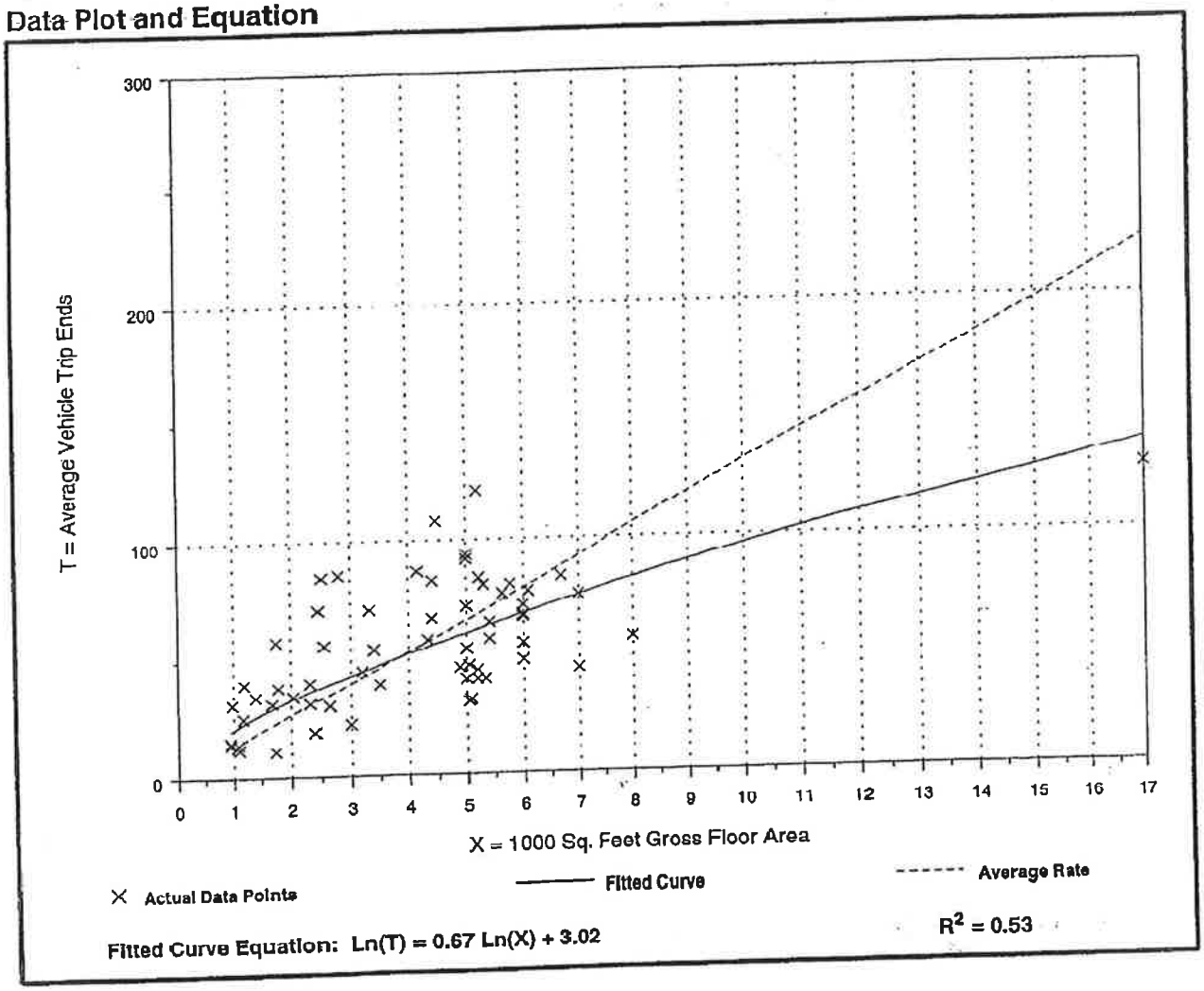
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 63
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 47% entering, 53% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
13.18	6.15 - 33.66	6.86

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.67 Ln(X) + 3.02

R^2 = 0.53

TRAFFIC VOLUME SUMMARY

PROJECT Kirkland Children's School DATE 1/30/12 DAY Monday

INTERSECTION OF: 108th Ave NE AND NE 53rd Street

(N-S Offset ~ 40 feet)

TIME 6:30 AM TO 8:30 AM

P = PEAK HOUR

TIME	Eastbound			Westbound			Northbound			Southbound			15 mi-
	L	S	R	L	S	R	L	S	R	L	S	R	Tot
630-645	0		0	2		3	0	8	0	2	42	0	57
645-700	1		1	4		4	0	11	0	4	47	0	72
700-715	1		4	7		7	0	30	2	5	84	1	141
715-730	1		1	9		8	0	44	3	6	113	0	185
730-745	1		4	9		15	1	60	9	19	172	1	291
745-800	2		4	11		16	0	72	7	21	186	1	320
800-815	0		5	31		18	0	112	5	9	150	0	330
815-830	2		5	21		22	0	83	6	12	172	1	32[illegible]
Metro Total								13			13		
HV - 2ax								2			1		
3ax											1		
School Bus								3			3		
P 730-830	5		18	72		71	1	327	27	61	680	3	
TOTALS													
% of TOTAL													

TRAFFIC VOLUME SUMMARY

PROJECT Kirkland Childrens School DATE 1/30/12 DAY Monday

INTERSECTION OF: 108th Ave NE AND Site Driveways - One Way Pair

TIME 6:30 AM TO 8:30 AM P = PEAK HOUR

TIME	Eastbound			Westbound			Northbound			Southbound			15 mi-
	L	S	R	L	S	R	L	S	R	L	S	R	Tote
630-700	0		1				1	9			43	4	58
700-715	1		2				0	29			81	0	113
715-730	0		0				1	42			110	2	155
730-745	2		1				0	58			168	5	234
745-800	2		3				1	69			179	4	258
800-815	3		5				2	107			138	7	262
815-830	7		5				2	76			155	8	255
Metro - 2hr								13			13		
School Bus								3			3		
HV 2ax								2					
3ax											1		
P 730-830	14		14				5	310			640	24	
TOTALS													
% of TOTAL													

TRAFFIC VOLUME SUMMARY

PROJECT Kirkland Children's School DATE 1/31/12 DAY TUE

INTERSECTION OF: 108th Ave NE AND NE 55th Street

TIME 6:45 AM TO 8:30 AM P = PEAK HOUR

TIME	Eastbound			Westbound			Northbound			Southbound			15 mi-
	L	S	R	L	S	R	L	S	R	L	S	R	Tot
645 - 700	0		2				0	22			71	0	95
700 - 715	0		3				1	25			76	0	105
715 - 730	0		3				0	44			144	0	191
730 - 745	0		4				1	36			184	0	225
745 - 800	1		4				1	52			238	0	295
800 - 815	2		6				1	90			201	1	301
815 - 830	0		5				1	71			142	0	219
P 730-830	3		19				4	249			765	1	
Metro								7			7		
HV - 2ax							1	2			2		
Peds								5			5		
TOTALS													
% of TOTAL													

TRAFFIC VOLUME SUMMARY

PROJECT Kirkland Children's School DATE 1/31/12 DAY Tue

INTERSECTION OF: 108th Ave NE AND Northwest University - Main Driveway

TIME 6:45 AM TO 8:30 AM P = PEAK HOUR

TIME	Eastbound			Westbound			Northbound			Southbound			15 mi-
	L	S	R	L	S	R	L	S	R	L	S	R	Tot
645-700				0		1		21	1	3	71		97
700-715				0		0		25	0	4	76		105
715-730				2		4		42	2	4	142		196
730-745				1		2		33	3	7	183		229
745-800				0		3		44	8	11	238	P	304
800-815				2		5		85	5	6	199		302
815-830				1		5		65	6	6	141		224
P 730-830				4		15		227	22	30	761		
Metro (730-830)								7			7		
HV - 2ax								2			2		
Peds					2			3			5		
TOTALS													
% of TOTAL													

TRAFFIC VOLUME SUMMARY

PROJECT Kirkland Children's School DATE 1/30/12 DAY Monday

INTERSECTION OF: 108th Ave NE AND NE 53rd Street

(N-S Legs off-set ~ 40 feet)

TIME 3:45 PM TO 5:45 PM P = PEAK HOUR

TIME	Eastbound			Westbound			Northbound			Southbound			15 mi-
	L	S	R	L	S	R	L	S	R	L	S	R	Tot
345-400	1		1	5		9	3	83	13	14	70	0	199
400-415	1		3	19		18	2	101	5	9	72	1	23
415-430	0		2	8		20	3	129	11	18	70	2	26
430-445	0		1	5		16	0	127	8	14	62	3	236
445-500	0		1	7		21	1	152	6	15	63	3	269
500-515	2		2	11		17	1	148	7	20	71	0	279
515-530	2		2	9		16	1	160	9	16	71	3	289
530-545	1		1	8		15	0	146	8	15	65	2	261
Metro								9			9		
School Bus											2		
HV 2ax											1		
P 445-545	5		6	35		69	3	606	30	66	270	8	
TOTALS													
% of TOTAL													

TRAFFIC VOLUME SUMMARY

PROJECT Kirkland Children's School DATE January 27, 2012 DAY Friday

INTERSECTION OF: 108th Ave NE AND Northwest University - Main Drive NE 55th St - offset ~90ft

TIME 3:45 PM TO 5:45 PM P = PEAK HOUR

TIME	Eastbound NE 55th St			Westbound NU Main Dr.			Northbound			Southbound			15 mi-
	L	S	R	L	S	R	L	S	R	L	S	R	Tot
3:45 - 4:00	1	0	3	7	0	6	2	103	4	6	101	2	231
4:00 - 4:15	2		3	7		13	3	143	4	5	81	1	262
4:15 - 4:30	1		1	2		10	2	129	4	4	71	3	22[illegible]
4:30 - 4:45	3		5	10		8	4	151	4	2	73	0	261
4:45 - 5:00	2		1	6		9	4	142	4	9	77	0	25[illegible]
5:00 - 5:15	0		1	5		11	5	174	7	4	68	3	278
5:15 - 5:30	1		4	4		12	4	177	5	6	82	0	29[illegible]
5:30 - 5:45	1	↓	3	4	↓	11	4	150	5	5	75	1	25[illegible]
Metro #255, 540								17			14		
School Bus								2			2		
2ax HV								5			3		
P 4:30-5:30	6	0	11	25		40	17	644	20	21	302	3	
PHF								0.91			0.92		
TOTALS													
% of TOTAL													

38 mi

Prepared for: **Christopher Brown & Associates**

Traffic Count Consultants, Inc.

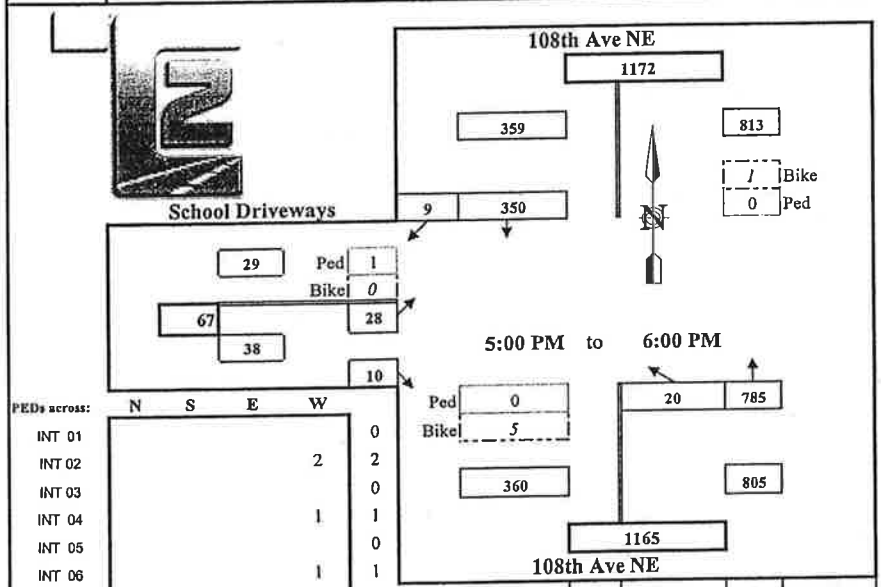
Phone: (425) 861-8866 FAX: (425) 861-8877 E-Mail: TC2inc@aol.com

WBE/DBE

Intersection: Kirkland Children's School
Location: Kirkland

Date of Count: Tues 8-3-10
Checked By: JP

Time Interval Ending at	From North on (SB) 108th Ave NE				From South on (NB) 108th Ave NE				From East on (WB) 0				From West on (EB) School Driveways				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	3	0	81	0	4	4	138	0	0	0	0	0	0	1	0	1	225
4:30 P	2	0	83	6	3	3	155	0	0	0	0	0	0	9	0	3	259
4:45 P	0	0	83	2	5	3	175	0	0	0	0	0	0	3	0	0	266
5:00 P	4	0	83	4	4	3	182	0	0	0	0	0	0	5	0	1	278
5:15 P	1	0	96	1	2	4	194	0	0	0	0	0	0	5	0	2	302
5:30 P	3	0	90	4	2	9	197	0	0	0	0	0	0	6	0	3	309
5:45 P	1	0	78	3	3	2	183	0	0	0	0	0	0	10	0	3	279
6:00 P	3	0	86	1	3	5	211	0	0	0	0	0	0	7	0	2	312
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	17	0	680	21	26	33	1435	0	0	0	0	0	0	46	0	15	2230
	Peak Hour: 5:00 PM to 6:00 PM																
Total	8	0	350	9	10	20	785	0	0	0	0	0	0	28	0	10	1202
Approach	359				805				0				38				1202
%HV	2.2%				1.2%				n/a				n/a				1.5%
PHF	0.93				0.93				n/a				0.73				0.96



PEDs across:	N	S	E	W	
INT 01					0
INT 02				2	2
INT 03					0
INT 04				1	1
INT 05					0
INT 06				1	1
INT 07					0
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	4	4

Bicycles From:	N	S	E	W
INT 01	2	1		
INT 02				
INT 03				
INT 04				
INT 05		2		
INT 06		2		
INT 07	1			
INT 08		1		
	3	6	0	0

1248 *1.0 PHF Peak Hour Volume*

		PHF	%HV
	EB	0.73	n/a
Check	WB	n/a	n/a
In: 1202	NB	0.93	1.2%
Out: 1202	SB	0.93	2.2%
	Intersection	0.96	1.5%

3 Special Notes:
0 Most HVs were Metro Buses
0 2 Hour Driveway Use
0 Totals 54 In 61 Out
2 No Dwy activity opposed the one way
2 IN and the one way OUT dwys.
1
1
9

TM01p10058

Prepared for: **Christopher Brown & Associates**

Traffic Count Consultants, Inc.

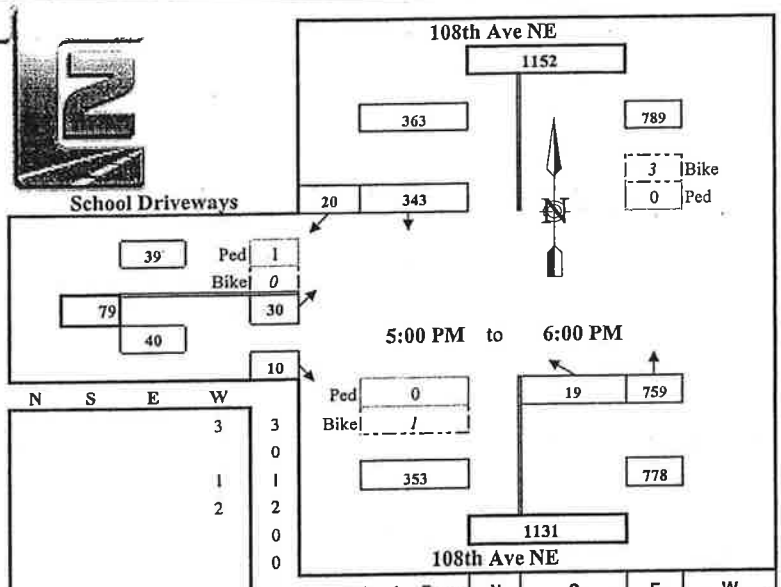
Phone: (425) 861-8866 FAX: (425) 861-8877 E-Mail: TC2inc@aol.com

WBE/DBE

Intersection: Kirkland Children's School
Location: Kirkland

Date of Count: Weds 8-4-10
Checked By: JP

Time Interval Ending at	From North on (SB) 108th Ave NE				From South on (NB) 108th Ave NE				From East on (WB) 0				From West on (EB) School Driveways				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	1	0	88	4	4	1	146	0	0	0	0	0	0	2	0	0	241
4:30 P	2	0	86	1	6	8	158	0	0	0	0	0	0	5	0	4	262
4:45 P	3	0	74	2	2	2	180	0	0	0	0	0	0	6	0	1	265
5:00 P	3	0	82	1	3	1	163	0	0	0	0	0	0	3	0	1	251
5:15 P	2	0	76	4	4	4	178	0	0	0	0	0	0	5	0	1	268
5:30 P	2	0	85	7	1	6	196	0	0	0	0	0	0	7	0	3	304
5:45 P	2	0	89	2	5	7	208	0	0	0	0	0	0	9	0	2	317
6:00 P	2	0	93	7	2	2	177	0	0	0	0	0	0	9	0	4	292
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	17	0	673	28	27	31	1406	0	0	0	0	0	0	46	0	16	2200
	Peak Hour: 5:00 PM to 6:00 PM																
Total	8	0	343	20	12	19	759	0	0	0	0	0	0	30	0	10	1181
Approach	363				778				0				40				1181
%HV	2.2%				1.5%				n/a				n/a				1.7%
PHF	0.91				0.90				n/a				0.77				0.93



PEDs across:	N	S	E	W	
INT 01				3	3
INT 02					0
INT 03				1	1
INT 04				2	2
INT 05					0
INT 06					0
INT 07					0
INT 08				1	1
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	7	7

Bicycles From:	N	S	E	W
INT 01	3			
INT 02	2			
INT 03	1			
INT 04		1		
INT 05		1		
INT 06				
INT 07	3			
INT 08				
	9	2	0	0

1268 *1.0 PHF Peak Hour Volume*

		PHF	%HV
	EB	0.77	n/a
Check	WB	n/a	n/a
In: 1181	NB	0.90	1.5%
Out: 1181	SB	0.91	2.2%
	Intersection	0.93	1.7%

3 Special Notes:
2 Most HVs were Metro Buses
1 2 Hour Driveway Use
1 Totals 59 In 62 Out
1
0 No Dwy activity opposed the one way
3 IN and the one way OUT dwys.
0
11

TM02p10058

Prepared for: **Christopher Brown & Associates**

Traffic Count Consultants, Inc.

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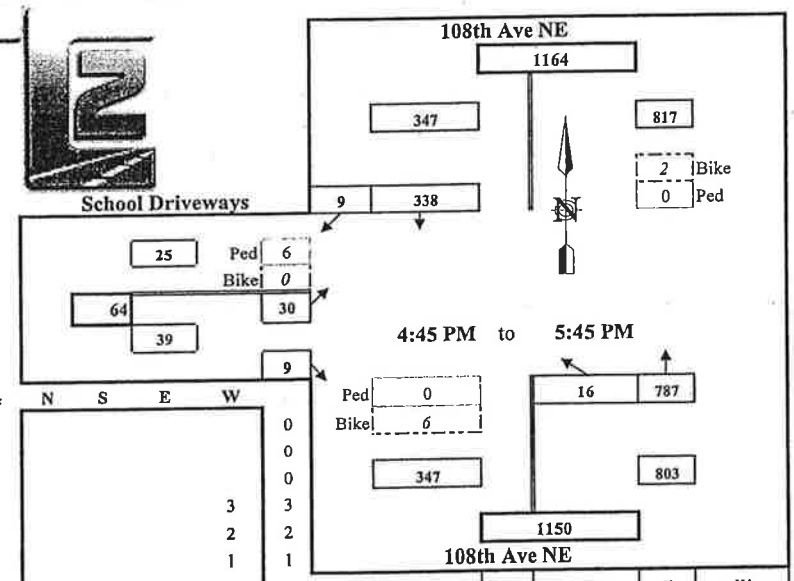
WBE/DBE

Intersection: Kirkland Children's School
Location: Kirkland

Date of Count: Thurs 8-5-10
Checked By: JP

Time Interval Ending at	From North on (SB) 108th Ave NE				From South on (NB) 108th Ave NE				From East on (WB) 0				From West on (EB) School Driveways				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	0	0	82	2	4	0	143	0	0	0	0	0	0	2	0	0	229
4:30 P	3	0	97	4	5	6	186	0	0	0	0	0	0	3	0	0	296
4:45 P	1	0	87	4	2	7	147	0	0	0	0	0	0	8	0	4	257
5:00 P	3	0	76	1	2	4	179	0	0	0	0	0	0	7	0	2	269
5:15 P	3	0	81	1	5	4	199	0	0	0	0	0	0	6	0	1	292
5:30 P	5	0	103	4	3	4	207	0	0	0	0	0	0	7	0	3	328
5:45 P	1	0	78	3	4	4	202	0	0	0	0	0	0	10	0	3	300
6:00 P	2	0	74	4	3	3	168	0	0	0	0	0	0	6	0	0	255
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	18	0	678	23	28	32	1431	0	0	0	0	0	0	49	0	13	2226
	Peak Hour: 4:45 PM to 5:45 PM																
Total	12	0	338	9	14	16	787	0	0	0	0	0	0	30	0	9	1189
Approach	347				803				0				39				1189
%HV	3.5%				1.7%				n/a				n/a				2.2%
PHF	0.81				0.95				n/a				0.75				0.91



PEDs across:	N	S	E	W	
INT 01					0
INT 02					0
INT 03					0
INT 04				3	3
INT 05				2	2
INT 06				1	1
INT 07					0
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	6	6

Bicycles From:	N	S	E	W
INT 01	1	1		
INT 02	1			
INT 03	1			
INT 04	1	3		
INT 05	1	1		
INT 06		1		
INT 07		1		
INT 08	1	3		
	6	10	0	0

1312 *1.0 PHF Peak Hour Volume*

		PHF	%HV
	EB	0.75	n/a
Check	WB	n/a	n/a
In: 1189	NB	0.95	1.7%
Out: 1189	SB	0.81	3.5%
	Intersection	0.91	2.2%

2 Special Notes:
1 Most HVs were Metro Buses
1 2 Hour Driveway Use
4 Totals 55 In 62 Out
2 No Dwy activity opposed the one way
1 IN and the one way OUT dwys.
1
4
16

TM03p10058

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#1 AM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	AM Peak		
Project Description	Kirkland Children's School LOS (IS#1AMEX)		
East/West Street:	NE 53rd Street (EB)	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	1	349	0	0	680	3
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	1	379	0	0	739	3
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane — 0					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	5	0	18
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	5	0	19
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	1						24	
C (m) (vph)	874						358	
v/c	0.00						0.07	
95% queue length	0.00						0.21	
Control Delay	9.1						15.8	
LOS	A						C	
Approach Delay	--	--				15.8		
Approach LOS	--	--				C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#2 AM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	AM Peak		

Project Description	Kirkland Children's School LOS (IS#2AMEX)
East/West Street: NE 53rd Street WB	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	327	27	61	611	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	355	29	66	664	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	71	0	72	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	77	0	78	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		66	77		78			
C (m) (vph)		1186	325		680			
v/c		0.06	0.24		0.11			
95% queue length		0.18	0.91		0.39			
Control Delay		8.2	19.5		11.0			
LOS		A	C		B			
Approach Delay	--	--	15.2					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#3 AM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	AM Peak		

Project Description	Kirkland Children's School LOS (IS#3AMEX)
East/West Street: Site Exit	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	398	0	0	658	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	432	0	0	715	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane - 2					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	14	0	14
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	15	0	15
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	0						30	
C (m) (vph)	895						425	
v/c	0.00						0.07	
95% queue length	0.00						0.23	
Control Delay	9.0						14.1	
LOS	A						B	
Approach Delay	--	--				14.1		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#4 AM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	AM Peak		

Project Description	Kirkland Children's School LOS (IS#4AMEX)
East/West Street: Site Entry	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0 25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	407	0	0	658	24
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	5	442	0	0	715	26
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane - 2					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	5						0	
C (m) (vph)	875							
v/c	0.01							
95% queue length	0.02							
Control Delay	9.1							
LOS	A							
Approach Delay	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#5 AM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	AM Peak		
Project Description	Kirkland Children's School LOS (IS#5AMEX)		
East/West Street:	NE 55th Street	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	4	403	0	0	663	1
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	4	438	0	0	720	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane – 1					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	3	0	19
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	3	0	20
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	4						23	
C (m) (vph)	890						418	
v/c	0.00						0.06	
95% queue length	0.01						0.17	
Control Delay	9.1						14.1	
LOS	A						B	
Approach Delay	--	--				14.1		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#6 AM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	AM Peak		

Project Description	Kirkland Children's School LOS (IS#6AMEX)
East/West Street: Northwest University	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs) 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	384	22	30	660	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	417	23	32	717	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane - 2					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	4	0	15	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	4	0	16	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		32	4		16			
C (m) (vph)		1131	384		631			
v/c		0.03	0.01		0.03			
95% queue length		0.09	0.03		0.08			
Control Delay		8.3	14.5		10.9			
LOS		A	B		B			
Approach Delay	--	--	11.6					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#1 PM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	PM Peak		
Project Description	Kirkland Children's School LOS (IS#1PMEX)		
East/West Street:	NE 53rd Street (EB)	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	622	0	0	290	8
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	3	676	0	0	315	8
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	5	0	18
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	5	0	19
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	3						24	
C (m) (vph)	1248						537	
v/c	0.00						0.04	
95% queue length	0.01						0.14	
Control Delay	7.9						12.0	
LOS	A						B	
Approach Delay	--	--					12.0	
Approach LOS	--	--					B	

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#2 PM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	PM Peak		
Project Description	Kirkland Children's School LOS (IS#2PMEX)		
East/West Street:	NE 53rd Street WB	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	597	30	66	263	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	648	32	71	285	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	35	0	69	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	38	0	74	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		71	38		74			
C (m) (vph)		922	355		464			
v/c		0.08	0.11		0.16			
95% queue length		0.25	0.36		0.56			
Control Delay		9.2	16.4		14.2			
LOS		A	C		B			
Approach Delay	--	--	14.9					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#3 PM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	PM Peak		
Project Description	Kirkland Children's School LOS (IS#3PMEX)		
East/West Street:	Site Exit	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	666	0	0	315	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	723	0	0	342	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	14	0	14
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	15	0	15
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	0						30	
C (m) (vph)	1228						533	
v/c	0.00						0.06	
95% queue length	0.00						0.18	
Control Delay	7.9						12.2	
LOS	A						B	
Approach Delay	--	--				12.2		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#4 PM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	PM Peak		
Project Description	Kirkland Children's School LOS (IS#4PMEX)		
East/West Street:	Site Entry	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	17	675	0	0	315	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	18	733	0	0	342	26
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	18						0	
C (m) (vph)	1202							
v/c	0.01							
95% queue length	0.05							
Control Delay	8.0							
LOS	A							
Approach Delay	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#5 PM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	PM Peak		

Project Description: Kirkland Children's School LOS (IS#5PMEX)

East/West Street: NE 55th Street	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	17	658	0	0	324	3
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	18	715	0	0	352	3
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	6	0	11
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	6	0	11
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	18						17	
C (m) (vph)	1215						518	
v/c	0.01						0.03	
95% queue length	0.05						0.10	
Control Delay	8.0						12.2	
LOS	A						B	
Approach Delay	--	--				12.2		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#6 PM Existing
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Existing
Analysis Time Period	PM Peak		
Project Description	Kirkland Children's School LOS (IS#6PMEX)		
East/West Street:	Northwest University	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	644	20	21	302	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	699	21	22	328	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	0	40	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	27	0	43	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		22	27		43			
C (m) (vph)		891	425		437			
v/c		0.02	0.06		0.10			
95% queue length		0.08	0.20		0.33			
Control Delay		9.1	14.0		14.1			
LOS		A	B		B			
Approach Delay	--	--	14.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#1 AM w/o
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/o
Analysis Time Period	AM Peak		

Project Description	Kirkland Children's School LOS (IS#1AMW/O)
East/West Street: NE 53rd Street (EB)	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	1	381	0	0	703	3
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	1	414	0	0	764	3
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	5	0	18
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	5	0	19
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	1						24	
C (m) (vph)	856						341	
v/c	0.00						0.07	
95% queue length	0.00						0.23	
Control Delay	9.2						16.4	
LOS	A						C	
Approach Delay	--	--				16.4		
Approach LOS	--	--				C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#2 AM w/o
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/o
Analysis Time Period	AM Peak		
Project Description	Kirkland Children's School LOS (IS#2AMWO)		
East/West Street:	NE 53rd Street WB	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	327	59	103	611	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	355	64	111	664	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	95	0	118	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	103	0	128	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		111	103		128			
C (m) (vph)		1151	285		665			
v/c		0.10	0.36		0.19			
95% queue length		0.32	1.59		0.71			
Control Delay		8.5	24.6		11.7			
LOS		A	C		B			
Approach Delay	--	--	17.5					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#3 AM w/o
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/o
Analysis Time Period	AM Peak		
Project Description	Kirkland Children's School LOS (IS#3AMWO)		
East/West Street:	Site Exit	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	445	0	0	700	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	483	0	0	760	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	14	0	14
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	15	0	15
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	0						30	
C (m) (vph)	861						400	
v/c	0.00						0.08	
95% queue length	0.00						0.24	
Control Delay	9.2						14.7	
LOS	A						B	
Approach Delay	--	--				14.7		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#4 AM w/o
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/o
Analysis Time Period	AM Peak		
Project Description	Kirkland Children's School LOS (IS#4AMWO)		
East/West Street:	Site Entry	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	454	0	0	700	24
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	5	493	0	0	760	26
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	5						0	
C (m) (vph)	842							
v/c	0.01							
95% queue length	0.02							
Control Delay	9.3							
LOS	A							
Approach Delay	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#5 AM w/o
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/o
Analysis Time Period	AM Peak		
Project Description	Kirkland Children's School LOS (IS#5AMWO)		
East/West Street:	NE 55th Street	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	4	450	0	0	705	1
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	4	489	0	0	766	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	3	0	19
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	3	0	20
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	4						23	
C (m) (vph)	856						393	
v/c	0.00						0.06	
95% queue length	0.01						0.19	
Control Delay	9.2						14.7	
LOS	A						B	
Approach Delay	--	--				14.7		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#6 AM w/o
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/o
Analysis Time Period	AM Peak		
Project Description	Kirkland Children's School LOS (IS#6AMWO)		
East/West Street:	Northwest University	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	431	22	30	702	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	468	23	32	763	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	4	0	15	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	4	0	16	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		32	4		16			
C (m) (vph)		1083	361		590			
v/c		0.03	0.01		0.03			
95% queue length		0.09	0.03		0.08			
Control Delay		8.4	15.1		11.3			
LOS		A	C		B			
Approach Delay	--	--	12.0					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#1 PM w/o
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/o
Analysis Time Period	PM Peak		
Project Description	Kirkland Children's School LOS (IS#1PMWO)		
East/West Street:	NE 53rd Street (EB)	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	622	0	0	290	8
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	3	676	0	0	315	8
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	5	0	6
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	5	0	6
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	3						11	
C (m) (vph)	1248						411	
v/c	0.00						0.03	
95% queue length	0.01						0.08	
Control Delay	7.9						14.0	
LOS	A						B	
Approach Delay	--	--				14.0		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#2 PM w/o
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/o
Analysis Time Period	PM Peak		

Project Description	Kirkland Children's School LOS (IS#2PMWO)
East/West Street: NE 53rd Street WB	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	597	30	66	263	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	648	32	71	285	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	35	0	70	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	38	0	76	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		71	38		76			
C (m) (vph)		922	355		464			
v/c		0.08	0.11		0.16			
95% queue length		0.25	0.36		0.58			
Control Delay		9.2	16.4		14.3			
LOS		A	C		B			
Approach Delay	--	--	15.0-					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#3 PM w/o
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/o
Analysis Time Period	PM Peak		
Project Description	Kirkland Children's School LOS (IS#3PMWO)		
East/West Street:	Site Exit	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	667	0	0	315	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	724	0	0	342	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	26	0	14
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	28	0	15
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	0						43	
C (m) (vph)	1228						496	
v/c	0.00						0.09	
95% queue length	0.00						0.28	
Control Delay	7.9						12.9	
LOS	A						B	
Approach Delay	--	--				12.9		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MJJ*	Intersection	*#4 PM w/o*
Agency/Co.		Jurisdiction	*Kirkland*
Date Performed	*2/2/2012*	Analysis Year	*Future w/o*
Analysis Time Period	*PM Peak*		

Project Description	*Kirkland Children's School LOS (IS#4PMWO)*
East/West Street: *Site Entry*	North/South Street: *108th Ave. NE*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*17*	*676*	*0*	*0*	*315*	*20*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR	*18*	*734*	*0*	*0*	*342*	*21*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Two Way Left Turn Lane*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LTR*	
v (vph)	*18*						*0*	
C (m) (vph)	*1207*							
v/c	*0.01*							
95% queue length	*0.05*							
Control Delay	*8.0*							
LOS	*A*							
Approach Delay	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#5 PM w/o
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/o
Analysis Time Period	PM Peak		

Project Description	Kirkland Children's School LOS (IS#5PMWO)
East/West Street: NE 55th Street	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	17	659	0	0	324	3
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	18	716	0	0	352	3
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	6	0	11
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	6	0	11
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	18						17	
C (m) (vph)	1215						518	
v/c	0.01						0.03	
95% queue length	0.05						0.10	
Control Delay	8.0						12.2	
LOS	A						B	
Approach Delay	--	--				12.2		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#6 PM w/o
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/o
Analysis Time Period	PM Peak		

Project Description	Kirkland Children's School LOS (IS#6PMWO)
East/West Street: Northwest University	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	645	20	21	302	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	701	21	22	328	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	0	40	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	27	0	43	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		22	27		43			
C (m) (vph)		889	424		436			
v/c		0.02	0.06		0.10			
95% queue length		0.08	0.20		0.33			
Control Delay		9.2	14.1		14.2			
LOS		A	B		B			
Approach Delay	--	--	14.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#1 AM w/p
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/p
Analysis Time Period	AM Peak		
Project Description	Kirkland Children's School LOS (IS#1AMWP)		
East/West Street:	NE 53rd Street (EB)	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	1	384	0	0	711	3
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	1	417	0	0	772	3
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	5	0	18
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	5	0	19
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	1						24	
C (m) (vph)	850						337	
v/c	0.00						0.07	
95% queue length	0.00						0.23	
Control Delay	9.2						16.5	
LOS	A						C	
Approach Delay	--	--				16.5		
Approach LOS	--	--				C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#2 AM w/p
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/p
Analysis Time Period	AM Peak		
Project Description	Kirkland Children's School LOS (IS#2AMWP)		
East/West Street:	NE 53rd Street WB	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	330	59	103	619	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	358	64	111	672	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	95	0	118	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	103	0	128	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		111	103		128			
C (m) (vph)		1148	283		663			
v/c		0.10	0.36		0.19			
95% queue length		0.32	1.60		0.71			
Control Delay		8.5	24.8		11.7			
LOS		A	C		B			
Approach Delay	--	--	17.6					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#3 AM w/p
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/p
Analysis Time Period	AM Peak		

Project Description	Kirkland Children's School LOS (IS#3AMWP)
East/West Street: Site Exit	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	448	0	0	700	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	486	0	0	760	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	22	0	22
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	23	0	23
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	0						46	
C (m) (vph)	861						400	
v/c	0.00						0.12	
95% queue length	0.00						0.39	
Control Delay	9.2						15.2	
LOS	A						C	
Approach Delay	--	--				15.2		
Approach LOS	--	--				C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MJJ*	Intersection	*#4 AM w/p*
Agency/Co.		Jurisdiction	*Kirkland*
Date Performed	*2/2/2012*	Analysis Year	*Future w/p*
Analysis Time Period	*AM Peak*		

Project Description	*Kirkland Children's School LOS (IS#4AMWP)*
East/West Street: *Site Entry*	North/South Street: *108th Ave. NE*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*8*	*462*	*0*	*0*	*700*	*40*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR	*8*	*502*	*0*	*0*	*760*	*43*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Two Way Left Turn Lane*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*0*
Configuration	*L*	*T*				*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LTR*	
v (vph)	*8*						*0*	
C (m) (vph)	*830*							
v/c	*0.01*							
95% queue length	*0.03*							
Control Delay	*9.4*							
LOS	*A*							
Approach Delay	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#5 AM w/p
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/p
Analysis Time Period	AM Peak		

Project Description	Kirkland Children's School LOS (IS#5AMWP)
East/West Street: NE 55th Street	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	4	458	0	0	721	1
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	4	497	0	0	783	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	3	0	19
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	3	0	20
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	4						23	
C (m) (vph)	843						384	
v/c	0.00						0.06	
95% queue length	0.01						0.19	
Control Delay	9.3						15.0-	
LOS	A						B	
Approach Delay	--	--				15.0-		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#6 AM w/p
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/p
Analysis Time Period	AM Peak		

Project Description	Kirkland Children's School LOS (IS#6AMWP)
East/West Street: Northwest University	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	439	22	30	718	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	477	23	32	780	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	4	0	15	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	4	0	16	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		32	4		16			
C (m) (vph)		1075	354		584			
v/c		0.03	0.01		0.03			
95% queue length		0.09	0.03		0.08			
Control Delay		8.5	15.3		11.3			
LOS		A	C		B			
Approach Delay	--	--	12.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#1 PM w/p
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/p
Analysis Time Period	PM Peak		
Project Description	Kirkland Children's School LOS (IS#1PMWP)		
East/West Street:	NE 53rd Street (EB)	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	626	0	0	293	8
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	3	680	0	0	318	8
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	5	0	6
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	5	0	6
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	3						11	
C (m) (vph)	1245						408	
v/c	0.00						0.03	
95% queue length	0.01						0.08	
Control Delay	7.9						14.1	
LOS	A						B	
Approach Delay	--	--				14.1		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#2 PM w/p
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/p
Analysis Time Period	PM Peak		
Project Description	Kirkland Children's School LOS (IS#2PMWP)		
East/West Street:	NE 53rd Street WB	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	601	30	66	266	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	653	32	71	289	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	35	0	70	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	38	0	76	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		71	38		76			
C (m) (vph)		918	353		461			
v/c		0.08	0.11		0.16			
95% queue length		0.25	0.36		0.59			
Control Delay		9.3	16.4		14.3			
LOS		A	C		B			
Approach Delay	--	--	15.0+					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#3 PM w/p
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/p
Analysis Time Period	PM Peak		
Project Description	Kirkland Children's School LOS (IS#3PMWP)		
East/West Street:	Site Exit	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	671	0	0	315	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	729	0	0	342	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	33	0	17
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	35	0	18
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	0						53	
C (m) (vph)	1228						492	
v/c	0.00						0.11	
95% queue length	0.00						0.36	
Control Delay	7.9						13.2	
LOS	A						B	
Approach Delay	--	--				13.2		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#4 PM w/p
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/p
Analysis Time Period	PM Peak		

Project Description	Kirkland Children's School LOS (IS#4PMWP)
East/West Street: Site Entry	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	21	683	0	0	315	25
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	22	742	0	0	342	27
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	22						0	
C (m) (vph)	1201							
v/c	0.02							
95% queue length	0.06							
Control Delay	8.1							
LOS	A							
Approach Delay	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#5 PM w/p
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/p
Analysis Time Period	PM Peak		
Project Description	Kirkland Children's School LOS (IS#5PMWP)		
East/West Street:	NE 55th Street	North/South Street:	108th Ave. NE
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	17	666	0	0	329	3
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	18	723	0	0	357	3
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	6	0	11
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	6	0	11
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LTR	
v (vph)	18						17	
C (m) (vph)	1210						515	
v/c	0.01						0.03	
95% queue length	0.05						0.10	
Control Delay	8.0						12.2	
LOS	A						B	
Approach Delay	--	--				12.2		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MJJ	Intersection	#6 PM w/p
Agency/Co.		Jurisdiction	Kirkland
Date Performed	2/2/2012	Analysis Year	Future w/p
Analysis Time Period	PM Peak		

Project Description	Kirkland Children's School LOS (IS#6PMW/P)
East/West Street: Northwest University	North/South Street: 108th Ave. NE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	652	20	21	307	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	708	21	22	333	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	0	40	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	27	0	43	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		22	27		43			
C (m) (vph)		884	421		432			
v/c		0.02	0.06		0.10			
95% queue length		0.08	0.20		0.33			
Control Delay		9.2	14.1		14.3			
LOS		A	B		B			
Approach Delay	--	--	14.2					
Approach LOS	--	--	B					

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Figure 5 Worksheet for Determining Intersection Proportional Share[1]

Project Name Kirkland Children's School

Major Street 108th Ave NE number of lanes* ☒ 1 ☐ >1

Minor Street NE 53rd Street number of lanes* ☒ 1 ☐ >1

---

1. DAILY, PROJECT TRAFFIC VOLUME ENTERING THE INTERSECTION

V_1 = Major Street volume (total of both approaches) / Divide by 2 = 34

V_2 = Major Street volume (total of both approaches) / Divide by 2 = 0

2. DETERMINE GEOMETRIC FACTORS

If the number of lanes on the Major Street = 1, then $f_1 = 0.833$, $f_2 = 1.0$
If the number of lanes on the Major Street = 1, then $f_1 = 1.0$, $f_2 = 1.33$
Otherwise, f_1 and $f_2 = 1.0$

f_1 = 0.833 f_2 = 1

3. CALCULATE BASE PERCENTAGES

$P_1 = (V_1 / 10{,}000) \times f_1 =$ (34 / 10,000) × 0.833 = 0.003

$P_2 = (V_2 / 5{,}000) \times f_2 =$ (0 / 5,000) × 1 = 0

$P_3 = (V_1 / 15{,}000) \times f_1 =$ (34 / 15,000) × 0.833 = 0.003

$P_4 = (V_2 / 2{,}500) \times f_2 =$ (0 / 2,500) × 1 = 0

4. CALCULATE PROPORTIONAL SHARE**

$S_1 = (P_1 + P_2) / 2 =$ (0.003 + 0) / 2 = 0.001

$S_2 = (P_3 + P_4) / 2 =$ (0.003 + 0) / 2 = 0.001

Intersection proportional share = maximum of S_1 and S_2 = **0.001** Not significant

** An Excel spreadsheet is available for making the calculation. Contact the City Transportation Engineer for a copy.

*Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

Tony Leavitt

From: Tony Leavitt
Sent: Wednesday, October 03, 2012 2:56 PM
To: 'Lou Bianchi/A.L.S. Sportswear'
Subject: RE: Approval Zone 12-00659

File No: Zone 12-00659

City of Kirkland

Tony Leavitt,

I am writing to express my approval for the expansion and landscape improvement for the

Kirkland Children's School at 5311 108th Ave. N.E.

Thank you,

Lou Bianchi
5407 108th Ave N.E.
Kirkland, WA 98033
425-749-1398

Tony Leavitt

From: Tony Leavitt
Sent: Wednesday, October 10, 2012 3:52 PM
To: 'bethmccaslin@mail.com'
Subject: RE: Kirkland children's School

Tony,

We feel the expansion should happen at the School. We' re sorry not to be at the meeting but our out of town.

Beth and John McCaslin

Tony Leavitt

From: Tony Leavitt
Sent: Wednesday, October 03, 2012 2:55 PM
To: 'Melinda Moss'
Cc: office@kirklandschool.com
Subject: RE: ZON12-00659

Mr. Leavitt,

I am writing to voice my support for the Kirkland Children's School's (KCS) planned expansion.

I live just two blocks from the Children's School (52nd Street). As a neighbor, I know that KCS is a valued community member and is a very well-respected early childhood education center. In fact, the school is in such high demand that our son is currently on the waitlist. My son has been on the waitlist for over a year and will likely not be enrolled until next July, due to space constraints. Therefore, my husband and I are strong supporters of the school's planned expansion.

Please do not hesitate to contact me with any questions that you might have.

Thank you,
Melinda Moss

RESOLUTION R-4944

A RESOLUTION OF THE CITY OF KIRKLAND APPROVING THE ISSUANCE OF A PROCESS IIB PERMIT AS APPLIED FOR IN DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT FILE NO. ZON12-00659 BY STEVE LEE FOR KIRKLAND CHILDREN'S SCHOOL BEING WITHIN A RS 8.5 ZONE, AND SETTING FORTH CONDITIONS TO WHICH SUCH PROCESS IIB PERMIT SHALL BE SUBJECT.

WHEREAS, the Department of Planning and Community Development has received an application for a Process IIB permit, filed by Steve Lee, representing the owner of said property described in said application and located within RS 8.5 zone; and

WHEREAS, pursuant to the City of Kirkland's Concurrency Management System, KMC Title 25, a concurrency application has been submitted to the City of Kirkland, reviewed by the responsible Public Works official, the concurrency test has been passed, and a concurrency test notice issued; and

WHEREAS, pursuant to the State Environmental Policy Act, RCW 43.21C, and the Administrative Guideline and local ordinance adopted to implement it, an environmental checklist has been submitted to the City of Kirkland, reviewed by the responsible official of the City of Kirkland, and a negative determination reached; and

WHEREAS, said environmental checklist and determination have been available and accompanied the application through the entire review process; and

WHEREAS, the application has been submitted to the Hearing Examiner who held a hearing thereon at her special meeting of October 15, 2012; and

WHEREAS, the Hearing Examiner after her public hearing and consideration of the recommendations of the Department of Planning and Community Development did adopt certain Findings, Conclusions, and Recommendations and did recommend approval of the Process IIB permit subject to the specific conditions set forth in said recommendation; and

WHEREAS, the City Council, in regular meeting, did consider the environmental documents received from the responsible official, together with the recommendation of the Hearing Examiner, as well as a timely filed challenge of said recommendation.

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

Section 1. The findings, conclusion, and recommendation of the Hearing Examiner as signed by the Hearing Examiner and

filed in the Department of Planning and Community Development File No. ZON12-00659 are adopted by the Kirkland City Council as though fully set forth herein.

Section 2. The Process IIB permit shall be issued to the applicant subject to the conditions set forth in the recommendations hereinabove adopted by the City Council.

Section 3. Nothing in this resolution shall be construed as excusing the applicant from compliance with any federal, state, or local statutes, ordinance, or regulations applicable to this project, other than expressly set forth herein.

Section 4. Failure on the part of the holder of the permit to initially meet or maintain strict compliance with the standards and conditions to which the Process IIB permit is subject shall be grounds for revocation in accordance with Ordinance 3719, as amended, the Kirkland Zoning Ordinance.

Section 5. Notwithstanding any recommendation heretofore given by the Houghton Community Council, the subject matter of this resolution and the permit herein granted are, pursuant to Ordinance 2001, subject to the disapproval jurisdiction of the Houghton Community Council or the failure of said Community Council to disapprove this resolution within sixty days of the date of the passage of this resolution.

Section 6. A complete copy of this resolution, including Findings, Conclusions and Recommendations adopted by reference, shall be certified by the City Clerk who shall then forward the certified copy to the King County Department of Assessments.

Section 7. A copy of this resolution, together with the findings, conclusions, and recommendations herein adopted shall be attached to and become a part of the Process IIB permit or evidence thereof delivered to the permittee.

Passed by majority vote in open meeting of the Kirkland City Council on the _____ day of _____, 20___.

Signed in authentication thereof this _____ day of _____, 20___.

_____
Mayor

Attest:

_____
City Clerk

Council Meeting: 11/20/2012
Agenda: New Business
Item #: 11. b.

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033
425-587-3225 - www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Dawn Nelson, Planning Supervisor
Eric Shields, Planning Director

Date: November 14, 2012

Subject: IMPACT FEE EXEMPTIONS FOR AFFORDABLE HOUSING, FILE CAM12-01289

RECOMMENDATION

Staff recommends that the City Council adopts the enclosed ordinance amending the Kirkland Municipal Code chapters related to the exemption of impact fees for low-income (affordable) housing.

BACKGROUND DISCUSSION

After several years of considering amendments to allow local jurisdictions to exempt low-income housing from impact fees, the state legislature adopted Engrossed House Bill 1398 (EHB 1398) last spring. The legislation went into effect on June 7, 2012. The City of Kirkland adopted passage of this bill as one of its priority legislative agenda items for 2012 and lobbied for the amendments in order to give cities an additional tool to help support the creation of low-income (affordable) housing.

The amendments to RCW 82.02.060 allow cities to grant an exemption of up to 80 percent of the impact fees on low-income housing without the city being required to pay the exempted fees from public funds. The City originally proposed exempting 100% of the waived impact fees, but that is not what passed the legislature. A full waiver of the impact fees is also allowed, but the portion above 80 percent is required to be paid by the city from other public fund accounts. Prior to this amendment, cities could grant exemptions for low-income housing but were required to pay all exempted fees from public funds other than impact fee accounts. Low-income housing is defined as housing affordable to those earning no more than 80 percent of county median income, adjusted for family size.

Amendments to the Kirkland Municipal Code (KMC) are required if the City wants to enact the changes allowed by EHB 1398. KMC 27.04 is the regulations for Transportation Impact Fees, KMC 27.06 is the regulations for Park Impact Fees and KMC 27.08 pertains to School Impact Fees that the City collects on behalf of the Lake Washington School District. Each of those chapters defines low-income housing as owner occupied housing units affordable to households whose income is less than 80 percent of county median and renter occupied housing units affordable to households whose income is less than 60 percent of county median. Those definitions are consistent with the state statute and do not need to be changed.

The transportation and park impact fee regulations currently contain the following language:

> *The amount of impact fees not collected from low-income housing pursuant to this exemption shall be paid from public funds other than the impact fee account and budgeted for this purpose by the Kirkland city council. If claims for exemptions under this subsection exceed the funds the Kirkland city council has budgeted for the payment of impact fees for low-income housing, this subsection shall not apply to claims made after the budgeted funds were committed or allocated until additional funds are budgeted.*

The language about budgeting funds to pay impact fees for low-income housing was added in late 2009 when the City adopted mandatory requirements for affordable housing. However, the City has never budgeted funds for impact fee exemptions. Other incentives, such as increased density, building height and multifamily tax exemptions, were also adopted to offset the cost to private developers of creating affordable housing. There is no similar language in the school impact fee regulations because any waived impact fees are addressed by the Lake Washington School District.

The Council Housing Committee provided initial direction on this issue. The following sections outline staff's rationale for the proposed amendments shown in the attached ordinance.

MAJOR ISSUES – TRANSPORTATION AND PARK IMPACT FEES

A. What types of projects should be granted exemptions? The enclosed ordinance establishes that impact fee exemptions be considered for developments creating a greater number of affordable units or providing greater affordability than mandated by the current regulations. Also, the need for impact fee waivers to make the project economically viable will be considered. Waivers would apply to:

- Impact fees for low-income units created *above* the minimum required by City codes; or
- Impact fees for *all* of the affordable units in projects that will be using public assistance targeted for affordable housing.

Since 2010, affordable housing units have been required to be constructed as part of market rate housing and mixed use developments in many zones throughout the City of Kirkland. The current regulations require 10 percent of units to be affordable. The developments usually include just a few units of required affordable housing and are granted the incentives previously identified. The value of the available incentives, to date, has been comparable to the cost to the developer of providing the affordable units. Therefore, impact fee exemptions for the affordable units are not needed for the economics of those projects to work.

Offering impact fee exemptions may make it more enticing for a developer to create a greater number of affordable units or provide greater affordability than the regulations would require. The value of all available incentives should be considered in determining whether to grant an exemption. Those developments could be undertaken by for profit or non-profit developers.

The City has seen a recent increase in affordable housing projects developed by non-profit housing providers within the City. Imagine Housing recently completed a 61 unit affordable rental housing project in Totem Lake and has requested funding through ARCH this fall for a second phase, which would include 95 units of affordable senior housing. They are also in the process of developing 58 units of affordable housing as part of the South Kirkland Transit Oriented Development. *Friends of Youth* currently has a building permit application in for Youth Haven, a group facility for up to 17 homeless youth. They have also applied for funding from ARCH this fall for two residences at their north Kirkland campus to be used as transitional housing for young adults.

Affordable housing developed by non-profit housing providers relies extensively on public funding from cities, counties, the state and federal governments. Kirkland provides its share of that funding through contributions to the ARCH Housing Trust Fund. Impact fee exemptions would be another way the City could contribute to the package of public funding needed to make these projects possible. Impact fee exemptions would be regarded by other funders as a source of local contribution and would be taken into account in determining the total amount of public funding that should be provided to a project.

B. How much of an exemption should be granted? The proposed amendments allow an applicant to request an exemption of 80 percent of the transportation and park impact fees for low-income housing.

RCW 82.02.060 allows exemption of 100 percent of the impact fees on low-income housing. However, only an 80 percent exemption is allowed without the City offsetting the exempted fees from other public funds. To date, the City has not had funds available to set aside for impact fee exemptions. For this reason, and to keep the regulations simpler for all parties, the ordinance proposes only to exempt the first 80% and not the final 20%. This policy decision was endorsed by the Housing Committee, who suggested this issue be revisited at the end of 2013. The regulations can be amended later to allow 100% fee exemptions.

Exempting development from impact fees means that there will be less revenue available for the necessary public transportation and park facilities that impact fees are intended to support. There is no way to predict how many projects will request an exemption in a given year or Capital Facilities Plan cycle. However, based on past experience, private developers have rarely provided additional affordability, and the limitation of public funding sources limits the number of non-profit, publicly assisted projects that are developed.

The following table shows an example of the magnitude of impact fees that would be exempted for Imagine Housing's proposed Senior Housing project in Totem Lake.

	Impact Fee Per Unit of Senior Housing	**Total for Project**
Transportation Impact Fees	$1,121[1]	$106,495
Park Impact Fees	$2,515	$238,925
School Impact Fees	N/A[2]	N/A
Total	$3,636	$345,420
80% of Total (Exempted)		**$276,336**
20% of Total (Not Exempted)		$69,084

[1]Transportation Impact Fee for Senior Housing is half the impact fee for multifamily housing.
[2]School Impact Fees are not required for Senior Housing.

C. Who should make the exemption decision? The ordinance provides a process and criteria for the City Manager to authorize impact fee exemptions for low-income housing.

The impact fee regulations currently allow the Public Works Director and the Director of Parks and Community Services, respectively, to make the determination on transportation and park impact fee exemptions. Allowed exemptions are listed in KMC 27.04.050 and KMC 27.06.050 and are straight forward. They include replacement of structures, accessory dwelling units, minor site improvements and low-income housing where the City Council had previously set aside funds for the impact fees.

The one exception is for transportation impact fee exemptions associated with the facilities of community based human service agencies. Those exemption decisions are made by the City Manager and this provides greater neutrality in the decision making process. Currently the agencies seeking the exemption could be supported by funding through the City's Human Services function administered by Parks and the loss of revenue affects both the Parks Capital plan and the Capital Facilities Plan administered by Public Works. Having the City Manager make the decision avoids the perception of a conflict of interest with either department.

To achieve a similar level of neutrality this ordinance specifies that exemption decisions for low-income housing are made by the City Manager. There is also no appeal to the City Manager's determination in the ordinance since the normal administrative appeals process would be to the Hearing Examiner. The Hearing Examiner does not normally consider decisions based on budgetary and social service needs and therefore would have no real basis on which to "overturn" the City Manager's determination.

SCHOOL IMPACT FEES

The City began collecting school impact fees on behalf of the Lake Washington School District in 2011. KMC 27.08.050(5)(B) states:

> *The amount of impact fees not collected from low-income housing pursuant to this exemption shall be paid by the Lake Washington School District. The impact fees for these units shall be considered paid for by the Lake Washington School District through its other funding sources, without the district actually transferring funds from its other funding sources into the impact fee account.*

EHB 1398 added the distinction that 80 percent of impact fees for low-income housing can be exempted without offsetting the cost, and 100 percent can be exempted as long as the remaining 20 percent are paid from public funds. Based on the language in KMC 27.08.050(5)(B), the change to the RCW has no impact on what the LWSD is already providing in terms of fee waivers for low-income housing. The District can continue to exempt 100% of the school impact fees for low-income housing without any change to the KMC.

Staff recommends adoption of this ordinance in furtherance of the Council's Housing Goal:

The City's housing stock meets the needs of a diverse community by providing a wide range of types, styles, sizes and affordability.

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

ORDINANCE O-4383

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO TRANSPORTATION AND PARK IMPACT FEE EXEMPTIONS FOR CREATION OR CONSTRUCTION OF LOW-INCOME HOUSING AND AMENDING KIRKLAND MUNICIPAL CODE CHAPTERS 27.04 AND 27.06.

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

Section 1. Kirkland Municipal Code ("KMC") Section 27.04.050 is hereby amended to read as follows:

27.04.050 Exemptions.

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

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

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

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

(4) Alteration of an existing nonresidential structure that does not expand the usable space or change the use.

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

(6) Demolition or moving of a structure.

(7)(A) Construction or Creation of Low-Income Housing may request an exemption of 80 percent of the required impact fee for low-income housing units subject to the criteria in subsection (a)(7)(C). ~~Any claim for an exemption must be made before payment of the impact fee. Any claim not so made shall be deemed waived. The claim for exemption must be accompanied by a draft lien and covenant against the property guaranteeing that the low-income housing will continue. Before approval of the exemption, the department shall approve the form of the lien and covenant. Within ten days of approval, the applicant shall execute and record the approved lien and covenant with the King County department of records and elections. The lien and covenant shall run with the land. In the event that the housing unit is no longer used for low-income housing, the current owner shall pay the current impact fee plus interest to the date of the payment.~~

~~(B) The amount of impact fees not collected from low-income housing pursuant to this exemption shall be paid from public funds other than the impact fee account and budgeted for this purpose by the Kirkland city council. If claims for~~

~~exemptions under this subsection exceed the funds the Kirkland city council has budgeted for the payment of impact fees for low-income housing, this subsection shall not apply to claims made after the budgeted funds were committed or allocated until additional funds are budgeted.~~

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

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

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

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

(iii) The proposed housing must meet the goals and policies set forth in Section VII.C of the City of Kirkland Comprehensive Plan.

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

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

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

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

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

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

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

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

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

(iv) The applicant's services must meet the human services goals and policies set forth in Section XII.B of the City of Kirkland Comprehensive Plan.

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

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

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

(E) The determination of the city manager shall be the final decision of the city with respect to the applicability of the community-based human services exemption set forth in this subsection ~~subject to the appeals procedures set forth in Section 27.04.130~~.

(F) Any claim for exemption must be made before payment of the impact fee. Any claim not so made shall be deemed waived. The claim for exemption must be accompanied by a draft lien and covenant against the property guaranteeing that the human services use will continue. Before approval of the exemption, the department shall approve the form of lien and covenant. Within ten days of approval, the applicant shall execute and record the approved lien and covenant with the

King County Recorder's Office ~~department of records and elections~~. The lien and covenant shall run with the land. In the event the property is no longer used for human services, the current owner shall pay the current impact fee plus interest to the date of the payment.

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

(b) Unless otherwise established in this section, ~~T~~the planning director shall be authorized to determine whether a particular development for a proposed building permit, or a change in land use when no building permit is required, falls within an exemption of this chapter or in this code. Determinations of the director shall be subject to the appeals procedures set forth in Section 27.04.130.

Section 2. KMC Section 27.06.050 is hereby amended to read as follows:

27.06.050 Exemptions.

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

(1) Replacement, alteration, expansion, enlargement, remodeling, rehabilitation or conversion of an existing dwelling unit where no additional units are created and the use is not changed. Replacement must occur within five years of the demolition or destruction of the prior structure. For replacement of structures in a new subdivision, see Section 27.04.030(f).

(2) Any building permit for a legal accessory dwelling unit approved under Title 23 of this code (Kirkland Zoning Code).

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

(4) Demolition or moving of a structure.

(5)(A) Construction or Creation of Low-Income Housing may request an exemption of 80 percent of the required impact fee for low-income housing units subject to the criteria in subsection (a)(5)(C). ~~Any claim for an exemption must be made before payment of the impact fee. Any claim not so made shall be deemed waived. The claim for exemption must be accompanied by a draft lien and covenant against the property guaranteeing that the low-income housing will continue. Before approval of the exemption, the department shall approve the form of the lien and covenant. Within ten days of approval, the applicant shall execute and record the approved lien and covenant with the King County department of records and elections. The lien and covenant shall run with the land. In the event that the housing unit is no longer used for low-income housing, the current owner shall pay the current impact fee plus interest to the date of the payment.~~

~~(B) The amount of impact fees not collected from low-income housing pursuant to this exemption shall be paid from public funds other than the impact fee account and budgeted for this purpose by the Kirkland city council. If claims for exemptions under this subsection exceed the funds the Kirkland city council has budgeted for the payment of impact fees for low-income housing, this subsection shall not apply to~~

~~claims made after the budgeted funds were committed or allocated until additional funds are budgeted.~~

(B) Any applicant for an exemption from the impact fee which meets the criteria set forth in subsection (a)(5)(C) of this section shall apply to the city manager for an exemption. The application shall be on forms provided by the city and shall be accompanied by all information and data the city deems necessary to process the application.

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

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

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

(iii) The proposed housing must meet the goals and policies set forth in Section VII.C of the City of Kirkland Comprehensive Plan.

(D) The city manager shall review applications for exemptions under subsection (a)(5)(A) of this section pursuant to the above criteria and shall advise the applicant, in writing, of the granting or denial of the application. In addition, the city manager shall notify the city council when such applications are granted or denied.

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

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

(b) Unless otherwise established in this section, ~~T~~the planning director shall be authorized to determine whether a particular development for a proposed building permit, or a change in land use when no building permit is required, falls within an exemption of this

chapter or of this code. Determinations of the director shall be subject to the appeals procedures set forth in Section 27.06.130.

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

Section 4. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council.

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2012.

Signed in authentication thereof this ____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

PUBLICATION SUMMARY
OF ORDINANCE O-4383

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO TRANSPORTATION AND PARK IMPACT FEE EXEMPTIONS FOR CREATION OR CONSTRUCTION OF LOW-INCOME HOUSING AND AMENDING KIRKLAND MUNICIPAL CODE CHAPTERS 27.04 AND 27.06.

SECTION 1. Amends Kirkland Municipal Code ("KMC") Section 27.04.050 relating to low income housing exemptions to payment of transporation impact fees.

SECTION 2. Amends KMC Section 27.06.050 relating to low income housing exemptions to payment of park impact fees.

SECTION 3. Provides a severability clause for the ordinance.

SECTION 4. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2012.

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

_____
City Clerk