
CITY OF KIRKLAND

CITY COUNCIL



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

Vision Statement

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

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

AGENDA

KIRKLAND CITY COUNCIL SPECIAL MEETING

City Council Chamber

Tuesday, December 10, 2013
6:00 p.m. – Study Session
7:30 p.m. – Special Meeting

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

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*
 - a. Aquatic Center Replacement
4. *EXECUTIVE SESSION*
 - a. To Discuss Labor Negotiations
 - b. To Discuss Potential Property Acquisition
5. *HONORS AND PROCLAMATIONS*
6. *COMMUNICATIONS*
 - a. *Announcements*
 - b. *Items from the Audience*
 - c. *Petitions*
7. *SPECIAL PRESENTATIONS*
 - a. Puget Sound Energy Infrastructure Update
 - b. Government Finance Officers Association (GFOA) Certificate of Achievement for Financial Reporting

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

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

QUASI-JUDICIAL MATTERS

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

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

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

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

c. Recognition of Outgoing Mayor McBride

8. *CONSENT CALENDAR*

- a. *Approval of Minutes:* (1) November 19, 2013
(2) November 20, 2013 Special Meeting

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

c. *General Correspondence*

d. *Claims*

e. *Award of Bids*

- (1) Lee Johnson Field Lighting Replacement, Musco Lighting Systems, Muscatine, Iowa
- (2) Firefighter Turnout Gear, L. N. Curtis and Sons, Seattle, Washington

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

g. *Approval of Agreements*

- (1) Resolution R-5021, Approving an Amendment to the Franchise Granted to Northshore Utility District Pursuant to Ordinance No. 4141 and Authorizing the City Manager to Sign the Amendment.

h. *Other Items of Business*

- (1) Resolution R-5022, Adopting a Master Plan for Totem Lake Park.
- (2) Peter Kirk Restroom Renovation - Budget Adjustment Request
- (3) Accepting Planning Commission Resignation
- (4) Supplementary Response to Traffic Petition Regarding Lake Washington Boulevard
- (5) Yarrow Point Annexation Report
- (6) Report on Procurement Activities

9. *PUBLIC HEARINGS*

10. *UNFINISHED BUSINESS*

- a. Ordinance O-4429, Amending the Biennial Budget for 2013-2014.

- b. Ordinance O-4430, Establishing the Amount of Property Taxes to be Levied for the Year 2014, the Second Year of the City of Kirkland 2013-2014 Fiscal Biennium and Repealing Ordinance O-4425.
- c. Ordinance O-4431 and its Summary, Amending and Updating Chapter 19.24 of the Kirkland Municipal Code Relating to Special Events.
- d. Resolution R-5023, Declaring the Kirkland 4th of July Celebration and the Kirkland Holiday Tree Lighting Festival as Official Community Events.
- e. NE 85th Street Corridor Project - Status Update and Authorization to Bid
- f. Resolution R-5024, Authorizing the City Manager to Execute the Growing Transit Communities Compact on Behalf of the City of Kirkland.
- g. Resolution R-5025, Authorizing the Expenditure of \$15,000 from Council Contingency Funds for the Support of a Kirkland Performance Center Capital Project.

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. Review City of Kirkland Draft 2014 Legislative Agenda
- b. Ordinance O-4428 and its Summary, Relating to Comprehensive Planning and Land Use and Amending the Comprehensive Plan Ordinance 3481, as Amended, and Approving a Summary for Publication, File No. CAM13-01249.
- c. Appointing Planning Commission Interview Selection Committee

12. REPORTS

a. City Council

- (1) Regional and Council Committees Appointment Process
- (2) Finance and Administration Committee
- (3) Public Safety Committee
- (4) Community Planning, Housing and Economic Development Committee
- (5) Public Works, Parks and Human Services Committee
- (6) Regional Issues

b. City Manager

- (1) Calendar Update

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT

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



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, CPRP, Director
Michael Cogle, Deputy Director

Date: November 25, 2013

Subject: EXPLORE OPTIONS FOR REPLACING THE JUANITA AQUATIC CENTER LOCATED AT JUANITA HIGH SCHOOL BY 2017

RECOMMENDATION

That the City Council receives a presentation on the current use and operation of the Juanita High School Aquatic Center and discusses options to study replacing the pool by 2017.

BACKGROUND

Juanita Aquatic Center Pool Closure Pending

At their regular meeting of August 6, 2013, the City Council received input from citizens and members of the Lake Washington School District (LWSD) Board of Directors regarding the potential closure of the Juanita High School swimming pool, known as the Juanita Aquatic Center. The District has determined that the facility is nearing the end of its useful life and that replacement costs could be as much as \$15 million.

The LWSD has placed a bond measure on the February 2014 election ballot which would, in part, renovate/replace Juanita High School. However, the LWSD Board did not include a renovated or new pool in the bond measure. Should the bond measure be approved by voters, the District will need to close the pool potentially as early as 2017, leaving Kirkland residents without access to a public year-round swimming pool.

The testimony provided at the August 6th meeting requested that the City of Kirkland consider participating in the building of a new aquatic facility to replace the one at Juanita. Kirkland is a key potential partner because the pool is the only public year-round aquatic facility in the Kirkland community, and is utilized extensively not just by students, but by residents for competitive swimming, youth and adult swim lessons, fitness, and recreation. Other partners could include entities such as Bellevue, Redmond, Bothell, Evergreen Health, Wave Aquatics, and Northwest University.

PFEC Exploration of Aquatics Facility and the 2012 Parks Levy

The Parks Funding Exploratory Committee (PFEC), convened by the Council to recommend elements of the 2012 Kirkland Parks Levy, used the City's 2007 Indoor Recreation Facility Plan to evaluate whether to include an aquatics facility in the 2012 ballot measure. A copy of the Indoor Recreation Facility Plan is available on the City's website at: <http://www.kirklandwa.gov/Assets/Parks/Parks+PDFs/Indoor+Recreation+Facility+Final+Report.pdf>

Ultimately, the PFEC recommended not including a pool facility in the ballot measure for several reasons. In general, there were too many unknowns about the project, such as how much it would cost, where would it be located and what would it cost to operate. These questions couldn't be answered in time to get a package to the 2012 ballot. In addition, the LWSD had yet to decide whether the Juanita pool would be replaced in 2014 and the PFEC felt that funding it in the 2012 levy would be premature.

Finally, PFEC felt that the cost of including an indoor aquatic facility would either make the ballot measure too large, or require significant cuts to the rest of the capital projects in the levy. The initial purpose of the parks levy was to restore maintenance and operations resources for Kirkland parks, so the PFEC was not interested in such a large capital component, and the other capital projects were deemed to be more urgent. In the end, the PFEC recommended that the City pursue an indoor aquatics facility in 2021 when the existing Parks bonds were retired and when the capital projects included in the 2012 Parks Levy would be completed. The City Council concurred with those recommendations and did not include an indoor aquatics facility in the 2012 Parks Levy which was passed by the voters.

The recent decision by the LWSD not to include a pool in their 2014 ballot measure and the resulting closure of the Juanita Aquatic Center in 2017 is new information, and it is reasonable for the Kirkland City Council to reassess the need for an indoor pool at this time.

School Board Pledges Support and Funding for Pool Partnership

On September 9, 2013, the LWSD Board adopted Resolution 2166 (Attachment A) affirming its intent to enter into future pool partnerships with cities and/or other interested entities. The resolution also authorized directing an undetermined amount of unspent funds from the District's 2006 capital bond measure toward a portion of future pool facility project(s) enabling use by high school swim and dive teams. The District estimates that \$10 to \$12 million will remain once all the school projects are completed and much of that could be applied towards a pool facility in partnership with other entities. However, these funds would be necessary for other District capital purposes should the proposed 2014 bond measure fail.

December 10th Study Session

In response to the pending closure of the Juanita Aquatic Center, the City Council on September 17th amended its 2013-2014 Work Program (Attachment B) to include development of an aquatic facility as follows:

*Partner with the Lake Washington School District and other interested public and private organizations to explore options for replacing the Juanita Aquatic Center by 2017 to further the goals of **Parks and Recreation**.*

The City Council authorized the allocation of \$215,000 as part of the 2013-2014 Biennial Adjustment to provide funding for additional resources necessary to support this work program item, and directed staff

to schedule a study session to provide Council with the opportunity for further discussion on the options for replacing the pool.

At the study session, staff will provide an overview of the current use and operation of the Juanita Aquatic Facility at Juanita High School, deficiencies in aquatics today, options to study to replace the pool and seek policy direction on the scope of the feasibility study.

WAVE Aquatics

WAVE Aquatics currently manages both the Juanita Aquatic Center and the city of Redmond's Hartman Pool. WAVE facilitates use of the pools by Masters swimmers, Water Polo, Seattle Synchronized Swim Team, Scuba Dive, club swim teams (WAVE) and school swim teams from beyond the Lake Washington School District boundaries. WAVE and the organizations they work with will be important stakeholders in efforts to replace the Juanita Aquatic Center. WAVE is also pursuing its own efforts to replace the pool. Kirkland staff were invited to a presentation by WAVE to the LWSD about these efforts.

A copy of that presentation is included in this link below:

<http://www.kirklandwa.gov/Assets/Parks/Parks+PDFs/Aquatic+Center+Partnership+Project/Aquatic+Center+presentation+to+LWSD+11-5.pdf>

Please note that this presentation is included for informational purposes only. It was developed by WAVE and Kirkland has not had a chance to verify its accuracy or assumptions. Kirkland staff remain in regular contact with WAVE and will continue to coordinate with them.

Key Policy Questions to Consider

The LWSD ballot measure election occurs on February 11, 2014. There are only three City Council meetings between December 10 and the election. Those meetings are on January 7, January 21 and February 4, 2014. Staff will need direction from the Council as to what information needs to be presented or what actions need to be taken at these meetings to demonstrate to the community that the pool partnership is viable.

Staff will be raising some key policy issues at the December 10th Study Session for the Council to consider. These include:

- **What services should a new aquatics center provide?** At a minimum staff believe it must meet the needs of the school district swimming and diving teams and the general public interests in recreation and swim lessons. But should it include a therapeutic pool or accommodate the more "private" interests of Masters swimmers, water polo, synchronized swimming, scuba diving, club swim teams and "out of town" school teams? Should it also include non-aquatic recreational facilities and public spaces? And if so, how should those needs be funded?
- **Should the assumption be that the pool must be on publicly-owned property to keep costs down?**
- **What are the roles of the Park Board and LWSD moving forward?**

Potential Kirkland Aquatic Facility Sites

Assuming that a new pool would likely need to be placed on existing Kirkland-owned properties to save both money and time, Kirkland staff are suggesting that the following sites be considered as potential sites:

- The existing pool site in Peter Kirk Park
- The North Kirkland Community Center
- Mark Twain Park
- Juanita Beach Park (northern section)
- Snyder's Corner

Staff will be looking for Council input on whether to proceed with evaluating these sites as well as whether Council has additional sites they would like considered.

Key Timelines and Council Direction Needed

Staff has done a preliminary review of the steps necessary to site, construct and open a new facility in 2017. Assuming that any such facility would require voter approval to fund, a ballot measure in either November of 2014 or the spring of 2015 would be required to have any chance of meeting the 2017 timeline. Staff will provide more details on this during the study session.

Clearly replacing the Juanita Aquatics Center is a complicated and costly project. As previously mentioned, there are only two Council meetings in January and one in February prior to February 11th. Staff requires direction from the Council to understand what information or action (if any) is needed at any of those meetings.

LWSD Frequently Asked Questions

The following information has been provided by the Lake Washington School District in response to frequently asked questions (also available on LWSD website: <http://www.lwsd.org/News/2014-Levy-and-Bond/Pages/Swimming-Pool-FAQs.aspx>):

Juanita High School Pool

Q. I see the swimming pool is not included in the modernization of Juanita High School in the proposed bond. Does that mean that the swimming pool will be closed if the bond passes?

A. The district is actively looking to partner with community entities for a pool to serve Juanita and neighboring communities. The pool is an important community asset. In fact, a review of current pool use showed that the pool was used much more by the community than for school programs. Since this facility serves an important community purpose, the district is in discussions with the city of Kirkland and other interested groups around possible partnerships.

Currently, we expect between \$10 and \$12 million to be left in the 2006 bond measure fund, since those projects have come in under budget. The board has expressed its interest in committing funds from this source toward a new community pool, in partnership with one or more other organizations. If the bond does not pass, those funds will be needed for housing of students in portables due to our growing enrollment and will not be available for a pool project.

Q. How much do district schools use the pool?

A. The current Lake Washington School District use of the pool is for the Juanita High School and Lake Washington High School competitive swimming/diving teams, as well as for very limited swimming lessons for three elementary schools. (For example, one of the elementary schools provides one hour swim lessons for two weeks to fourth graders.) There is also some use for high school meets that involve district teams. All other use of the pool is by community members, by high school teams from other school districts and by groups such as WAVE Aquatics, Lake Washington Masters, Seattle Synchro, and others. There is no school district use of the pool during the summer. High school competition for girls takes place in the fall and for boys in the winter; there is no competitive high school use of the pool in the spring or summer.

Q. If the pool is an important community asset, why doesn't the district just ask the community for more money?

A. The school board has to prioritize its funding requests to the community. Given the high cost of a swimming facility and the fact that the school district uses it only for part of the day and part of the year, it makes sense that we find partners to share in both the use of a facility and the cost.

Exploring partnerships**Q. Who is the district talking with?**

A. The district has had discussions with the cities of Kirkland, Redmond and Sammamish, as well as WAVE Aquatics, the group that is currently managing both the Juanita Aquatic Center and the city of Redmond's Hartman Pool.

Q. Why is the district talking to Redmond and Sammamish?

A. The district is interested in making sure that competitive swimming facilities are available for students at all four comprehensive high schools in the district: right now, no high school in our district is assured of those facilities for the long term. While Sammamish is building a new recreation facility with a swimming pool, that facility currently does not have in its plans the set-up needed for high school teams to compete there. And Redmond's Hartman Pool is aging just as the Juanita Aquatic Center is. We need to look at swimming opportunities district-wide.

Partnering with the cities and potentially other entities may be the best way to ensure that the school district helps fund the needs of high school swim teams but does not take on the entire burden of funding and running recreational swimming facilities, something that is not our area of expertise. At the same time, it would mean that cities, which are responsible for parks and recreation facilities, can get some help to make sure they have swimming facilities that can accommodate our high school swim teams as well as recreational needs.

Timing**Q. If the bond passes and Juanita High School is going to be modernized, when would any new partnership or funding have to be in place? Is there a danger that the pool could be demolished at some point?**

A. High schools are very large construction projects that take time to plan, design and obtain permits. If the bond passes, it is likely that actual construction of a new Juanita High School would begin in 2017. That means there are several years to develop alternative plans.

Q. What kind of shape is the pool in? Why can't we just leave the building as it is if no funding is found, and just fix whatever needs it?

A. The facility is nearing the end of its useful life. You can keep a car that has 200,000 miles on it and

continue to pour money into fixing everything that breaks. But you can't rely on that vehicle to perform reliably and safely. While we may be able to eke a few more miles out of the Juanita pool, we are reaching the point where we can't expect it to perform reliably and safely. The district does not have the money to repair a catastrophic equipment failure, which will mean the closure of the pool.

Attachments

cc: Park Board
Dr. Traci Pierce, Superintendent, Lake Washington School District

INTENT TO ENTER INTO
FUTURE POOL PARTNERSHIPS

RESOLUTION NO. 2166

WHEREAS, the Board adopted Resolution No. 2164 placing a bond measure on the February 2014 ballot;

WHEREAS, the bond measure is proposed in order to provide space for increasing enrollment and replacement of aging schools;

WHEREAS, the February 2014 measure includes funding for the modernization of Juanita High School, but does not include funding for the replacement of the pool currently sited on the Juanita High School campus known as the Juanita Aquatic Center;

WHEREAS, approximately 300 Lake Washington School District students participated in high school swim and dive teams using the Juanita Aquatics Facility and the Redmond Aquatic Center during the 2012-13 school year;

WHEREAS, the district values the swimming program in its athletic program;

WHEREAS, the district is nearing completion of the construction called for in the bond measure approved by the voters in February 2008, which provided funding for the district's Phase 2 modernization program;

WHEREAS, the district anticipates the projects in the Phase 2 modernization program to be completed for less than the currently allocated resources;

WHEREAS, should the upcoming 2014 bond measure not pass, these unspent monies will be needed for portables and other temporary student housing measures;

WHEREAS, should the upcoming 2014 bond measure pass, these unspent monies would be available to enter into pool partnership(s) with cities and/or other entities to fund a portion of pool projects which will enable use by high school swim and dive teams for practice and competition; and,

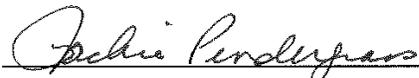
WHEREAS, the ability to repurpose unspent funds will require a formal public hearing be conducted prior to authorization by the Board of Directors.

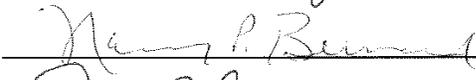
Intent to Enter into Future Pool Partnerships
Resolution No. 2166
September 9, 2013

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors intends, should the 2014 bond measure pass, to authorize a portion of the unspent Phase 2 modernization funds for potential pool partnership(s) in order to benefit Lake Washington School District student athletes.

APPROVED by the Board of Directors of Lake Washington School District No. 414 in a regular meeting held on the 9th day of September 2013.

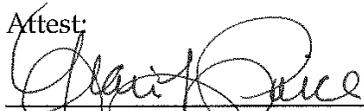
BOARD OF DIRECTORS
LAKE WASHINGTON SCHOOL DISTRICT NO. 414









Attest:


Secretary, Board of Directors

City of Kirkland 2013-2014 City Work Program

Priority Goals: Economic Development ~ Financial Stability ~ Public Safety ~ Dependable Infrastructure Parks, Open Space & Recreational Services ~ Neighborhoods

Revitalize the Totem Lake Business District through continued implementation of the Totem Lake Action Plan to further the goals of Financial Stability and Economic Development. Partner with the private sector **to attract tenants to Kirkland's major business districts** to further the goal of Economic Development.

Reenergize neighborhoods through partnerships on capital project implementation and plan updates while clarifying neighborhood roles in future planning and transportation efforts to further the goal of Neighborhoods,

Complete the Comprehensive Plan update and incorporate new neighborhoods into all planning documents to further the goals of Balanced Transportation, Parks and Recreation, Diverse Housing, Economic Development, Dependable Infrastructure and Neighborhoods.

Implement the Development Services Organizational Review recommendations and simplify the Zoning Code to further the goals of Economic Development and Neighborhoods.

Develop a City-wide Multimodal Transportation Master Plan to further the goals of Economic Development Neighborhoods, Balanced Transportation, and Dependable Infrastructure.

Achieve Kirkland's adopted legislative agendas, with emphasis on securing transportation revenues and funding for the NE 132nd Street ramps to I-405 to further the goals of Balanced Transportation and Dependable Infrastructure.

Complete the Cross Kirkland Corridor Master Plan and construction of the Interim Trail to further the goals of Economic Development, Parks, Neighborhoods and Balanced Transportation.

Develop a cost effective 2015-2016 Budget that maintains Kirkland's AAA credit rating and implements an improved performance management system that delivers desired outcomes to further the goal of Financial Stability.

Continue partnership initiatives with employees to achieve sustainability of wages and benefits to further the goal of Financial Stability.

Complete construction and occupy the Public Safety Building to further the goal of Public Safety.

Continue implementation of the Fire Strategic Plan recommendations, including evaluation of a Regional Fire Authority and resolution of a consolidated Finn Hill Fire Station to further the goal of Public Safety.

(Adopted by the Kirkland City Council 2/5/13)

Partner with the Lake Washington School District and other interested public and private organizations to explore options for replacing the Juanita Aquatic Center by 2017 to further the goals of Parks and Recreation. (Added by the Kirkland City Council 9/17/13)



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Pam Bissonnette, Interim PW Director

Date: December 5, 2013

Subject: Puget Sound Energy (PSE) Briefing to Council

RECOMMENDATION:

It is recommended that the City Council listen to a presentation by Puget Sound Energy on the Energize Eastside project. PSE has asked for time on the City Council agenda to provide an overview of this project. Gretchen Aliabadi, PSE Communications Manager and Energize Eastside core team member, will be making the presentation.

BACKGROUND:

In response to increasing demand for electric power, PSE is launching a new project to expand the eastside area's electric transmission system, which hasn't been upgraded since the 1960's. The Energize Eastside project will bring about 18 miles of new high capacity electric transmission lines to the eastside to ensure dependable power to residences and businesses.

During 2014 PSE will establish a Community Advisory Group (CAG) to engage the community when evaluating route options and identifying a solution that works best for the eastside. Neighborhoods in Bellevue, Redmond, Kirkland, and Renton will all be affected by this project and the proposed upgrades. Membership of the CAG will be made up of a diverse group of representatives, including city jurisdictions and other interest groups such as school districts, businesses, and residential organizations.

To learn more about [Energize Eastside](#), here is a link to their project website. An attachment of their project newsletter is also included.

Attachment A: Energize Eastside Project Newsletter

energizeEASTSIDE



Puget Sound Energy, P.O. Box 97034, Bellevue, WA 98009-9734



We welcome your questions and comments

CONTACT:

- Leann Kostek, Senior Project Manager
- Cody Olson, Community Projects Manager

EMAIL: energizeeastside@pse.com

VOICEMAIL: 1-800-548-2614

WEBSITE: pse.com/energizeeastside

PSE guiding principles

PSE will work with customers, local communities and regulators to plan, build and maintain a transmission system that provides safe, dependable and efficient electricity.

PSE will:

- Be a responsible neighbor
- Listen to our customers as individuals and as a community
- Provide timely and honest responses to questions
- Be specific in our commitments
- Be open to creative solutions
- Be fair and reasonable in our decision-making process
- Minimize project impacts to the maximum extent possible
- Communicate regularly with the community about project goals, project progress and upcoming events

Project schedule

2013	2014	2015-2016	2017-2018
	Project announcement	Public outreach	
	Public route discussion process PSE evaluates requirements and constraints	PSE selects a route	
		Final design and permitting	Permits issued
			Construction
			In-service



energizeEASTSIDE

project newsletter

Meeting Increasing Demand, Building for the Future

Our electric transmission system needs an upgrade

Growth is straining our region’s existing transmission system

The Eastside is growing faster than any other region in Washington – the Puget Sound Regional Council recently estimated the Bellevue central business district alone will grow by more than 275% by 2040. But economic development comes at a cost.

However, conservation alone is not enough. Our Eastside economy and population are growing far faster than our conservation efforts can keep up and without substantial electric infrastructure upgrades, tens of thousands of residents and businesses will be at risk of more frequent and longer outages.

This good fortune is straining our region’s existing electric system. Growth studies project that demand for reliable power will exceed capacity as early as 2017. This doesn’t mean the lights will go out, but without an upgrade, there is a greater possibility of outages for Eastside customers.

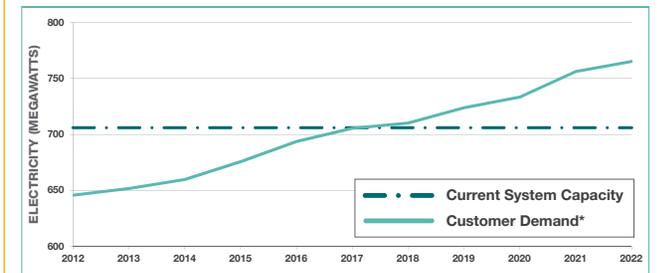
We need to act now

PSE is committed to providing reliable and safe power and helping to sustain the economic growth on the Eastside. PSE has a responsibility to provide a transmission system that keeps the lights on and businesses running in our communities.

Conservation alone is not enough to meet the challenge

Over the past few decades, Puget Sound Energy (PSE) has taken significant steps to get the most out of the electric system. In fact, through upgraded lighting, appliances and equipment, increased weatherization, and energy-efficient building technologies, PSE customers helped us save enough electricity to power 30,000 homes in 2012.

Eastside customer demand forecast



*Customer Demand assumes 100% of conservation goals are met.

This chart shows customer demand with 100% conservation goals met compared to our current electric transmission system’s capacity. By 2017-2018, demand will exceed our ability to provide dependable power.

Our environment presents future challenges as well. Climatologists suggest that in the coming decades, the region may experience severe storms more frequently. Our ability to recover quickly from major storm events, extreme heat or cold, and natural disasters depends on a robust electric infrastructure system.

Energize Eastside will power the area's growth into the future

The Energize Eastside project will bring new higher capacity electric transmission lines to the Eastside. PSE will seek public input to assure the project is done in a responsible manner. When complete, this effort will upgrade our existing transmission system, which has been serving Eastside communities since it was last upgraded in the 1960s. The new lines will provide more dependable power for all Eastside communities for many years to come.

Considering the options

PSE's planners and engineers analyzed a variety of approaches to address the Eastside's growing energy needs, including reducing demand through conservation, increasing the capacity of our existing electric transmission lines, generating energy locally, and building new infrastructure. PSE and third-party experts found that bringing new higher capacity electric transmission lines to the Eastside is the best way to meet growing demand.

We haven't yet determined the route new transmission lines will take, but we have identified potential route segments between Renton and Redmond, shown on the map to the right. We considered several factors to develop these segments, including geography, land use and impacts to the environment.

Potential route segments



Route options will be configured to go from segment A to segment N and connect with one of the potential substation sites. Visit pse.com/energizeeastside to view the project route segments.

We want your input

Working with the community to identify a solution

It takes years to plan, permit and construct new electric transmission lines, which is why we are getting started now. During 2014, PSE will engage our community in a conversation to identify a solution that works best for the Eastside. We will ask the public to provide input on which combination of route segments best serves the Eastside's needs. We will work with property owners, residents, businesses, hospitals and elected officials to reduce the impacts wherever possible. We are reaching out in a variety of ways and encourage you to get involved.

Follow the Community Advisory Group

PSE will convene a Community Advisory Group (CAG) in early 2014 to consider community values when evaluating route options. The CAG will learn more about the factors involved in developing the route segments, work with PSE to combine those segments into potential route options, and then recommend one route to PSE. PSE will select the preferred route that balances the needs of customers, the local community and PSE.

CAG membership will consist of representatives from the following interests:

- Economic development groups and businesses
- Environmental organizations
- Jurisdictions
- Property developers
- Puget Sound Energy
- Major commercial or industrial users
- Residential organizations
- School districts
- Social service organizations
- Tribes

CAG meetings are open to the public, and we encourage you to attend and observe these meetings. To learn more about the CAG process, upcoming meetings, and additional details visit pse.com/energizeeastside.

Attend a community meeting

Through a series of community meetings, PSE will share the CAG's work to date, answer questions and ask the public for input on key milestones. Feedback from these meetings will help guide the CAG's work. Stay tuned for details about our first community meeting!

Schedule an informational briefing

We are available to give project presentations to your neighborhood or community group! If your group would like to learn more about Energize Eastside, contact us to schedule a briefing.

Learn more about Energize Eastside

For the latest project information, visit the project website at pse.com/energizeeastside. You'll find details on upcoming meetings, answers to frequently asked questions, an interactive map of the route segments, and additional project information.





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

MEMORANDUM

To: Kurt Triplett, City Manager
From: Tracey Dunlap, Director of Finance & Administration
Date: November 25, 2013
Subject: GFOA Distinguished Budget Presentation Award

RECOMMENDATION:

The Mayor presents the Government Finance Officers Association (GFOA) Distinguished Budget Presentation Award to the City of Kirkland for its 2013-2014 Biennial Budget. The attached press release from GFOA contains a brief description of the award (Attachment A). The City has received thirteen GFOA Distinguished Budget Presentation Awards since 1992.



Government Finance Officers Association

203 North LaSalle Street, Suite 2700

Chicago, Illinois 60601-1210

312.977.9700 fax: 312.977.4806

September 18, 2013

PRESS RELEASE

For Further Information Contact
Stephen J. Gauthier (312) 977-9700

Chicago--The Government Finance Officers Association of the United States and Canada (GFOA) is pleased to announce that **City of Kirkland, Washington** has received the GFOA's Distinguished Budget Presentation Award for its budget.

The award represents a significant achievement by the entity. It reflects the commitment of the governing body and staff to meeting the highest principles of governmental budgeting. In order to receive the budget award, the entity had to satisfy nationally recognized guidelines for effective budget presentation. These guidelines are designed to assess how well an entity's budget serves as:

- a policy document
- a financial plan
- an operations guide
- a communications device

Budget documents must be rated "proficient" in all four categories, and the fourteen mandatory criteria within those categories, to receive the award.

When a Distinguished Budget Presentation Award is granted to an entity, a Certificate of Recognition for Budget Presentation is also presented to the individual or department designated as being primarily responsible for its having achieved the award. This has been presented to **Department of Finance & Administration**.

For budgets including fiscal period 2012, over 1,340 entities are expected to receive the Award. Award recipients have pioneered efforts to improve the quality of budgeting and provide an excellent example for other governments throughout North America.

The Government Finance Officers Association is a nonprofit professional association serving over 17,800 government finance professionals throughout North America. The GFOA's Distinguished Budget Presentation Awards Program is the only national awards program in governmental budgeting.



KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES
November 19, 2013

1. CALL TO ORDER
2. ROLL CALL

ROLL CALL:

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

Members Absent: None.

3. STUDY SESSION

- a. Totem Lake Park Master Plan

Joining Councilmembers for this discussion were City Manager Kurt Triplett and Guy Michaelsen and Andy Mitton from the Berger Partnership.

4. EXECUTIVE SESSION

None.

5. HONORS AND PROCLAMATIONS

- a. GIS (Geographic Information System) Day Proclamation

Chief Information Officer Brenda Cooper received the proclamation from Mayor McBride and Councilmember Nixon.

6. COMMUNICATIONS

- a. Announcements
- b. Items from the Audience

Todd Myers
Bruce Wynn
Jeff Cole

- c. Petitions

7. SPECIAL PRESENTATIONS

a. Kirkland 2035 Update #8

Deputy City Manager Marilynne Beard reviewed activities to date and planned continuing outreach.

b. Green Team

Director of Human Resources and Performance Management Jim Lopez shared information about the history of the Green Team, upcoming goals and answered Council questions.

8. CONSENT CALENDAR

a. Approval of Minutes: November 6, 2013 Special Meeting

b. Audit of Accounts:

Payroll \$2,917,429.93

Bills \$2,191,247.57

run #1265 checks #548033 - 548179

run #1266 checks #548183 - 548230

run #1267 checks #548231 - 548276

run #1268 checks #548277 - 548398

c. General Correspondence

d. Claims

Claims submitted by Shaofeng Bu, Falcon Ridge Homeowners Association, Cesar Julian Resendiz, and George Schlund were acknowledged via approval of the Consent Calendar.

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

(1) 6th Street Sidewalk Project, NPM Construction Company, Maple Valley, WA

g. Approval of Agreements

(1) Resolution R-5015, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN AMENDMENT TO THE EMPLOYMENT AGREEMENT BETWEEN THE KIRKLAND CITY COUNCIL AND KURT TRIPLETT, ITS CITY MANAGER."

(2) Resolution R-5016, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN AMENDMENT TO AN INTERLOCAL

AGREEMENT WITH THE FINN HILL PARK & RECREATION DISTRICT CONCERNING O.O. DENNY PARK."

(3) Resolution R-5017, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN INTERLOCAL AGREEMENT WITH THE SEATTLE DEPARTMENT OF PARKS AND RECREATION FOR OPERATION AND MAINTENANCE OF O.O. DENNY PARK."

(4) Resolution R-5018, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN INTERAGENCY AGREEMENT FOR FUNDING THE REGIONAL STORMWATER MONITORING PROGRAM BETWEEN THE STATE OF WASHINGTON DEPARTMENT OF ECOLOGY AND THE CITY OF KIRKLAND AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE INTERAGENCY AGREEMENT."

(5) Resolution R-5019, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO EXECUTE THE 2013-15 MUNICIPAL STORMWATER CAPACITY GRANT AGREEMENT BETWEEN THE STATE OF WASHINGTON DEPARTMENT OF ECOLOGY AND THE CITY OF KIRKLAND AND TO ACCEPT \$50,000 FOR NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM PERMIT IMPLEMENTATION AND \$120,000 FOR STORMWATER PLANNING AND DESIGN."

h. Other Items of Business

(1) Requesting Budget Adjustment for NE 112th Street Sidewalk Project

A budget adjustment for the NE 112th Street Sidewalk Project in the amount of \$25,610 using Surface Water transportation reserves was authorized via approval of the Consent Calendar.

(2) NE 120th Street Extension Project Status Update and Authorization to Bid

A budget adjustment to match the 2013-2018 CIP Update to be adopted in December, and staff authorization to advertise for contractor bids was authorized via approval of the Consent Calendar.

(3) Resolution R-5020, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY TO CONTINUE PARTICIPATION IN THE REGIONAL ADVISORY COUNCIL FOR THE EASTSIDE RAIL CORRIDOR TO ESTABLISH COLLABORATIVE WORKING RELATIONSHIPS AND CONTINUE PLANNING EFFORTS WITH THE OWNERS OF THE EASTSIDE RAIL CORRIDOR."

This item was pulled for consideration under Unfinished Business, item 10.b.

(4) Accepting Tourism Development Committee Resignation

Council acknowledged receipt of the resignation of Tourism Development Committee member Clarisa Baltazar.

(5) Report on Procurement Activities

Motion to Approve the Consent Calendar with the exception of item 8.h.(3)., which was pulled from the calendar and placed under Unfinished Business, item 10.b., for Council consideration.

Moved by Councilmember Penny Sweet, seconded by Councilmember Amy Walen

Vote: Motion carried 7-0

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

9. PUBLIC HEARINGS

a. Preliminary Property Tax Levies

Mayor McBride opened the public hearing. Finance and Administration Director Tracey Dunlap reviewed the two proposed ordinances. No further testimony was offered and the hearing was closed.

(1) Ordinance O-4425, Establishing the Amount of Property Taxes to be Levied for the Year 2014, the Second Year of the City of Kirkland's 2013-2014 Fiscal Biennium.

Motion to Approve Ordinance O-4425, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND ESTABLISHING THE AMOUNT OF PROPERTY TAXES TO BE LEVIED FOR THE YEAR 2014, THE SECOND YEAR OF THE CITY OF KIRKLAND'S 2013-2014 FISCAL BIENNIUM."

Moved by Councilmember Dave Asher, seconded by Deputy Mayor Doreen Marchione

Vote: Motion carried 7-0

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

(2) Ordinance O-4426, Establishing the Amount of Property Taxes to be Levied for the Year 2014, 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.

Motion to Approve Ordinance O-4426, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND ESTABLISHING THE AMOUNT OF PROPERTY TAXES TO BE LEVIED FOR THE YEAR 2014, 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."

Moved by Councilmember Dave Asher, seconded by Deputy Mayor Doreen Marchione

Vote: Motion carried 7-0

Yes: Councilmember Dave Asher, Councilmember Shelley Kloba, Deputy Mayor

Doreen Marchione, Mayor Joan McBride, Councilmember Toby Nixon, Councilmember Penny Sweet, and Councilmember Amy Walen.

b. 2013-2014 Mid-Biennial Budget

Mayor McBride opened the public hearing. Finance and Administration Director Tracey Dunlap summarized the proposed mid-biennial budget, based on the results of the November 6, 2013 Budget Study Session. No further testimony was offered and the Mayor closed the hearing.

10. UNFINISHED BUSINESS

a. Amendment of the 2013-2018 Capital Improvement Program

Finance and Administration Director Tracey Dunlap reviewed changes to date and requested direction for finalizing updates to the 2013-2018 Capital Improvement Program (CIP) to be brought forward for Council adoption on December 10th.

Council recessed for a short break.

b. Resolution R-5020, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY TO CONTINUE PARTICIPATION IN THE REGIONAL ADVISORY COUNCIL FOR THE EASTSIDE RAIL CORRIDOR TO ESTABLISH COLLABORATIVE WORKING RELATIONSHIPS AND CONTINUE PLANNING EFFORTS WITH THE OWNERS OF THE EASTSIDE RAIL CORRIDOR."

City Manager Triplett provided an overview of the resolution.

Motion to Approve Resolution R-5020, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY TO CONTINUE PARTICIPATION IN THE REGIONAL ADVISORY COUNCIL FOR THE EASTSIDE RAIL CORRIDOR TO ESTABLISH COLLABORATIVE WORKING RELATIONSHIPS AND CONTINUE PLANNING EFFORTS WITH THE OWNERS OF THE EASTSIDE RAIL CORRIDOR."

Moved by Councilmember Dave Asher, seconded by Councilmember Amy Walen
Vote: Motion carried 7-0

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

11. NEW BUSINESS

a. Ordinance O-4427 and its Summary, Relating to Cross Kirkland Corridor Trail Use Regulations and Adopting a Cross Kirkland Corridor Trail User Code of Conduct.

Neighborhood Outreach Coordinator Kari Page shared information on current observed uses of the corridor and the proposed ordinance.

Motion to Approve Ordinance O-4427 and its Summary, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO CROSS KIRKLAND CORRIDOR TRAIL USE REGULATIONS AND ADOPTING A CROSS KIRKLAND CORRIDOR TRAIL USER CODE OF CONDUCT."

Moved by Councilmember Penny Sweet, seconded by Councilmember Amy Walen

Vote: Motion carried 7-0

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

12. REPORTS

a. City Council

(1) Finance and Administration Committee

Have not met.

(2) Public Safety Committee

Have not met.

(3) Community Planning, Housing and Economic Development Committee

Have not met.

(4) Public Works, Parks and Human Services Committee

Chair Marchione reported on the City sidewalk maintenance program; draft of the street levy accountability report; discussed extending the Northshore Utility franchise agreement; reviewed proposed amendments for the enforcement of fines for prohibited discharges into the City sewer system.

(5) Regional Issues

Councilmembers shared information regarding the recent National League of Cities conference in Seattle; Association of Washington Cities Legislative Committee meeting; Eastside Transportation Partnership meeting; Puget Sound Regional Council Transportation Policy Board meeting; Emergency Management Advisory Committee meeting; Kirkland Police Recognition Ceremony; joint tourism networking event with the Tourism Development Committee and the Cultural Arts Council; Sound Cities Association Public Issues Committee meeting; Nourishing Networks Annual Summit; Councilmember Walen was designated as the delegate in Councilmember Nixon's absence for the upcoming Sound Cities Association North Caucus meeting; Greater Kirkland Chamber of Commerce meeting; update on the proposed Flood Control tax increase; Arbor Day events; I-405 Executive Committee meeting; Mayor's testimony at the upcoming Washington State Transportation Commission meeting in Kirkland;

Mayor's letter regarding support of the Washington State Legislative and Executive Workgroup.

b. City Manager

(1) Calendar Update

City Manager Kurt Triplett had a clarification on the Council's request for a staff report regarding the Kirkland Performance Center's request for reimbursement earlier in the evening; requested an opportunity to brief the Council on Eastside Public Safety Communications Agency (EPSCA) and North East King County Regional Public Safety Communications Agency (NORCOM) and the radio system; and updated the Council on the change of ownership of Parkplace.

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT

The Kirkland City Council regular meeting of November 19, 2013 was adjourned at 9:53 p.m.

City Clerk

Mayor



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

MEMORANDUM

To: Kurt Triplett, City Manager
From: Kathi Anderson, City Clerk
Date: December 2, 2013
Subject: CLAIM(S) FOR DAMAGES

RECOMMENDATION

It is recommended that the City Council acknowledges receipt of the following Claim(s) for Damages and refers 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) Mark Lord
8244 NE 125th Avenue, B-102
Kirkland, WA 98033

Amount: \$4,166.39

Nature of Claim: Claimant states damage to property resulted from low hanging tree branches.

- (2) Penelope Smith
1929 4th Street
Kirkland, WA 98033

Amount: Unspecified Amount

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

- (3) Stacey McCrath-Smith
1128 Yakima Ave S
Seattle, WA 98144

Amount: \$231.22

Nature of Claim: Claimant states damage resulted from key missing from towed vehicle.

- (4) Mona Petrou
16211 70th Pl West
Edmonds, WA 98026

Amount: \$172.23

Nature of Claim: Claimant states damage to vehicle resulted from construction debris.

- (5) Elizabeth Staal
10614 NE 193rd Street
Bothell, WA 98011

Amount: \$395,000.00

Nature of Claim: Claimant states injury resulted from uneven pavement.

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


CITY OF KIRKLAND

Department of Parks & Community Services

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

www.kirklandwa.gov
MEMORANDUM

To: Kurt Triplett, City Manager
From: Jennifer Schroder, CPRP, Director
 Jason Filan, Parks Operations Manager
Date: November 20, 2013
Subject: Award of Bid: Lee Johnson Field Lighting Replacement

Recommendation:

That the City Council awards the construction contract for ball field lighting at Lee Johnson Field at Peter Kirk Park to Musco Lighting Systems.

Background Information:

Within the 2013-2018 Capital Improvement Program (CIP) is \$150,000 allocated to replace the lighting at Lee Johnson Field at Peter Kirk Park in 2014. Staff utilized the King County Directors' Association (KCDA) purchasing cooperative to obtain pricing for the new system, quoted at \$150,217 (including tax) for materials and installation. It is anticipated that the sale of salvaged materials will provide sufficient funding to cover the \$217 cost over the project budget.

KCDA is owned by Washington's public school districts and provides centralized procurement services to member agencies, which include educational districts, state agencies, counties and cities in Washington and neighboring states. KCDA list of approved vendors is obtained through a competitive bid process consistent with the City's purchasing requirements which selects the lowest and most responsive bid. In addition utilizing this service saves the City staff time in administration of bid selection and direct expenses related to advertising a bid.

The lighting system at Lee Johnson Field was installed in 1984 and is nearing the end of its useful life. Field lighting technology has made significant advances in the last 30 years. It is estimated that the new lighting system will reduce "spill and glare" by 50%. The photo (right) illustrates how the new technology better focuses the light onto the field and operates with significantly less glare. It is believed this reduction in light "spill" will be an improvement welcomed by park neighbors in downtown Kirkland, as well as residents across the lake in Seattle's Sand Point, Windermere and Laurelhurst neighborhoods.



The current cost of lighting Lee Johnson Field is \$10,000-12,000 per year. Installation of the new lighting system will result in an estimated 54% annual energy savings, reducing our costs by between \$5,400 and \$6,500 per year.

The new lighting system is consistent with the City Council goals of Financial Stability and the Environment as well as Kirkland's commitment to green technology.



CITY OF KIRKLAND
Fire & Building Department
123 Fifth Avenue, Kirkland, WA 98033 425-587-3000
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: J. Kevin Nalder, Fire & Building Director
Matt Sullivan, Sr. Financial Analyst

Date: November 21, 2013

Subject: Award of Contract – Firefighter Turnout Gear

RECOMMENDATION:

It's recommended that the City Council awards the contract to purchase ninety-eight (98) sets of Globe G-Xtreme model firefighter turnout gear, protective jackets and trousers for structural firefighting, to L.N. Curtis & Sons for the estimated amount of \$290,175.00 for the City of Kirkland Fire Department, which includes tax.

BACKGROUND AND DISCUSSION:

NFPA (National Fire Protection Association) standards require that firefighter turnout gear be replaced every ten years, which includes boots, helmets and water and technical rescue equipment. The 2013-2018 Capital Improvement Program (CIP) allocated and approved \$518,200.00 for the replacement of all the firefighter turnout gear for City of Kirkland Fire Department starting in 2014. The Fire Department will need to replace an estimated ninety-eight sets of turnout gear, protective jackets and trousers for structural firefighting.

The remaining CIP budget of \$228,025.00 will also fund the replacement of helmets, boots, turnout gear repair equipment, water rescue turnout gear, and technical rescue turnout gear. Any remaining CIP monies will be placed into the Public Safety Sinking Fund.

The City of Kirkland Fire Department also worked with and received input from neighboring Zone One jurisdictions (Bellevue, Redmond, Shoreline, etc.) to develop additional specifications, so that Zone 1 jurisdictions may be able to piggy-back on Kirkland's contract via an interlocal agreement. The bid requested an estimated quantity of two-hundred and fifty sets due to the possibility of cooperative purchasing of neighboring jurisdictions. The City of Kirkland Fire Department will not be ordering two-hundred and fifty sets.

An invitation for bids for Firefighter Turnout Gear was advertised on October 14th and October 21st, 2013 in the Daily Journal of Commerce. Three bids were received and opened on November 1st, 2013. One bid was from L.N. Curtis & Sons and two separate bids were received

from Municipal Emergency Services (MES). After reviewing the bids and meeting with a representative from MES, it was determined that L. N. Curtis & Sons had submitted the only responsive bid meeting the City's requirements.

The technical bid specifications for the turnout gear were developed from specifications of the Globe G-Xtreme model turnout gear that is currently used by the Kirkland Fire Department. However, manufacturers and sales distributors of other brands of turnout gear were welcome to submit bids for equivalent model garments. The bids submitted by MES were for turnout gear that did not meet the bid's specifications.

L.N. Curtis & Sons was selected for recommendation of contract award due to two critical factors:

- 1- MES submitted a list of sixteen exceptions on one bid proposal (Bid A) and thirteen exceptions on their second bid proposal (Bid B). These exceptions represent technical specifications that they couldn't meet and which Kirkland requires. L.N. Curtis & Sons submitted no exceptions to the required specifications.
- 2- Kirkland currently uses and is trained to repair and maintain Globe G-Xtreme firefighter turnout gear – protective jackets and trousers for structural firefighting. Along with significant additional money needed to retrain and certify staff on the repair and maintenance of new firefighter turnout gear, there would also be significant overtime required to do so.

The bid prices per unit were as follows:

Company/Bidder	Cost of Jacket	Cost of Trousers
L.N. Curtis & Sons	\$1,517.20	\$1,186.24
MES (A)	\$1,242.50	\$974.50
MES (B)	\$1,351.31	\$1,068.62

Per the terms of the bid, the prices bid by L. N. Curtis & Sons are fixed for two years. The contract may be renewed for two additional two year periods. Price adjustments for the additional two year periods are subject to negotiation and must be mutually agreed upon prior to executing renewal agreements.



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
Pam Bissonnette, Interim Public Works Director

Date: November 18, 2013

Subject: ONE-YEAR EXTENSION OF THE NORTHSHORE UTILITY DISTRICT FRANCHISE AGREEMENT

RECOMMENDATION:

It is recommended that the City Council approves the attached resolution that authorizes the City Manager to sign a one year extension to the Northshore Utility District (NUD) Franchise Agreement.

BACKGROUND DISCUSSION:

NUD provides water and sewer service to about 45% of the City. A Franchise Agreement gives NUD the authority to own and operate their water and sewer utilities in the Kirkland public right-of-way. The current Franchise Agreement has a five-year term. It is set to automatically rollover for an additional five years on January 1, 2014 unless either party gives written notice of non-renewal. If a non-renewal notice is given, the Franchise Agreement will expire in five years.

Staff is recommending that we extend the Franchise Agreement for one year. During this one-year extension, representatives from NUD and the City will draft some amendments to the Agreement and present a new Franchise Agreement to the City Council and the NUD Board of Commissioners by the end of 2014. NUD has agreed to the one-year extension amendment. A copy of the proposed Amendment signed by the NUD General Manager is included as Exhibit A.

c: William Evans, Assistant City Attorney

Attachments (2)

RESOLUTION R-5021

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN AMENDMENT TO THE FRANCHISE GRANTED TO NORTHSORE UTILITY DISTRICT PURSUANT TO ORDINANCE NO. 4141 AND AUTHORIZING THE CITY MANAGER TO SIGN THE AMENDMENT.

WHEREAS, the City of Kirkland ("City") granted a franchise to the Northshore Utility District ("NUD") on October 11, 2008, ("Agreement") for the purpose of allowing NUD to use City right of way for its infrastructure; and

WHEREAS, both the City and NUD would like to propose amendments to the Agreement before the next five year term provided by Section 8 of the Agreement begins; and

WHEREAS, pursuant to Section 8, the next five year term begins on January 1, 2014, which does not leave enough time to negotiate the proposed amendments; and

WHEREAS, the City and NUD agree amending the Agreement to allow for a year of negotiations before another five year term begins is in the interest of both parties;

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

Section 1. The City Manager is authorized and directed to execute an amendment to the Agreement substantially in the form of the attached Exhibit A.

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

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

MAYOR

Attest:

City Clerk

AMENDMENT TO THE FRANCHISE AGREEMENT GRANTED TO NORTHSORE UTILITY DISTRICT PURSUANT TO CITY OF KIRKLAND ORDINANCE #4141

This amendment to the franchise granted to the Northshore Utility District ("NUD") by the City of Kirkland ("City") on October 11, 2008 ("Agreement") is entered into this ____ day of November by and between the City and NUD; and

WHEREAS, both the City and NUD would like to propose amendments to the Agreement before the next five year term provided by Section 8 of the Agreement begins; and

WHEREAS, pursuant to Section 8, the next five year term begins on January 1, 2014, which does not leave enough time to negotiate the proposed amendments; and

WHEREAS, the City and NUD agree amending the Agreement to allow for a year of negotiations before another five year term begins is in both parties interest,

NOW THEREFORE, by their signatures below the City and NUD agree as follows:

1. Section 8 of the Agreement is amended as follows:

Section 8. Franchise Term. Subject to the provisions of Section 9 and 10 below, this Franchise is and shall remain in full force and effect from January 1, 2009 until December 31, 2014, provided that on January 1, 2015, and on January 1 every five (5) years thereafter, the term shall automatically be extended for an additional five (5) years, unless either NUD 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, NUD shall have no rights under this Franchise nor shall NUD be bound by the terms and conditions of this Franchise unless NUD shall, within thirty (30) days after the passage date of the Ordinance, file with the City its written acceptance of this Franchise, in a form acceptable to the City Attorney. On any renewal date, the City has the option of extending the term for more than 5 years but all subsequent renewal dates would remain automatically five (5) years unless the City again opted to extend any of them for more than five (5) years.

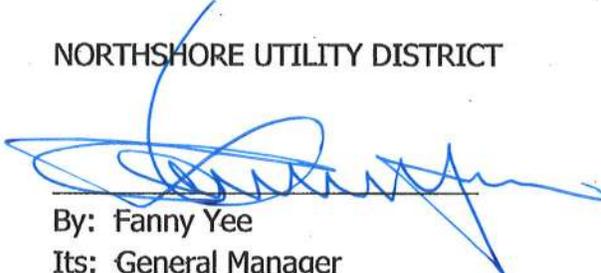
2. The intent of this amendment is only to effect a one year extension of the Agreement. The reproduction of the entirety of Section 8 is not intended to change the existing relations between the parties, create new obligations or require repetition of any duties.

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

CITY OF KIRKLAND

NORTHSHORE UTILITY DISTRICT

By: Kurt Triplett
Its: City Manager



By: Fanny Yee
Its: General Manager



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director
Michael Cogle, Deputy Director

Date: November 27, 2013

Subject: Resolution Adopting a Master Plan for Totem Lake Park

RECOMMENDATION:

That City Council adopts the attached resolution approving the proposed Master Plan for Totem Lake Park as recommended by staff and the Park Board.

BACKGROUND DISCUSSION:

At their study session of November 19, 2013 the City Council received a report on the proposed Master Plan for Totem Lake Park (TLP). Staff requests that the Council formally approve the park plan by adopting the attached resolution. The plan is unchanged from what was presented to Council last month, <http://www.kirklandwa.gov/Assets/Kirkland+2035/Totem+MP-Draft+Summary.pdf>.

Also attached are cost estimates provided by the design consultant. These estimates of probable costs of construction range in total from \$9.7 to \$12.5 million. These estimates are based on 2013 construction cost data and do not include construction of the overpass structure at NE 124th, land acquisition, street improvements, and costs related to planning, design, and permitting.

As with other large park capital projects, such as Heritage Park, McAuliffe Park, and Juanita Beach Park, improvements are likely to occur in several phases over a long period of time. It is also possible that some aspects of the project could occur in conjunction with implementation of the future Cross Kirkland Corridor Master Plan as well as concurrent with future redevelopment of adjacent and nearby private property. Staff requested the design consultant to suggest logical project segments that could be built in phases, and the provided project cost estimate (Exhibit 4) is broken out accordingly into discrete segments. The consultant report does not prioritize which segment should be built first. The phasing and prioritizing would be done by the Park Board and the City Council as part of future budget and CIP processes.

Moving forward, staff will be undertaking the following action steps to begin plan implementation:

- 1) Ensure that future City planning efforts in 2014 and beyond appropriately address TLP Master Plan recommendations, including:

- a. Comprehensive Plan and Totem Lake Neighborhood Plan
 - b. Cross Kirkland Corridor Master Plan
 - c. Transportation Master Plan
 - d. Park, Recreation, and Open Space (PROS) Plan
- 2) Integrate TLP Master Plan implementation into the Parks CIP as part of the next six-year update (2015-2020) in conjunction with the bi-annual budget process.
 - 3) Pursue acquisition of adjacent upland parcel(s) as recommended by the Plan.
 - 4) Submit a 2014 grant application to the State of Washington's Recreation & Conservation Office (RCO) for matching funding for a first phase of project construction.
 - 5) Negotiate transfer of Totem Lake ownership to the City from the King Conservation District.
 - 6) Pursue opportunities for partnership with developers of adjacent and surrounding private properties. Continue to engage in scheduled Totem Lake Conversations events.

Attachments

Probable Cost of Construction

Project: Totem Lake Park

Date: 11.08.2013

Description: DRAFT Preferred Plan Costs

	Quantity	Unit	Unit Cost	Low End Total	Unit Cost	High End Total
Upland parcel						
TESC and site construction fencing	1	Allow	110000.00	110,000.00	130,000.00	130,000.00
Demolition (parking lot, building, boardwalk deck)	1	Allow	8,000.00	8,000.00	10,000.00	10,000.00
Site grading, fill, ect.	1	Allow	110,000.00	110,000.00	140,000.00	140,000.00
Concrete site walls (include retaining walls)	30	CY	750.00	22,500.00	950.00	28,500.00
Concrete Paving	17,500	SF	7.00	122,500.00	9.00	157,500.00
Concrete stadium seats	100	CY	750.00	75,000.00	950.00	95,000.00
Crosswalk @ Totem Lake Way	1	Allow	1,000.00	1,000.00	1,000.00	1,000.00
Promenade boardwalk (on pin foundations)	9,000	SF	90.00	810,000.00	110.00	990,000.00
Parking along street frontage (10 stalls)	1	Allow	25,000.00	25,000.00	25,000.00	25,000.00
Restroom structure (20x30)	1	Allow	150,000.00	150,000.00	200,000.00	200,000.00
Utilities (water, sewer, power)	1	Allow	50,000.00	50,000.00	50,000.00	50,000.00
Water quality treatment device (parking)	1	LS	15,000.00	15,000.00	15,000.00	15,000.00
Flow control facility for hardscape	12,500	CF	20.00	250,000.00	20.00	250,000.00
Irrigation	18,000	SF	2.25	40,500.00	2.25	40,500.00
Play Structure	1	Allow	60,000.00	60,000.00	100,000.00	100,000.00
Play Area Surfacing & Drains	3,450	SF	6.00	20,700.00	6.00	20,700.00
Play Area Curb	185	LF	25.00	4,625.00	25.00	4,625.00
Planting areas (includes soil prep)	12,000	SF	7.00	84,000.00	9.00	108,000.00
Planting Habitat	4,000	SF	1.50	6,000.00	3.00	12,000.00
Lawn	6,000	SF	1.25	7,500.00	2.50	15,000.00
Site furniture (benches, picnic tables, bike racks, trash rece	1	Allow	30,000.00	30,000.00	55,000.00	55,000.00
			Upland Parcel	\$2,002,325.00		\$2,447,825.00
North edge and Powerline trail connector						
TESC	1	Allow	55,000.00	55,000.00	65,000.00	65,000.00
Remove old overlook pier at lake	1	Allow	8,000.00	8,000.00	10,000.00	10,000.00
Reconstruct parking lot (pathway & curbs)	2,360	SF	6.00	14,160.00	8.00	18,880.00
Reconstruct asphalt walkway	5,700	SF	3.75	21,375.00	4.00	22,800.00
Event lawn at hotel	2,120	SF	1.25	2,650.00	2.50	5,300.00
Overlook deck (on pin foundations)	3,250	SF	90.00	292,500.00	110.00	357,500.00
Wetland Enhancement (w/n 20' of boardwalk)	7,200	SF	3.00	21,600.00	5.00	36,000.00
Seatwall	2	CY	750.00	1,500.00	950.00	1,900.00
Planting/Habitat	16,000	SF	1.50	24,000.00	3.00	48,000.00
			North Edge Subtotal	\$440,785.00		\$565,380.00

Probable Cost of Construction

Project: Totem Lake Park

Date: 11.08.2013

Description: DRAFT Preferred Plan Costs

	Quantity	Unit	Unit Cost	Low End Total	Unit Cost	High End Total
East Boardwalk						
TESC	1	Allow	37000.00	37,000.00	40,000.00	40,000.00
Boardwalk - east (on pin foundations)	9,620	SF	90.00	865,800.00	110.00	1,058,200.00
Site furniture (benches)	5	EA	900.00	4,500.00	1,200.00	6,000.00
Bird blind	2	Allow	4500.00	9,000.00	5,500.00	11,000.00
Wetland Enhancement (w/n 20' of boardwalk)	28,000	SF	2.50	70,000.00	5.00	140,000.00
East Boardwalk Subtotal				\$986,300.00		\$1,255,200.00
West edge boardwalk and mitigation (not incl. overpass)						
TESC	1	Allow	75000.00	75,000.00	85,000.00	85,000.00
Curving Boardwalk (on pin foundations)	8,820	SF	110.00	970,200.00	130.00	1,146,600.00
Promenade boardwalk - west (on pin foundations)	7,450	SF	90.00	670,500.00	110.00	819,500.00
Promenade overlook seating	2	EA	3000.00	6,000.00	5,000.00	10,000.00
Snags	18	EA	1500.00	27,000.00	2,000.00	36,000.00
Logs	34	EA	1500.00	51,000.00	2,000.00	68,000.00
Rootwads	12	EA	1200.00	14,400.00	1,600.00	19,200.00
Brush Piles	4	EA	250.00	1,000.00	500.00	2,000.00
Bird Boxes	12	EA	75.00	900.00	150.00	1,800.00
Hummocks	33,500	SF	3.00	100,500.00	5.00	167,500.00
Create Ponds & Planting	70,000	SF	3.00	210,000.00	5.00	350,000.00
Planting/Habitat	40,000	SF	1.50	60,000.00	3.00	120,000.00
Concrete Paving	7,000	SF	7.00	49,000.00	9.00	63,000.00
West Boardwalk Subtotal				\$2,235,500.00		\$2,888,600.00
CKC Right of Way and mitigation (excluding overpass)						
TESC	1	Allow	75000.00	75,000.00	80,000.00	80,000.00
Bridge feature at trail	1,500	SF	60.00	90,000.00	90.00	135,000.00
Bridge at secondary trail (8' width)	250	SF	30.00	7,500.00	50.00	12,500.00
Concrete feature walls / seat walls	30	CY	750.00	22,500.00	950.00	28,500.00
Concrete paving (meander pathway)	7,400	SF	7.00	51,800.00	9.00	66,600.00
Asphalt paving (CKC multi-use trail)	24,000	SF	3.50	84,000.00	4.75	114,000.00
Irrigation	101,830	SF	2.25	229,117.50	2.25	229,117.50
Lawn	10,800	SF	1.25	13,500.00	2.50	27,000.00
Stream Enhancement/Restoration	15,640	SF	3.00	46,920.00	5.00	78,200.00
Planting/Habitat	75,390	SF	1.50	113,085.00	3.00	226,170.00
Snags	4	EA	1500.00	6,000.00	2,000.00	8,000.00
Logs	18	EA	1500.00	27,000.00	2,000.00	36,000.00
Rootwads	6	EA	1200.00	7,200.00	1,600.00	9,600.00
Brush Piles	2	EA	250.00	500.00	500.00	1,000.00
Bird Boxes	6	EA	75.00	450.00	150.00	900.00

Probable Cost of Construction

Project: Totem Lake Park

Date: 11.08.2013

Description: DRAFT Preferred Plan Costs

	Quantity	Unit	Unit Cost	Low End Total	Unit Cost	High End Total
Hummocks	14,000	SF	3.00	42,000.00	5.00	70,000.00
Planting/Habitat	12,300	SF	1.50	18,450.00	5.00	61,500.00
Site Furniture	1	Allow	8000.00	8,000.00	10,000.00	10,000.00
CKC Right of Way Subtotal				843,022.50		1,194,087.50
King County Parcel						
TESC	1	Allow	78000.00	78,000.00	84,000.00	84,000.00
Boardwalk / creek crossing (on pin foundations)	3,020	SF	90.00	271,800.00	110.00	332,200.00
Concrete paving (incl. connection to 124th)	2,720	SF	7.00	19,040.00	9.00	24,480.00
Stream Enhancement/Restoration	13,700	SF	3.00	41,100.00	5.00	68,500.00
Planting/Habitat	32,420	SF	1.50	48,630.00	3.00	97,260.00
King County Parcel Subtotal				\$458,570.00		606,440.00
Project Subtotal				\$6,966,502.50		\$8,957,532.50
Design Contingency (20%)				\$1,393,300.50		\$1,791,506.50
Project Subtotal				\$8,359,803.00		\$10,749,039.00
General Conditions (6%)				\$501,588.18		\$644,942.34
Subtotal				\$8,861,391.18		\$11,393,981.34
Contractor Overhead (5%)				\$443,069.56		\$569,699.07
Subtotal				\$9,304,460.74		\$11,963,680.41
Contractor Profit (5%)				\$465,223.04		\$598,184.02
TOTAL Construction Contract Amount				\$9,769,683.78		\$12,561,864.43
Escalation (undetermined %)				\$0.00		\$0.00

Not including W.S.S.T., design fees, permits, taxes

Totem Lake Park Preferred Plan

E-page 40



Inspired by the intersection of Nature and the City, artistic elements frame the centerpiece of this landscape. The site is connected to the CKC by way of a sculptural spiral ramp overpass that allows pedestrians to access the site above traffic. Artistic elements are imprinted on the land that then translate into habitat creation in the wetland for species diversity by way of removing invasive plants.



RESOLUTION R-5022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING A MASTER PLAN FOR TOTEM LAKE PARK.

WHEREAS, in December of 2010 the City Council adopted Resolution R-4856, approving a Preliminary Action Plan for revitalizing the Totem Lake Business District and directing City departments to reprioritize work tasks accordingly; and

WHEREAS, in February 2013 the City Council formally adopted the City's 2013 – 2014 Work Program, which included emphasis on Totem Lake revitalization; and

WHEREAS, in March 2013 the City Council authorized funding for creation of a Totem Lake Park Master Plan and directed the Department of Parks and Community Services and the Park Board to work with the King Conservation District and interested citizens in developing the Plan; and

WHEREAS, the Park Board and Department of Parks and Community Services organized and completed an extensive planning process to create a vision for the future of Totem Lake Park, involving important stakeholders and interested citizens; and

WHEREAS, the Department of Parks and Community Services has completed the Totem Lake Park Master Plan; and

WHEREAS, the City Council has received from the Park Board a written report and recommendation on the proposed Totem Lake Park Master Plan; and

WHEREAS, in a public meeting the City Council considered the written report and recommendation of the Park Board;

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

Section 1. The Totem Lake Park Master Plan recommended by the Park Board and set forth in Exhibit A to this Resolution is hereby adopted.

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

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

MAYOR

Attest:

City Clerk

Totem Lake Park Master Plan

Summary Report

November 27th, 2013





Project Introduction and History:

Totem Lake Park is an underutilized asset at the heart of the Totem Lake neighborhood. The master plan process gives a unique opportunity to explore how the lake can become a gem at the heart of the surrounding community.

History around the lake before its present day use as a retail center focused on the former railroad and agriculture. Hay fields, assorted crops and orchards were prevalent around the site. There is little recorded information of Native American use in the area. Lake Wittenmyer was the first recorded name for the lake, named after Walt Wittenmyer, a former logger and city clerk for the City of Kirkland. In 1964 the name changed to Lake Watsine for unknown reasons. Most people referred to the lake as Mud Lake until Totem Lake Mall opened in 1973 and the name officially changed to Totem Lake to match the Native American theme of the adjacent mall.

Heavily impacted by farming and development over time, the lake successfully reestablished itself with native vegetation. A few invasive species are established in the area, but they are not prevalent throughout the site. Ninety species of birds, long eared owl, deer, beaver, muskrat, raccoons, coyotes, turtles, bullfrogs and fish have all been seen or reported on site. Urban runoff caused several issues with sedimentation and water quality while flooding is an issue due to clogged outfall pipes and the downstream effects of beaver activity in the Juanita Creek drainage basin.

Aerial photographs from 1936 reveal the open water portion of the lake was much larger than its present day condition. There is an unconfirmed rumor that peat mining changed the lake's shoreline. It is also possible the drainage pattern changed and the water level lowered when I-405 or the mall were developed. Longtime local residents recall a "floating island" of vegetation which moved around the lake. This island has not been seen for several years. A boat ramp used to be at the southeast shore of the lake (near the present day location of Big-O Tires).

Totem Lake Park covers 17 acres originally part of the Totem Lake Mall property. The mall's developer donated the land to the King Conservation District (KCD) in 1973. At present the site is co-managed by KCD and the City of Kirkland.



1936 aerial image courtesy of King County Imap



Present day aerial image courtesy of King County Imap



Mother and children at Totem Lake courtesy of Eastside Heritage Collection

A new Totem Lake Park:

Throughout the master planning process, it became clear that the City and neighboring residents are ready for a change. Discussions and dialogue revealed new opportunities and insights of how this once forgot lake could help revitalize the properties that surround it. The final master plan presents a plan to bring this vision into the future.

Acquiring additional property beyond the current park site is recommended to provide additional amenities for the people the park serves. There are two main opportunities for land acquisition (reference map on page 6):

- The first opportunity is the King County Parcel that is to the south of the Cross Kirkland Corridor. King County purchased the land for a pump station that was never built. If added to the Park, the parcel would allow a connection to the communities to the south of the Park. An access easement would need to be coordinated with the adjacent properties to access NE 124th Street.
- Providing additional support for parking and a restroom requires land outside the wetland complex that is currently not owned by the City. These developments could occur on any parcel adjacent to the lake. However, the Yuppie Pawn Tavern parcel was selected as the desired location for development due to good sun exposure and decent change in elevation to provide park elements. This location also serves as a good anchor point that could relate to an outdoor pedestrian mall that could be considered as part of a redevelopment of the Totem Lake Mall property.
- Additional property could be acquired, like the Carlton Hotel parcel that could provide further amenities for the area like parking, storm water mitigation, or other park and community needs.

Highlights of the final master plan and proposed park elements around Totem Lake are explored below:

Totem Lake Park (Upland Parcel): Amenities provided at the proposed park site include ten parking spaces adjacent to a paved plaza in front of the restroom. Stadium seating steps down to a lawn terrace and play area that provides ample space for seating. Moving further down, a promenade boardwalk rings the lake and looks over ecological enhancements of the existing wetlands in areas that are heavily impacted by invasive species.

North Edge: Extending out from the promenade at the new Park, a viewing pier soars out over the wetland complex providing sweeping views of the park. This is the beginning of the loop trail that provides connections to the Evergreen hill climb and the East Hill Neighborhood. Along the way a terrace event lawn is provided adjacent to the Hotel that could be used for special events, or just hanging out with friends.

East Edge: Continuing the loop around the lake, a boardwalk provides an opportunity to explore the eastern edge of the wetland. The generous walkway provides opportunities for seating and areas to observe the diverse wildlife around the lake. The boardwalk is designed to discourage high speeds from bikes riding through this area to not disrupt habitat. Existing trees could also be pruned to open up views for neighboring apartments and condominiums that would also provide additional safety to the Park.

Cross Kirkland Corridor (CKC): Amenities along the new regional bike trail include several features that will allow people the opportunity to pause and enjoy the Park. Beginning at the east, a new bridge creates a gateway that allows a connection to the King County Parcel and a reconnection of a small stream to the lake. Seating and viewing areas are provided along a separated meandering pathway that is part of the loop trail around the lake. A new spiral overpass connects the site to West Totem Lake and separates pedestrians and bicycles from a complicated intersection at NE 124th Street and 124th Ave NE. This includes the development of a rain garden and artistic elements in the traffic island in the intersection of 124th and 124th.

Totem Lake Park Preferred Plan



Inspired by the intersection of Nature and the City, artistic elements frame the centerpiece of this landscape. The site is connected to the CKC by way of a sculptural spiral ramp overpass that allows pedestrians to access the site above traffic. Artistic elements are imprinted on the land that then translate into habitat creation in the wetland for species diversity by way of removing invasive plants.



Totem Lake Park Program, Keynotes & Sections

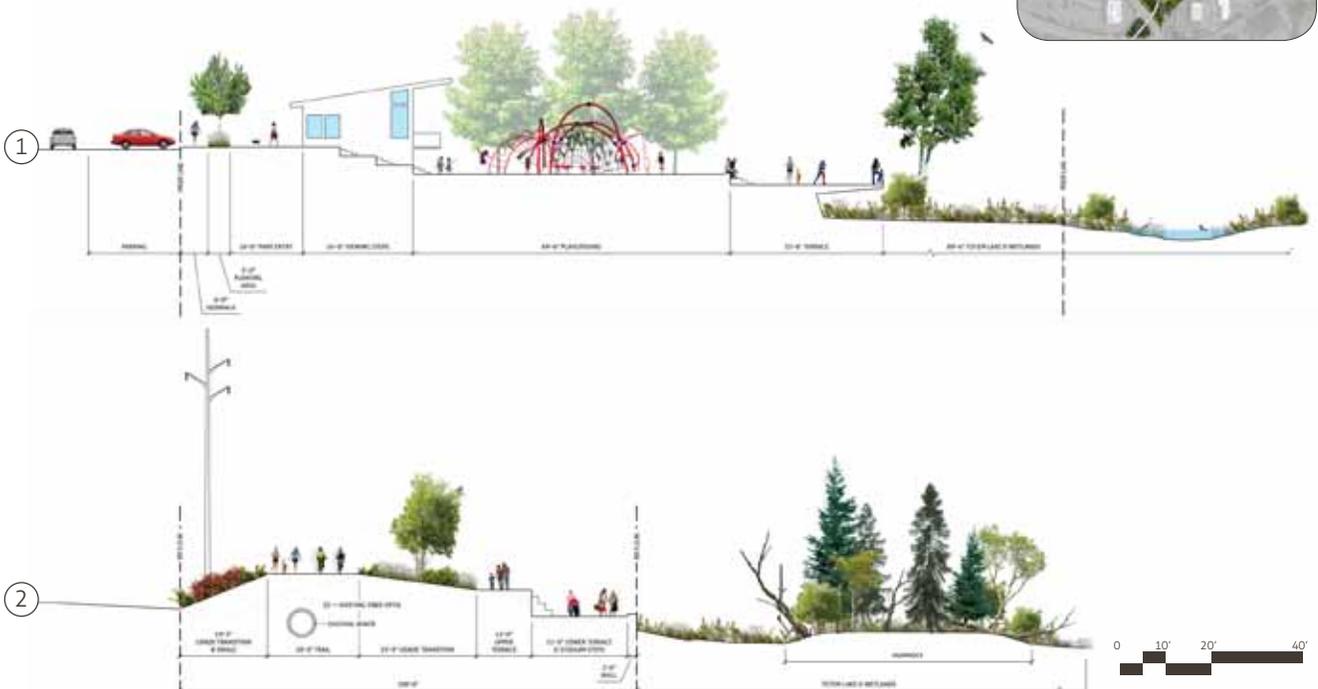
Program Keynotes (see preferred plans)

- (A) Upland Park w/ restroom and kiosk
- (B) Back in angle parking (10 spaces)
- (C) Terraced seating areas and passive lawn
- (D) Play area
- (E) Lake promenade walk and seating nodes
- (F) Elevated lake Viewing pier
- (G) SCL powerline and hillside trails
- (H) Loop boardwalk trail w/ habitat viewing
- (I) Cross Kirkland Corridor improvements
- (J) Passive open space and trail connection
- (K) Bridge feature and wetland enhancement
- (L) Trail respite (seating, interpretive signs)
- (M) Spiral ramp and overpass crossing of 124th
- (N) Stormwater feature
- (O) Median planting w/ sidewalk improvements
- (P) Relocated bus stop
- (Q) Improved entry & sidewalk
- (R) Wetland buffer edge enhancement
- (S) Hummock plantings and habitat features
- (T) Wildlife habitat ponds (enhancement)

Design Program

- Implement a loop trail.
- Provide benches, signage, interpretation, seating areas, etc.
- Look for connections to neighborhoods and regional facilities.
- Recommend parking opportunities and improved pedestrian access.
- Improved pedestrian connection at Totem Lake Blvd. and NE 124th Street.
- Utilize CKC to enhance Totem Lake Park and connections to businesses.
- Study upland parcel or parcels for future development, parking, and links to Totem Lake Mall properties.
- Explore redevelopment of adjacent properties to support the park.
- Enhance the ecological function of the park and the quality of water leaving the lake.
- Make recommendations on how to improve water quality and alleviate future flooding.
- Study public art opportunities to energize the site and create an awareness of the lake.
- Develop and maintain views and access to open water; exclude boats.

Section Keyplan



King County Parcel: A boardwalk forms the main feature through this parcel that highlights the stream and wetland that is on the site. The vision is to enhance the native vegetation and create a varied landscape that is an extension to the main Park site.

West Edge: Completing the loop around the lake is achieved by a graceful boardwalk that connects the CKC to the new Park site. This is considered to be the main connection for bikes to the surrounding business. The boardwalk provides an opportunity to view ecological enhancements to the site that are intended to remove invasive vegetation and increase the diversity of habitat and vegetation. This is achieved through creating shallow pools that can control vegetative growth to allow views of the Lake. Small raised Hummocks radiate out providing areas for evergreen trees and habitat structures like bird boxes, brush piles and snags. Included along the west edge is an extension of the promenade from the main park site along adjacent properties connecting them to Totem Lake Boulevard.



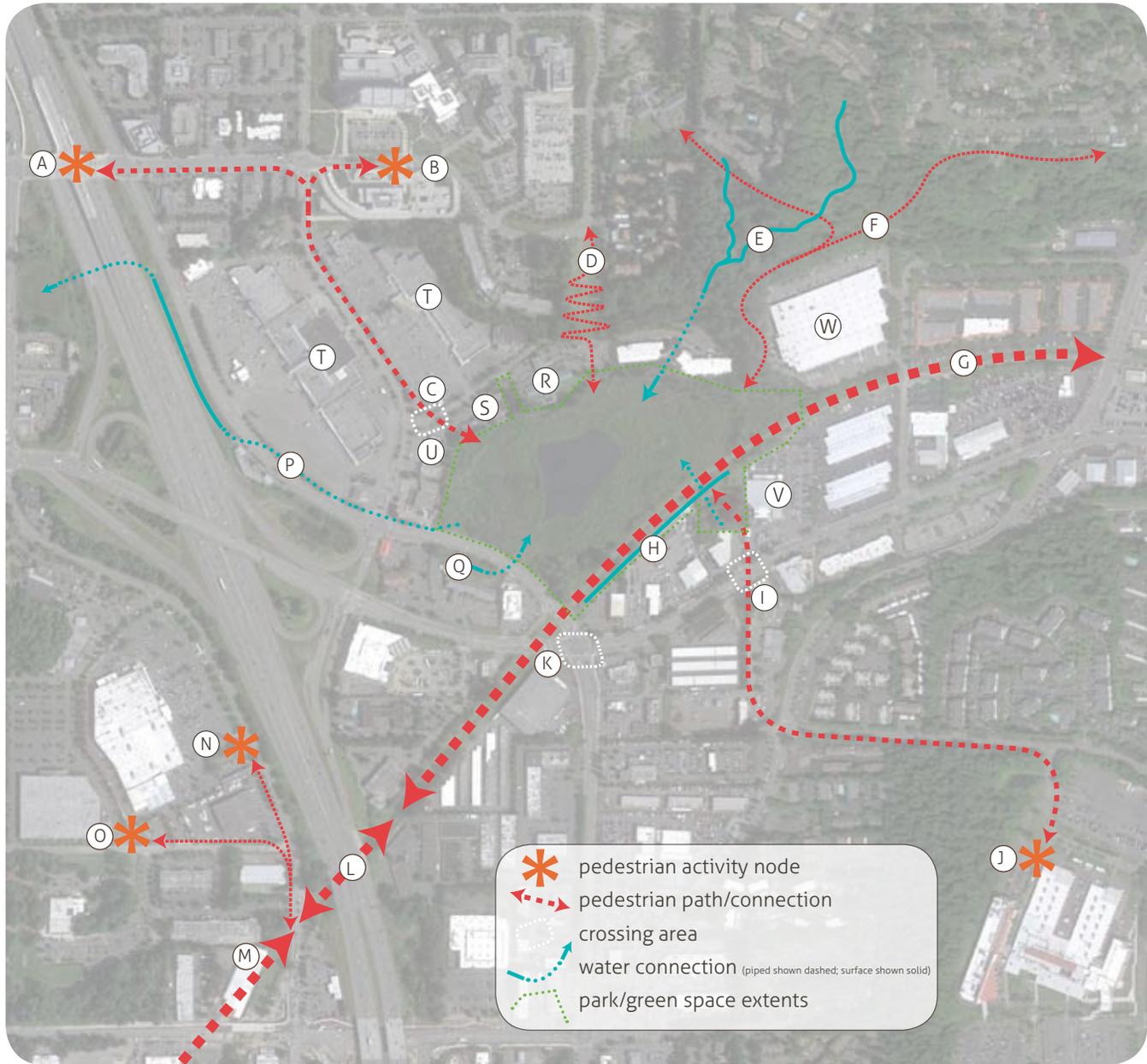
Ecology of Totem Lake:

Urban runoff and flooding has increased sediment transport to Totem Lake. This has accelerated filling of the lake over the years and the natural succession from lake to wetland. This can be seen comparing the current aerial with one from 1936 (See page 1). Approximately 50% of the lake area has decreased in the last 70-80 years. The lake area will continue to decrease in time due to sedimentation and organic matter production. Organic matter production in the wetland is very high and little of it is exported during flooding. Therefore accretion will be relatively rapid. Any design for the Park must recognize that the lake will fill in overtime and one day may be a wetland with no open water.

The Master plan recognizes this evolution, and looks to enhance the function of the site by enhancing the diversity of vegetation and natural elements that support wildlife function. This will ensure the site continues to provide a benefit to surrounding properties as a respite from urban living, and a place for nature to co-exist with the built environment. The health of Totem Lake will also need to rely on stewardship from surrounding parcels to mitigate their runoff to improve water quality that enters the lake and slow down the rate at which the water enters the system. This will also help to reduce urban flooding events.

Opportunities for partnerships also exist with surrounding projects that can be coordinated the park development. For instance, a study is looking at providing a water quality vault on the north side of the lake. The vault could be constructed below the upland park site that could support to proposed park plan on top of the vault.

Totem Lake Park Program Opportunities & Connections



- | | |
|--|---|
| (A) Transit Center | (M) Cross Kirkland Corridor |
| (B) Evergreen Hospital | (N) Totem Lake West |
| (C) Street Crossing | (O) Public Safety Building |
| (D) SCL Powerline Trail | (P) Lake Outfall to Juanita Creek Tributary |
| (E) Hillside Drainage | (Q) Adjacent Stormwater Pond |
| (F) Hillside Trails | (R) Hotel |
| (G) Cross Kirkland Corridor | (S) Yuppie Pawn |
| (H) Railroad Ditch and Wetland | (T) Totem Lake Mall |
| (I) Street Crossing | (U) Cafe Veloce |
| (J) Lake Washington Technical College | (V) Toyota of Kirkland |
| (K) Street Crossing | (W) Nintendo |
| (L) Transition: Totem Lake - Totem Lake West | |

Connections to Totem Lake Park:

Getting to Totem Lake Park is a challenge. There is little parking at the site today, and accommodating alternate forms of transportation such as bicycling, walking, and transit may improve access to the park to those in the adjacent Neighborhoods.

Currently, NE 128th Street provides an east/west connection between Juanita High School, the Totem Lake/ I-5 transit station, and Evergreen Hospital. Bicycle lanes are provided in NE 128th Street from 116th Avenue NE to 120th Avenue NE. Bicycle lanes also exist in 124th Avenue NE, south of the intersection with Totem Lake Boulevard, the Cross Kirkland Corridor and NE 124th Street. The Cross Kirkland Corridor will eventually also provide good non-motorized access to the Totem Lake Park.

120th Avenue NE provides the most direct pedestrian access from Evergreen Hospital and the Kingsgate Neighborhood to the north. The north end of this street, just south of NE 128th Street, is relatively steep with minimal separation between automobiles and the sidewalk. The southern portion of the street, closer to the park, is not steep, but has no separation or setback from the sidewalk to the northbound travel lane.

The following recommendations look at how future Capital Improvement Projects for the Street Right of Way could help enhance the connections and experience of arriving at Totem Lake Park.



Totem Lake Boulevard:

The vision for Totem Lake Boulevard is a parkway that feels as though you are passing through a park, leveraging the exiting street edge with Totem Lake, a new median, and integrating the storm water wetland to the west of the street into one experience. In addition to the improved parkway like character, the redesign of the street is intended to improve bicycle and pedestrian facilities including a new wider sidewalk along the streets eastern edge overlooking Totem Lake Park, and one way or two way cycle track buffered from vehicular traffic with a combination of vegetation and structured barrier. Special consideration should be given to how the new Totem Lake Boulevard cycle facility will be integrated into the cross Kirkland corridor as well as making connections to the south to 124th Ave NE and north to evergreen hospital, and the new transit station, both on 120th Ave NE and NE 128th Street. The bus stop location on Totem Lake Boulevard should also be studied, and is recommended to be moved closer to the intersection of 120th Ave NE and NE 124th Street to align with a new park entry.

The redesign of Totem Lake Boulevard is anticipated to be completed as part of Public works Projects associated with civic infrastructure upgrades in the Totem Lake Neighborhood and is not seen as a priority of park improvement projects. While the full vision for Totem Lake Boulevard may inquire significant changes to the Totem lake Right of Way (including widening of the roadway profile and prism of fill on which it's built) there are several roadway/park charter improvements that could be considered with the roadways current state. These include:

- Rebuild a wider Eastern side better utilizing the full width of the existing gabion/MSE wall, possibly with a structural edge (possibly cantilevered), and buffer this new sidewalk with a structural barrier to improve real and perceived safety issues from passing traffic, while adding to the parkway character.
- Study the development of a median in the underused right hand turn lane, reducing the overall scale of the street and enhancing its parkway character.

The Totem Lake /Evergreen Hill Loop

With Totem Lake Park reimagined as a design park with looping trail system and access to the cross Kirkland corridor, the proximity of Kirkland's largest employer (Evergreen Health), and the nearby Evergreen Neighborhood, the establishment of a looping trail connecting these community amenities is a unique opportunity. There are several components to making this loop trail system a reality.

- The Evergreen terrace climb: the Seattle City Light (SCL) Right of Way (ROW) climbing steeply from the north side of the lake to the top of evergreen hill can be developed to include a switchback staircase to connect the adjacent neighborhood to the park. The ROW is a steep slope, so special provision for any such connection will have to address slope sensibilities, and could include prefabricated metal or wood stair sections and landings on pin piles. This terrace climb would require careful negotiation with Seattle City Light to address functionality and security concerns associated with a very important high transmission line. Additional research may show that the Hotel property may extend up the majority of the hill and would require less coordination with SCL.
- 120th Avenue NE "Green Spine": 120th Ave NE is reimagined as a neighborhood connection from Totem Lake Park to a redeveloped Totem Lake Mall development, Evergreen Hospital, NE 128th Street transit station and the Kingsgate park and ride. This reimagined street includes widened sidewalks buffered from the street by new rain gardens treating runoff from adjacent roadways.
- Extend existing bicycle lanes along Totem Lake Boulevard from NE 128th Street to NE 124th Street to improve bicycle access to the park, and also complete a key missing link in the City's bicycle network. Improved bike facilities may include bike lanes or buffered 2-way cycle track.
- Providing pedestrian friendly facades that bring adjacent commerce and business to the property edges. This would be in place of the current surface parking lots that define the character of the road. While traffic will continue to flow to the southwest to join Totem Lake Boulevard and the I-405 on ramps, the pedestrian way and storm water will both flow southeasterly into the park, providing a seamless connect between the Totem Lake development and the Lake that will become an icon for the neighborhood.



- Consider removing the left-hand turn lane from the flatter portion of 120th Ave NE, shifting northbound traffic west, and installing a bioretention or biofiltration swales between the sidewalk and northbound lanes. This would provide water quality benefit to Totem Lake, and provide a more protected pedestrian route from NE 128th Street to the park.
- Evergreen Hospital Loop: In addition to the exiting streetscapes connecting 120th Ave NE to the Evergreen terrace hill climb, the Evergreen Hospital campus itself has developed enhanced trail connections that tie the loop into a whole.

Neighboring edge developments

While this is a park plan, and development of adjacent properties are beyond the control of this park master plan or the City, it is difficult to imagine the development of Totem Lake Park without imagining a change in development patterns around the park, both out of inevitable growth pressures associated with what could be considered to be underutilized sites, with the development of an iconic park and the Cross Kirkland Corridor acting as a catalyst to help instigate and shape that change. The edge recommendation in this section, while beyond the control of this master plan, are intended to inspire and possibly shape a vision for “what could be”.

Additional studies were prepared that show how the acquisition of the Hotel site could be configured to retain a portion of the existing parking lot providing approximately 50 parking stalls. The final study shows how the preferred plan functions with the future surrounding development, including the redevelopment of the Totem Lake Mall properties.

Master Planning Process:

The first phase of work occurred from March to August 2013 to develop a design program to re-envision Totem Lake Park. The second phase ended in December 2013 and transformed the park program into two or three design alternatives which were then vetted down to one master plan through a public process with input from the Park Board, City Staff and City Council.



Phase 1 - Park Programming

The project kicked off with a site walk around the lake on Thursday, April 4. Attendees included city staff, Park Board members, KCD representatives, and members of the design team.

The following opportunities and constraints were discussed on the tour:

1. The trail and boardwalks should loop or connect around the lake.
2. A connection to the Cross Kirkland Corridor (CKC) would support the site.
3. It is hard to see the lake from surrounding properties or roadways and many people don't even know it's there.
4. Sidewalks along Totem Lake Boulevard are narrow and uninviting to pedestrians.
5. There is currently no onsite parking. Parking is allowed on a private drive at the park access boundary. Current signs are confusing.
6. The health of the lake and its adjacent wetland is good. Although low in biodiversity, the site provides habitat for several species of birds, beaver, turtles and fish, to name a few. Prime conditions for wildlife viewing and supporting other programs.
7. Recurring restoration work parties have removed invasive species and planted native plants.
8. Consider how the site is a catalyst to surrounding development. Look for opportunities to create a gateway at Totem Lake Boulevard as part of the development of CKC.
9. Safety and security is a big concern. There were issues with camping on the site in the past.



In preparation for the first public meeting, The Watershed Company completed a wetland delineation report identifying all critical areas on the site. The report identified the lake and its associated wetland to be approximately 18 acres. The park site itself is 17 acres, so the associated wetland and buffers go beyond park property. This report also identified drainages running parallel to the CKC and a separate wetland to the south of the lake on property owned by King County.

Outreach to surrounding property owners started in this phase to engage and allow those immediately adjacent to the site an opportunity to provide input or share insight for future park improvements. At this time, we have only heard from one surrounding property owner, Brian Lurie of Yuppie Pawn. The project team continues to reach out and is working in conjunction with ongoing meetings with Totem Lake residents and businesses at Café Veloce.

The first public meeting was held on Saturday, June 1 2013 at the Yuppie Pawn parking lot adjacent to the park site. Approximately 25 to 30 members of the local community along with select Park Board members and park staff attended. Jenni Creveling of The Watershed Company led two tours of the lake and wetland complex. The tours gave community members an opportunity to see how diverse and intact the natural area is. For several folks this was the first time they had been to the site and seen the lake.

The design team set up three stations titled Reveal Ecology, Reveal Recreation and Culture, and Re-Imagine Totem Lake. The first two stations provided information about the site and its surrounding environment and asked participants to provide any information they felt was missing or other observations relevant to the project. The final station asked for attendees to share their vision for Totem Lake Park. Information was recorded on tags pinned to the boards. These were then synthesized along with verbal conversations held at the meeting into emerging themes.



Totem Lake Reveal Park Ecology

1 Totem Lake Neighborhood
 Given the highly urbanized nature of the area surrounding Totem Lake area, runoff into the lake causes degraded water quality, affecting the lake ecosystem and possibly downstream water quality.

2 Lake Outlet
 Flooding affects the site and is a partial result of downstream impacts, some of which are caused by an eager beaver!

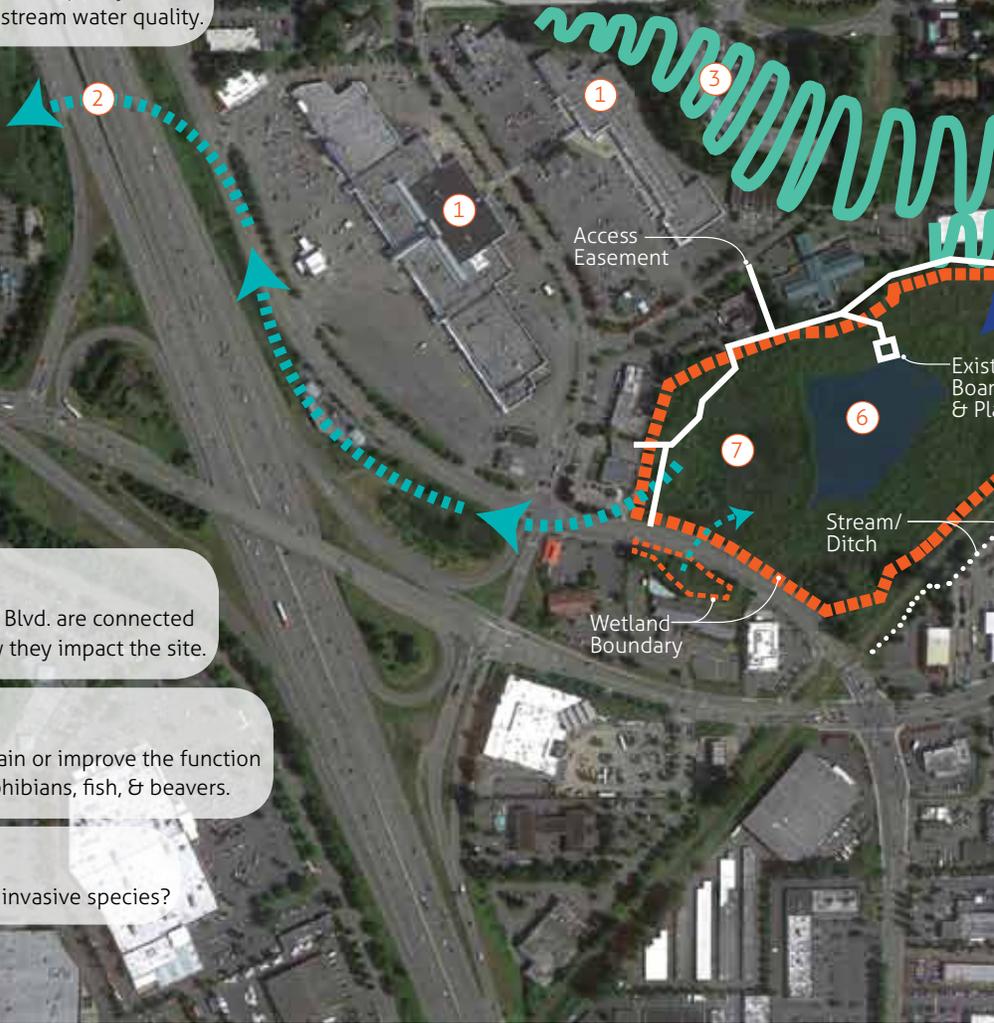
3 Forested Hillside
 The steep hillside to the north of the lake forms a wildlife corridor that also provides a possible connection to Evergreen Hospital and surrounding communities.

4 Urban Creeks
 Water drains into and out of Totem Lake from the surrounding hillsides and communities.

5 Adjacent Wetlands
 Wetlands separated by the CKC and Totem Lake Blvd. are connected to the lake and need to be considered as to how they impact the site.

6 Totem Lake Wildlife
 How can we enhance wildlife habitat and maintain or improve the function of the site? Consider songbirds, waterfowl, amphibians, fish, & beavers.

7 Totem Lake Invasives
 What Restoration efforts are needed to manage invasive species?



Poster presented at June 1st Public Meeting



Totem Lake is the headwaters of a much larger natural system (a tributary of the Juanita Creek Drainage Basin). The lake and surrounding areas are classified as a depressional wetland approximately 18 acres in size. The open water portion, Totem Lake, comprises approximately 3 acres of the total wetland area. Native vegetation within the wetland includes native scrub-shrub, emergent and aquatic bed plants. Invasive plants are present, including Purple loosestrife, reed canary grass and Himalayan Blackberry. Totem Lake is an ecological gem, yet with some obvious impacts from the urban areas that surround it. One of the critical opportunities of this project will be designing a plan that can enhance the human experience of the park, opening it up to become an icon of the community, even as we work to enhance the ecological performance of the lake and wetland.

What observations do you have to add?



Totem Lake Park Reveal Recreation & Culture

It's not just a place; it's a starting point. If there was improved site access and connections to the surrounding community, could Totem Lake be revealed as the central park of the neighborhood? What would help strengthen the Lake as a destination?

- (A) Totem Lake Park
- (B) Surrounding Properties
- (C) Totem Lake Mall
- (D) Cross Kirkland Corridor
- (E) Evergreen Hospital
- (F) Neighborhood

An economic catalyst: Would you like to sit out on a patio for brunch looking out over the lake on a sunny morning? Surrounding development could enable Totem Lake Park to become a destination that then supports other services.

Poster presented at June 1st Public Meeting

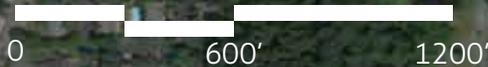
Mudd Lake, one of many names in Totem Lake history, has a story to tell. Starting with a vast forest and cultures of Native Americans, the area has transitioned from agriculture and railroads to automobiles, modern development and industry. The landscape around the lake over the past 100 years has seen a dramatic change. Totem Lake is physically located at the heart of its namesake neighborhood, yet it is anything but the heart of the community that surrounds it.

What...there's a lake in Totem Lake? Did you know there was a lake here? Limited access to the site surrounded by development and natural barriers make it hard to get here. There is a great opportunity to develop a strong sense of place that can become a catalyst to revitalize the greater Totem Lake Community.

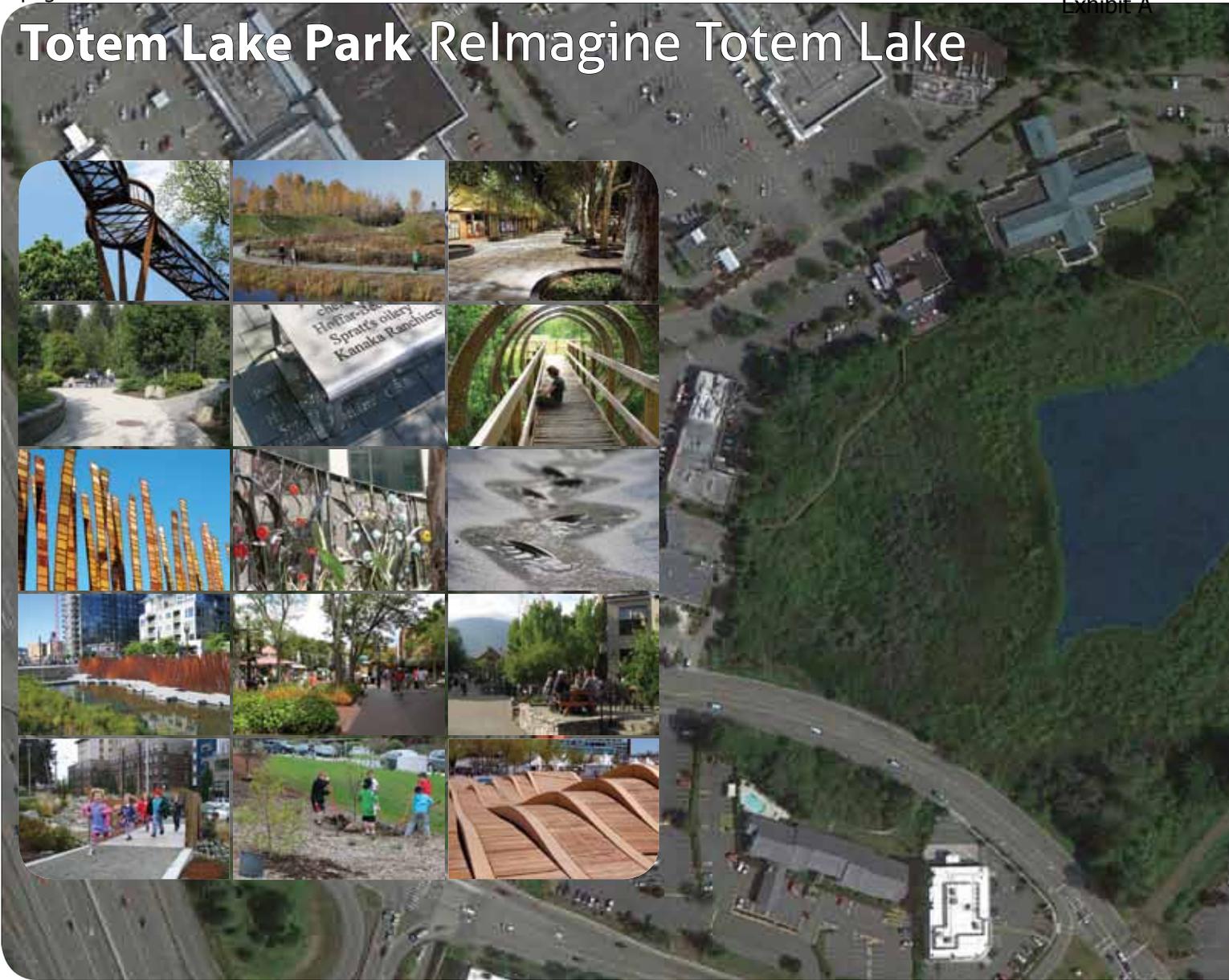
Honor and build on the history: Agriculture was prevalent around the lake during early days of Kirkland, and the railway has left its imprint on the shores as well. How can this help build character for the site?

Reach beyond the park! With its location along the forthcoming Cross Kirkland Corridor, the Park brings a unique opportunity to provide connections to businesses and amenities for trail users.

What activities, existing or new, would bring you to Totem Lake?



Totem Lake Park ReImagine Totem Lake

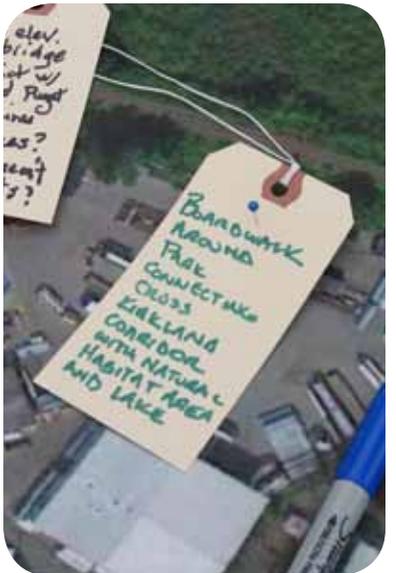


Poster presented at June 1st Public Meeting



Finding the magic is the trick to successful places, from the design through implementation. The ultimate solution for Totem Lake is about finding what's unique and building on it to make this a great place to be. With this in mind, we have one simple question for you:

Share your vision for Totem Lake.



Emerging Themes from Public Meeting 1:

1. Provide a loop trail with minimal impacts to wildlife habitat and ecology. (Strong support for maintaining what's there and building from it.)
 - a. Include a connection through the site to the mall, which would be a better experience than walking along Totem Lake Blvd.
 - b. Safety and security are a concern and need to be addressed.
2. Install viewing platforms to the north or at locations around the lake to view the open water and wildlife. (Confirm if views to Mt. Rainier are possible.)
3. Provide access/connections to the adjacent neighborhood (CKC, SCL Right-of-Way, and steep hillside open space to the northeast).
4. Improve pedestrian crossing/gateway at CKC, Totem Lake Boulevard and 124th Street (grade separated):
 - a. Consider "all-way crossing" like at Pike Place Market.
5. Create more upland for additional amenities: wetland education center, parking, picnicking, lawn, etc. (Acquire adjacent property(s)?)
6. Program to remove invasive species/site stewardship. (Establish a friends of group?)
7. Make the site accessible, providing seating areas, benches, and interpretive elements.
8. Gain support for the park site from the surrounding businesses to preserve the wetland/lake.
9. Create viewpoints by developing a vegetation management plan to allow views into the site.
10. Consider if access to the water for human powered boats is desirable.

The project was presented to the Park Board on April 10 and June 12 to review what was learned and the outcome of the public meeting.

Park Program:

Design Program elements for Totem Lake Park were formulated based on site and neighborhood analysis and context from the first community workshop. City Council input was provided on August 6th, 2013 and the final approved design program is as follows:

1. Provide a loop trail to enhance and energize the site.
2. Provide appropriate amenities to support use of the site (benches, signage, interpretation, seating areas, etc.).
3. Enhance connectivity to and from the park, to include Evergreen Medical Center and the Totem Lake Transit Center. Develop a connection in cooperation with SCL at the utility easement and with local property owners on the “north hill” to allow adjacent community users to access the site.
4. Study and recommend parking opportunities and improved pedestrian access.
5. Provide improved pedestrian connections at Totem Lake Blvd. and 124th Street.
6. Develop the CKC to enhance the experience of Totem Lake Park and provide connections to surrounding businesses.
7. Study the development of an upland parcel(s) for future center, parking, and link to Totem Lake Mall properties.
8. Explore further how adjacent parcels could be redeveloped to strengthen and support the programming of the park.
9. Enhance the ecological function of the park and the quality of water leaving the lake. Develop a vegetation and wildlife management plan to diversify existing vegetation, remove invasive species, and support a diverse population of wildlife (consider stewardship and work with KCD).
10. Make recommendations on how to improve water quality and how site management may help alleviate future flooding issues.
11. Consider how public art could be incorporated into the planning process to energize the site and create an awareness of the lake.
12. Develop and maintain views and access to open water but don't provide for boating activities due to the limited size of the lake.



Totem Lake Park Program Opportunities & Connections

- (A) Transit Center
- (B) Evergreen Hospital
- (C) Street Crossing
- (D) SCL Powerline Trail
- (E) Hillside Drainage
- (F) Hillside Trails
- (G) Cross Kirkland Corridor
- (H) Railroad ditch and wetland
- (I) Street Crossing
- (J) Lake Washington Technical College
- (K) Street Crossing
- (L) Transition : Totem Lake - Totem Lake West
- (M) Cross Kirkland Corridor
- (N) Totem Lake West
- (O) Public Safety Building
- (P) Lake Outfall to Juanita Creek Tributary
- (Q) Adjacent Stormwater Pond
-  pedestrian activity node
-  pedestrian path/connection
-  crossing area
-  water connection (piped shown dashed, surface shown solid)
-  park/green space extents



Phase 2: Schematic Design Alternatives

Working from the design program, three unique design alternatives were prepared and presented at meetings with the City and Park Board. The alternatives were presented at a second public workshop that was held on September 21st 2013 at the Yuppie Pawn Parking lot.

To address the storm water component of the design alternatives, the design team attended a meeting with Jenny Gaus from the City to discuss options of how the site could help alleviate storm water flows and flooding. A concept was discussed that involved dredging a portion of the Lake to provide additional storm water capacity at peak flows. A rough calculation determined that even if you dredged the entire 17 acre parcel, it would not be enough to make a difference to peak flows. It was determined that the Park Master Plan should focus on preserving and enhancing the ecological function of the site and adjacent properties would need to provide their own storm water facilities to help alleviate flooding issues in the area.

Connections



Design Program

- Implement a loop trail
- Provide benches, signage, interpretation, seating areas, etc.
- Look for connections to neighborhoods and regional facilities.
- Recommend parking opportunities and improved pedestrian access.
- Improved pedestrian connection at Totem Lake Blvd and N.E. 124th Street.
- Utilize CKC to enhance Totem Lake Park and connections to businesses.
- Study the development of an upland parcel or parcels for future center, parking, and link to Totem Lake Mall properties.
- Explore re-developed of adjacent properties to support the park.
- Enhance the ecological function of the park and the quality of water leaving the lake.
- Make recommendations on how to improve water quality and alleviate future flooding.
- Study public art opportunities to energize the site and create an awareness of the lake.
- Develop and maintain views and access to open water; exclude human powered boats.



The alternatives were titled Contemplate, Influence and Integrate and a description of the concept is included on the individual boards. All of the alternatives considered connections to the surrounding community, and a sensitivity to the ecological function of the site.



Totem Lake Park Contemplate

- (A) Outdoor Restaurant Space
- (B) Shared Parking
- (C) Mitigation
- (D) Observation/ Gathering Terrace
- (E) Event Terrace/ Lawn
- (F) SCL Powerline Trail
- (G) Enhanced Viewing Deck
- (H) Loop Boardwalk Trail
- (I) Bird Blind
- (J) Natural Habitat Structure
- (K) Passive Open Space w/ Bridge
- (L) Grand Terrace
- (M) Cross Kirkland Corridor Improvements
- (N) Lawn
- (O) Raised Planting Enhancements
- (P) Seating Nodes
- (Q) Bus Stop
- (R) Median Planting
- (S) Improved Entry & Sidewalk
- (T) Outfall



Contemplate includes a loop pathway that is closer to the lake, and assumes no land acquisition for park amenities. The concept focuses on a light touch to the land to view wildlife by creating a series of boardwalks and seating areas around the Lake. Totem Lake Boulevard is enhanced with a planted median in the center turn lane. Pedestrian crossing of the Cross Kirkland Corridor (CKC) at the intersection of NE 124th Street and 124th Ave NE is provided at grade with no separation from vehicular traffic.



Opportunity abounds to discover the natural beauty of the site through a series of connected boardwalks and viewing terraces. Businesses that neighbor the lake property are encouraged to provide outdoor seating and gathering opportunities. Storm water management is handled offsite before water reaches the site, and species diversity is enhanced by way of providing enhanced habitat features around the lake.



Totem Lake Park Influence

- (A) Redevelopment of NW Corner
- (B) Parking
- (C) Upland Park
- (D) Promenade
- (E) Viewing Pier
- (F) Enhanced Viewing Deck
- (G) SCL Powerline Trail
- (H) Hummock Restoration Planting
- (I) Cross Kirkland Corridor Improvements
- (J) Passive Open Space
- (K) Trail Respite
- (L) Spiral Ramp w/ Overhead Crossing
- (M) Stormwater Opportunity
- (N) Bus Stop
- (O) Median Planting
- (P) Buffer/ Edge Enhancement
- (Q) Improved Entry & Sidewalk
- (R) Loop Boardwalk Trail
- (S) Mitigation
- (T) Outdoor Space



Influence looks to acquire the Yuppie Pawn Tavern site to create a park site outside the wetland complex. This would allow development of a restroom and other park amenities that are currently not possible on the current site. This location offers a complimentary amenity to the future redevelopment of the Totem Lake Mall Property. Another component included studying how Café Veloce could remodel and provide an outdoor terrace that would interact with the Park site. An artistic spiral overpass separates vehicles and cars from the 124th and 124th intersection for the CKC. This concept also allows the overpass to avoid the overhead Seattle City Light Power lines.



Inspired by the intersection of Nature and the City, artistic elements frame the centerpiece of this landscape. The site is connected to the CKC by way of a sculptural spiral ramp overpass that allows pedestrians to access the site above traffic. Artistic elements are imprinted on the land that then translate into habitat creation in the wetland for species diversity by way of removing invasive plants.



Totem Lake Park Integrate

- (A) Improved Boulevard using LID
- (B) Shared Parking with Mall
- (C) Future Mall Renovation / Green Spine
- (D) Upland Park Site
- (E) Sculptural Lawn Terrace
- (F) Environmental Center/ Restroom
- (G) Turnaround Dropoff
- (H) Stormwater Ponds
- (I) SCL Powerline Trail
- (J) Bird Blind/ Connecting Boardwalk
- (K) Spur Trail
- (L) Cross Kirkland Corridor Improvements
- (M) Passive Open Space w/ Bridge
- (N) Observation Deck
- (O) Future Development
- (P) Canopy Walk
- (Q) Lawn Terrace
- (R) Secondary Park Entrance
- (S) Relocated Bus Stop
- (T) Median Planting
- (U) Habitat Creation w/ Open Channels
- (V) Expanded Promenade



Integrate goes a step further in acquiring both the Yuppie Pawn site along with the Hotel Parcel. The expanded acquisition allows for an opportunity to not only provide a park site, but also enhanced storm water capacity for the lake. This could allow for a partner approach with the Totem Lake Mall redevelopment if they need additional land to mitigate for their storm water impacts. The overhead crossing of the 124th and 124th intersection soars above the lake, providing views over the lake and a connection to the Totem Lake Mall property. This concept also shows how the Totem Lake Mall redevelopment could interface with the Lake, providing a great amenity for the public.

Rising above Totem Lake Boulevard, an overhead walkway provides not only an uninterrupted flow of pedestrians to the site, it also allows for a spectacular view of the wetland complex. The ecological diversity of the site is enhanced by creating a series of ponds that provide edges and habitat features. Property is potentially acquired to provide storm water quality that will help enhance the ecological function of the site.

0 500' 1000'

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Input from the public workshop is summarized in the meeting notes (see appendix). In general, it was clear that an overpass at the 124th intersection was desired. The “Influence” plan was a clear favorite, but there were several elements from the other concepts that people said they would like to see in preferred master plan.





Phase 3: Preferred Master Plan

Upon synthesizing input from the Public and City, a draft preferred master plan was developed and presented at the Community Planning day on October 19th, 2013. The plan received positive response from the City, Park Board and members of the public who attended the planning day. The plan was also reviewed at a meeting with the Totem Lake Business meeting on October 14th, 2013 and received positive feedback. There was a lively discussion about how this could help spur growth in the area, along with a healthy discussion about parking.



Totem Lake Park Program, Keynotes & Sections

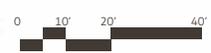
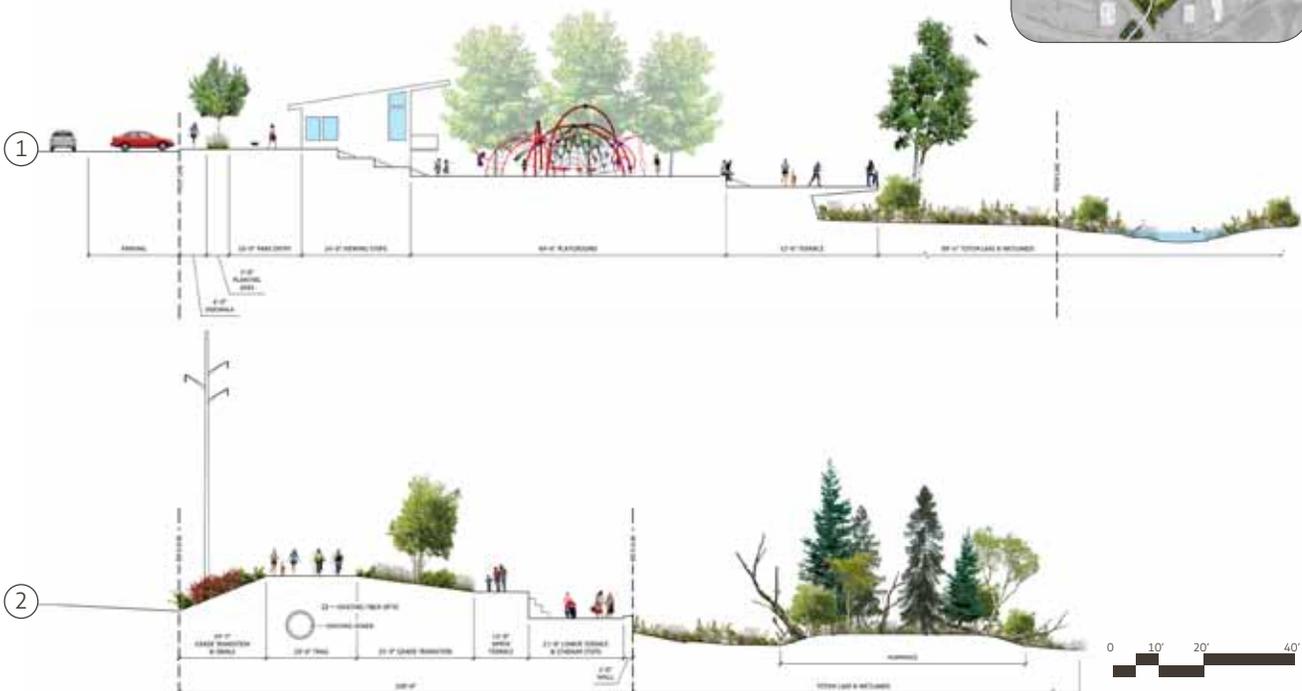
Program Keynotes (see preferred plans)

- (A) Upland Park w/ restroom and kiosk
- (B) Back in angle parking (10 spaces)
- (C) Terraced seating areas and passive lawn
- (D) Play area
- (E) Lake promenade walk and seating nodes
- (F) Elevated lake Viewing pier
- (G) SCL powerline and hillside trails
- (H) Loop boardwalk trail w/ habitat viewing
- (I) Cross Kirkland Corridor improvements
- (J) Passive open space and trail connection
- (K) Bridge feature and wetland enhancement
- (L) Trail respite (seating, interpretive signs)
- (M) Spiral ramp and overpass crossing of 124th
- (N) Stormwater feature
- (O) Median planting w/ sidewalk improvements
- (P) Relocated bus stop
- (Q) Improved entry & sidewalk
- (R) Wetland buffer edge enhancement
- (S) Hummock plantings and habitat features
- (T) Wildlife habitat ponds (enhancement)

Design Program

- Implement a loop trail.
- Provide benches, signage, interpretation, seating areas, etc.
- Look for connections to neighborhoods and regional facilities.
- Recommend parking opportunities and improved pedestrian access.
- Improved pedestrian connection at Totem Lake Blvd. and NE 124th Street.
- Utilize CKC to enhance Totem Lake Park and connections to businesses.
- Study upland parcel or parcels for future development, parking, and links to Totem Lake Mall properties.
- Explore redevelopment of adjacent properties to support the park.
- Enhance the ecological function of the park and the quality of water leaving the lake.
- Make recommendations on how to improve water quality and alleviate future flooding.
- Study public art opportunities to energize the site and create an awareness of the lake.
- Develop and maintain views and access to open water; exclude boats.

Section Keyplan



Totem Lake Park Preferred Plan



Inspired by the intersection of Nature and the City, artistic elements frame the centerpiece of this landscape. The site is connected to the CKC by way of a sculptural spiral ramp overpass that allows pedestrians to access the site above traffic. Artistic elements are imprinted on the land that then translate into habitat creation in the wetland for species diversity by way of removing invasive plants.



Totem Lake Park Preferred Plan + ^{Acquired} Property



Café Veloce's back of house is reconfigured, and an outdoor serving station added, allowing support for an outdoor terrace. This portrays how future development could open up to the lake to boost the lake as an asset and amenity to surrounding development.

This sketch shows how the acquisition of the Carlton Inn hotel could provide storm water quality ponds that help enhance the ecological function of the site. It also takes advantage of the existing parking lot supporting approximately 50 additional cars for the park.



Totem Lake Park Preferred Plan + ^{Acquired} Property + ^{Surrounding} Development



- Future redevelopment around the lake can be completed in a way that enhances the experience of the place. The Totem Lake Mall property could provide a green spine through the property, allowing pedestrians the ability to access the lake. The stairway feature at the lake provides an opportunity for small outdoor gatherings or lunch time concerts.
- 120th avenue NE is designated as a neighborhood connection from Totem Lake Park connecting to the Mall property, Evergreen Hospital, transit center and park and ride lot. This reimagined street would include widened sidewalks separated from the street by rain gardens. Improved bicycle facilities might include buffered bike lanes.
- Totem Lake Blvd. has been envisioned as a parkway that passes through the park, leveraging the existing street edge, a new median and integration of the stormwater wetland to the west of the street into the experience. In addition to the improved parkway like character, the redesign of the street is intended to improve bicycle and pedestrian facilities.



Final Preferred Master Plan

Based on input received from the Community Planning Day, the plan was altered to open up views into the lake from along Totem Lake Boulevard. Additional revisions are provided at the King County Parcel to accommodate the existing stream and wetlands in the area. This plan presented at the beginning of the report was presented at the November Park Board and City Council workshop where it received unanimous support.

Totem Lake Park Preferred Plan







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

Date: November 27, 2013

Subject: Peter Kirk Park Restroom Renovation – Budget Adjustment Request

RECOMMENDATION:

It is recommended that City Council approves a budget adjustment for the Peter Kirk Park Restroom in the amount of \$5,300 using REET 2 Reserves.

BACKGROUND DISCUSSION:

The Kirkland Transit Center project included a Sound Transit budget allowance for transit operator lay-over, and driver comfort and convenience, including exterior and interior improvements for the existing Peter Kirk Restroom building (Attachment A). The renovation is for the interior areas of the restroom, including the demolition of all interior fixtures and the sandblasting of all surfaces (floors, walls and ceiling). The finished Project will include Americans with Disabilities (ADA) improvements, new plumbing fixtures and an updated look with new lighting, toilet partitions, wall paint, ceramic wall tile color accents and new flooring material.

At their regular meeting of June 18, 2013, City Council awarded the construction contract for the Project to Moon Construction in the amount of \$90,994.50 and construction began on July 1. The Project started off well during the warm dry months of summer; however, progress was slowed by delays in the delivery of specified plumbing fixtures. The interior of the building was completely prepped and ready to receive the specified new finishes and fixtures when the rains of late summer began. With those rains came a new unexpected problem with excess moisture content on the interior concrete wall faces and concrete floor. As a result, Parks staff and the roofing contractor, who had done previous work on the building, began an extensive triage on the structure to establish the source of quite a few points of moisture penetration.

The roofing contractor performed a series of warranty work efforts and the intrusion of water from the roof was abated; however, the excess moisture found on the walls near the floor of the building were determined to be unrelated to the roofing work.

In addition to the increased work efforts associated with the moisture problem, other unanticipated changes, as a result of inherent building deficiencies, occurred and the Project's established contingency no longer appears adequate to complete the Project.

The warranty roofing work performed was no additional charge to the Project; however, the floor moisture issues plus other encountered building deficiencies (to date) include:

- | | |
|---|-------------------------|
| 1. Change Order #1 - Added flooring moisture proofing | \$2,320 (work complete) |
| 2. Changer Order #2 | |
| a. Missing CMU Doorway Headers | \$1,143 (work complete) |
| b. Replace defective existing heater | \$ 638 (not complete) |
| c. Sink Carrier change* | \$ 659 (work complete) |
| d. Toilet Carrier change* | \$2,713 (work complete) |
| e. Partition shift for ADA compliance | \$ 452 (not complete) |
| | Sub Total: \$5,605 |
| | TOTAL: \$7,440 |

* Required as a result of a compatibility problem between new fixtures and existing plumbing

Other additional Project costs include a request from the original roofing contractor for work and professional advice above and beyond their warranty work on the roof (\$1,850), added architectural services and assistance, plus some possible re-mobilization costs for sub-contractors who have had to come to the job numerous times as a result of the moisture penetration problem – staff continues to negotiate with the general contractor on any possible sub-contractor added costs.

At the time of award the established budget was \$126,700 and included a contingency of \$5,105; which is approximately half of the standard contingency. The original contingency was established primarily due to the relatively small size of the building and the specific nature of the planned improvements. With the award, staff felt the original contingency would be sufficient; however, given the extent of the water intrusion situation and other latent flaws in the original structure, the contingency needs to be increased. With prior and proposed additional costs being calculated, a budget amendment was programmed into the December CIP Update to include another \$8,000 of Parks Easement Revenue to increase the overall budget to \$134,700. As the moisture issues appear to have been abated, and the project is now moving towards completion, staff is recommending the use of REET 2 Reserves in the amount of an additional \$5,300 (\$140,000 in total anticipated cost - \$134,700 = \$5,300) to adequately fund the Project, including a provision for a reasonable amount of contingency for the remaining Project's duration and to honor valid requests for additional compensation.

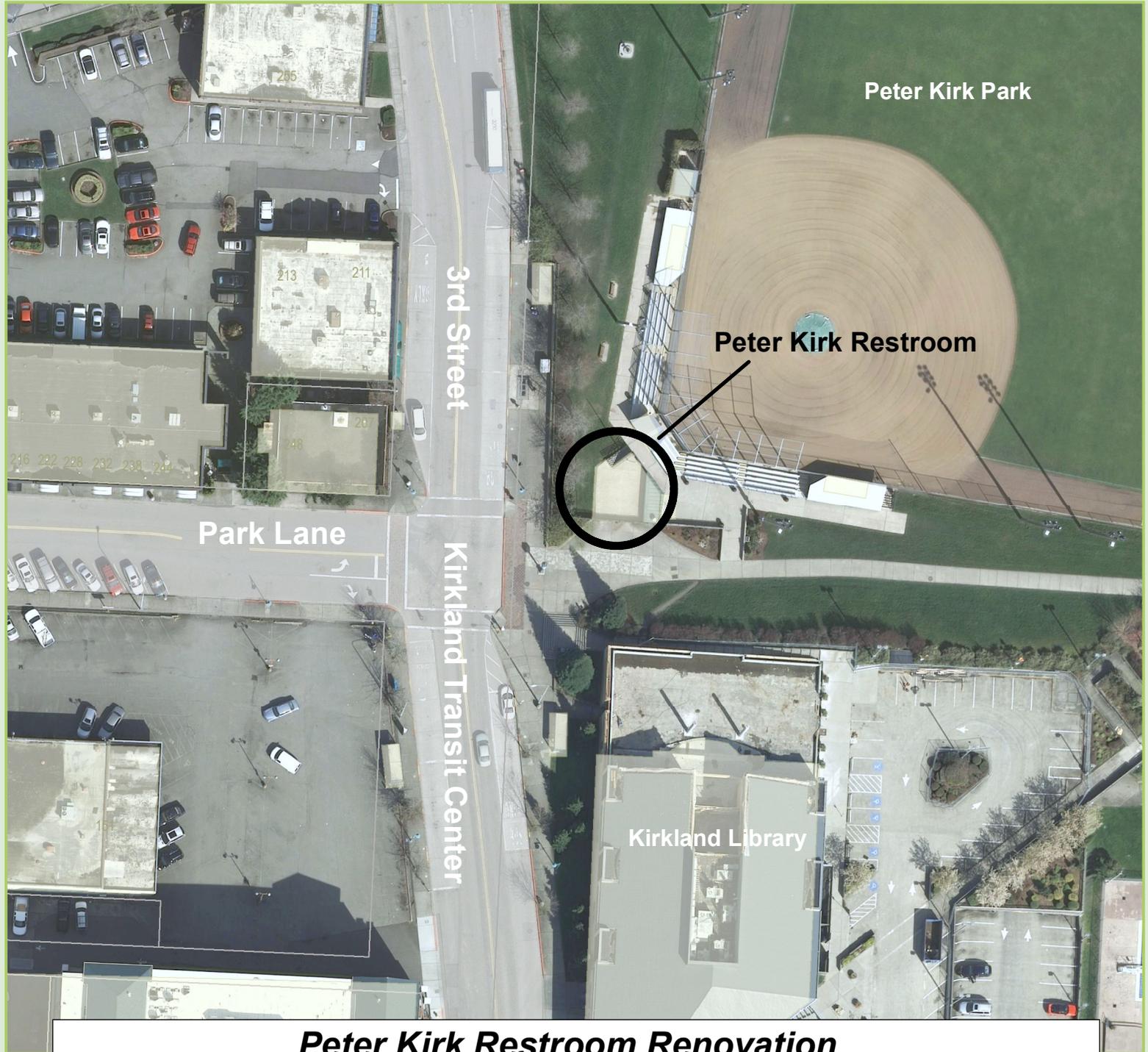
Budget / Expense Overview:

	Budget		Expenses		
	Original	Revised CIP (Dec '13)	At Award	Projected	
Prior Year	\$ 12,600.00	\$ 12,600.00	\$ 12,600.00	\$ 12,600.00	Past
			\$ 90,995.00	\$ 90,995.00	Const Contract
			\$ -	\$ 2,319.00	CO#1
ST Contribution	\$ 84,100.00	\$ 84,100.00	\$ -	\$ 5,603.00	CO#2
Parks Esmt #1	\$ 30,000.00	\$ 30,000.00	\$ 18,000.00	\$ 20,000.00	PE
Parks Esmt #2		\$ 8,000.00	\$ -	\$ -	
			\$ -	\$ -	
			\$ -	\$ 1,879.00	Building Permit Fees
			\$ 5,105.00	\$ 6,604.00	Contingency
Total	\$ 126,700.00	\$ 134,700.00	\$ 126,700.00	\$ 140,000.00	

It is currently anticipated that the Project will be complete near the middle of December. Once finished, staff will return to City Council with a full Project accounting at the time of contract acceptance.



Vicinity Map



Map Legend

- Building Footprint
- Streets



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Peter Kirk Restroom Renovation

FISCAL NOTE

CITY OF KIRKLAND

Source of Request							
Pam Bissonnette, Interim Public Works Director							
Description of Request							
Request for using \$5,300 from REET 2 Reserves to complete the Peter Kirk Park (Transit Center) Restroom project.							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$5,300 from REET 2 Reserve. This reserve is able to fully fund this request.							
Recommended Funding Source(s)							
<i>Reserve</i>	Description	2014 Est End Balance	Prior Auth. 2013-14 Uses	Prior Auth. 2013-14 Additions	Amount This Request	Revised 2014 End Balance	2014 Target
	REET 2 Reserve	2,319,112	366,315	77,303	5,300	2,024,800	1,071,000
	Prior Authorized Uses of Reserves: NE 112th Street Sidewalk (\$214,000), Central Way Sidewalk (\$50,000), 6th Street Sidewalk (\$3,045), 98th Avenue Bridge (\$15,000), Lakeview School Walkroute project (\$3,670), 100th Ave NE Bicycle Lanes project (\$61,600), and Peter Kirk Elementary Sidewalk (\$19,000). Prior Authorized Addition: NE 120th Street Extension (\$77,303).						
<i>Revenue/Exp Savings</i>							
<i>Other Source</i>							
Other Information							

Prepared By	Neil Kruse, Senior Financial Analyst	Date	November 27, 2013
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CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: December 2, 2013

Subject: Accept Planning Commission Resignation

RECOMMENDATION

That Council acknowledges receipt of Jay Arnold's resignation from the Kirkland Planning Commission and approves the attached draft response thanking him for his service.

BACKGROUND DISCUSSION

Mr. Arnold is no longer able to serve on the Commission as he was elected to Position 1 on the Kirkland City Council and will begin his term January 1, 2014. The City Clerk's office has begun the recruitment for this position.

November 14th, 2013

Kirkland City Council
123 Fifth Avenue
Kirkland, WA 98033

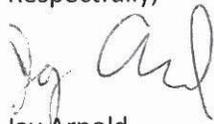
Dear Mayor McBride and members of the City Council,

I hereby tender my resignation from the Kirkland Planning Commission, effective December 13th, 2013. It has been my honor to serve you over the last five years, offering our recommendations on planning policies and issues facing the city.

Given the important work before the Planning Commission with the *Kirkland 2035* updates to the comprehensive plan and other pending issues, I offer this early resignation in hopes of facilitating the speedy appointment of a replacement and minimizing any disruptions of the commission's work.

I have enjoyed my experience serving on the Planning Commission and have the upmost respect for the Commissioners that I have served with. I look forward to their counsel as I serve in my new role.

Respectfully,



Jay Arnold

CC: Jon Pascal, Chair, Kirkland Planning Commission
Eric Sheilds, Planning Director
Paul Stewart, Deputy Planning Director
Kathi Anderson, City Clerk

D R A F T

December 11, 2013

Jay Arnold
105 18th Place
Kirkland, WA 98033

Dear Jay,

We have received your letter of resignation from the Kirkland Planning Commission.

The City Council appreciates your contribution to the Commission, and we thank you for volunteering your time and talent to serve our community, both as Planning Commission member and in your new role as Kirkland City Councilmember.

Sincerely,
Kirkland City Council

By Joan McBride
Mayor

**CITY OF KIRKLAND****Department of Public Works**

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Pam Bissonnette, Interim Public Works Director

Date: November 25, 2013

Subject: Supplementary response to Traffic Petition Regarding Lake Washington Blvd.

RECOMMENDATION:

It is recommended that the City Council receives staff's supplemental response to the Traffic Petition regarding Lake Washington Boulevard and Lake St S. presented at the City Council meeting on August 6, 2013. Several public comments were received that the initial staff response focused too much on concurrency and did not address the concerns related to collisions or the apparent discrepancy between Washington State Department of Transportation (WSDOT) collision data and the City of Kirkland's collision data. This additional response provides further details on how collision data is collected and shared among various government agencies and how that information is used when evaluating development proposals. This supplementary response will also be provided to those who signed the petition.

BACKGROUND DISCUSSION:

The Public Works Department maintains a database of traffic collision records. This database is populated by records generated by the Kirkland Police Department. The City of Kirkland also sends its collision reports to the Washington State Patrol (WSP), as do other local agencies. The Washington State Department of Transportation (WSDOT) is able to produce reports based on this data, but the Public Works Database makes data available much more quickly and allows sorting and classification in a number of ways that are not available through the WSDOT system.

Since the WSDOT and Public Works systems both get the bulk of their Kirkland related input from the Kirkland Police Department, the systems usually contain all the same collisions. Some differences may occur on and around state facilities such as on I-405 or near access points to I-405 or SR 520 where the Washington State Patrol may handle collisions. Information about these collisions is available from the WSDOT system. Coding errors or differences in collision location descriptions may lead to the appearance of differences between the databases.

In one example of a WSDOT report for a three year (2009-2011) period on a section of Lake Street S./Lake Washington Blvd., 30 collisions were shown. Twenty seven of the collisions were identical between the WSDOT and the City databases. One report cited by WSDOT was not in the Kirkland database. Further research showed that this collision actually occurred at a location in Seattle and was apparently misreported by WSP/WSDOT. Two reports from the WSDOT data base appear to not match the City database, but according to Kirkland records, it appears that the WSP/WSDOT has one at the wrong location and the other on the wrong date. Additionally, Kirkland has one collision in the area requested in the report that does not appear on the WSDOT report.

Use of Kirkland Collision Data

Kirkland collision data is used in the review of Kirkland development proposals. The most recent three years of data is looked at. Intersections where the proposal has a major impact and intersections near access points are examined, but not the entire length of the arterial. For example with the Potala Village project, the intersection of 10th S. and Lake Street was one of the intersections reviewed; there were two collisions during the period 2007 through 2009. More than just the number of collisions is considered; patterns, rates (collisions per unit of volume) and severity of collisions are also examined. This is the same process that has been used for development review over at least the past 15 years in Kirkland.

Kirkland staff believe the Kirkland database to be more accurate and complete, and therefore there is no advantage to using WSDOT data for analysis on the section of Lake Street S./Lake Washington Blvd cited in the report.

Finally, in the case of the Potala Village review, relying on WSDOT data rather than Kirkland's data would not have resulted in different traffic or collision-based conclusions regarding the potential development.



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: Eric Shields, Planning Director

Date: November 15, 2013

Subject: Request to allow annexation of a portion of Kirkland near Yarrow Bay to the Town of Yarrow Point

RECOMMENDATION

That the City Council reviews the following response to the request to transfer jurisdiction of properties west of Yarrow Bay from Kirkland to the Town of Yarrow Point.

The staff recommendation is to take no further action, until or unless the Town of Yarrow Point indicates a desire to annex the area in question.

BACKGROUND DISCUSSION

On September 16, 2013, owners of sixteen properties in the small area of Kirkland located on the west side of Yarrow Bay submitted to the City Council a petition requesting that the area be annexed to the adjacent Town of Yarrow Point. The area in question is somewhat isolated, being separated from the rest of Kirkland by Yarrow Bay and obtaining access only from Points Drive eastward to Lake Washington Boulevard. The residents indicated that their associations are predominately with areas to the west. For example the area is part of the Bellevue School District.

Points Drive was at one time a through street connecting Kirkland with Yarrow Point, Clyde Hill, Medina and Hunts Point. However, the through street also provided a shortcut to the entrance to SR 520 located further to the west. As a result, the street was often used to by-pass the more congested entrance to SR-520 located at Lake Washington Boulevard. In response to traffic complaints by Yarrow Point and Clyde Hill residents, the street was closed off at the Kirkland border in the late 1980's.

During the recent construction work on SR 520, the closure of Points Drive was temporarily removed. While it was, the Kirkland residents in the vicinity enjoyed the convenience of the opened street. The closure was recently reinstated and a permanent barrier is now in the process of being constructed.

The residents proposing annexation attended a Kirkland City Council meeting on October 1, 2013 and verbally asked for the City to consider the transfer of jurisdiction. Also at the meeting were several residents of Yarrow Point and Clyde Hill who live on the Points

Drive west of the barrier. These residents spoke in opposition to the jurisdiction change and complained that during the time the barrier was opened, the adjacent Kirkland residents sped through their neighborhood and created safety hazards.

A representative of the Town of Yarrow Point indicated to me that both sides of the annexation proposal have also attended Yarrow Point Council meetings. The Yarrow Point Council discussed the matter at its meeting on November 12. According to the representative, the Yarrow Point Council did not express an interest in taking action on the annexation at this time. Strong opposition to the annexation was expressed by many existing Yarrow Point residents and the Council was not presented with any definitive information by the Kirkland residents regarding the costs/benefits to the Town associated with an annexation. The Council reiterated that any costs would need to be borne by the Kirkland residents, including the projected cost of relocating the Points Drive barrier (approximately \$250,000).

If annexation were to occur, the following statute governs the procedure:

RCW 35.10.217 Methods for annexation.

The following methods are available for the annexation of all or a part of a city or town to another city or town:

(1) A petition for an election to vote upon the annexation, which proposed annexation is approved by the legislative body of the city or town from which the territory will be taken, may be submitted to the legislative body of the city or town to which annexation is proposed. An annexation under this subsection shall otherwise conform with the requirements for and procedures of a petition and election method of annexing unincorporated territory under chapter [35.13](#) RCW, except for the requirement for the approval of the annexation by the city or town from which the territory would be taken.

(2) The legislative body of a city or town may on its own initiative by resolution indicate its desire to be annexed to a city or town either in whole or in part, or the legislative body of a city or town proposing to annex all or part of another city or town may initiate the annexation by adopting a resolution indicating that desire. In case such resolution is passed, such resolution shall be transmitted to the other affected city or town. The annexation is effective if the other city or town adopts a resolution concurring in the annexation, unless the owners of property in the area proposed to be annexed, equal in value to sixty percent or more of the assessed valuation of the property in the area, protest the proposed annexation in writing to the legislative body of the city or town proposing to annex the area, within thirty days of the adoption of the second resolution accepting the annexation. Notices of the public hearing at which the second resolution is adopted shall be mailed to the owners of the property within the area proposed to be annexed in the same manner that notices of a hearing on a proposed local improvement district are required to be mailed by a city or town as provided in chapter [35.43](#) RCW. An annexation under this subsection shall be potentially subject to review by a boundary review board or other annexation review board after the adoption of the initial resolution, and the

second resolution may not be adopted until the proposed annexation has been approved by the board.

(3) The owners of property located in a city or town may petition for annexation to another city or town. An annexation under this subsection shall conform with the requirements for and procedures of a direct petition method of annexing unincorporated territory, except that the legislative body of the city or town from which the territory would be taken must approve the annexation before it may proceed.

(4) All annexations under this section are subject to potential review by the local boundary review board or annexation review board.

One option for the Council to consider is to approve a Resolution allowing the annexation as described under either Section 2 or 3 above. However annexations under either of these Sections would still require the approval of the Town of Yarrow Point before the annexation became effective. If the Council desires to pursue this option, staff would need direction to bring back such a Resolution along with the financial and municipal service analysis that would be needed to support the Resolution.

Staff is not opposed to the annexation. A preliminary evaluation shows a slight financial cost to Kirkland and some modest utility service issues that would need to be dealt with, but overall it would not significantly impact the City. However, given the lack of interest by the Town of Yarrow Point in annexing the area in question, staff recommend that the Council take no further action on the matter unless and until the Yarrow Point Council expresses an interest in moving forward with annexation.

RECEIVED

SEP. 16 2013

3:15 pm

CITY OF KIRKLAND

Petition for Border Change

The undersigned residents and property owners of the properties bounded by: The Town of Yarrow Point to the west, NE Points Drive to the south, The Yarrow Bay Wetlands to the east, and Lake Washington to the North, hereby petition The Town of Yarrow Point and The City of Kirkland to change the jurisdictional border such that the aforementioned properties become part of The Town of Yarrow Point. A King County assessor's map illustrating the proposed change is attached.

This petition has unanimous support of the residents.

Reasons for the petition:

- Our neighborhood has been permanently separated from Kirkland by the Yarrow Bay Wetlands since its construction.
- The area is physically part of Yarrow Point, and will always remain isolated from Kirkland.
- The children from our neighborhood attend Clyde Hill schools along with the children of Yarrow Point.
- The King County tax assessor reviews our properties as part of the Yarrow Point area (#33).
- A side benefit of the recent 520 construction has been our ability to function as part of the Yarrow Point community.
- We respectfully request that this change be made permanent.

Christopher Hanak 8/24/13 Alexandra Hanak 8/24/13
 Christopher Hanak Alexander Hanak 9506 NE Points Drive
 Kristi Melina
 Jim McManis Kristi McManis 3605 96th Ave. NE
 Kent Marquardt Renee Marquardt 3617 96th Ave. NE
 Kent Marquardt Renee Marquardt
 RICHARD HOTZ 8/25/13 3701 96th Ave. NE
 Mary Grealy PAUL SWLONIKOWSKI
 Mary Grealy 8/24/13 Paul Swolnikowski 8/24/13 3708 96th Ave. NE
 Eric Shellow 8/24/13 Karen Shellow Karen Shellow
 Eric Shellow 9/2/13 3709 96th Ave. NE
 Douglas Tetts Veronica Morgan 8/24/13 3715 96th Ave. NE
 Lowell Press 8/24/13 Nastasia Press 8/25/13 3727 96th Ave. NE
 John 8/24/13 Dianna KBARR 8.24.13 9610 NE 38th Street
 TEJ C. BARR Dianna KBARR
 A.P. 8/24/13 John Schumacher 8/21/13 9612 NE 38th Street
 JEFFREY W. HUNDE Barbara J. Hunde 9619 NE 38th Street
 Peter Enns Diane Enns 3811 97th Ave. NE
 PETER ENNS DIANE ENNS
 Dave Follett 8/26/13 DAVID FOLLETT 8/26/13 3901 97th Ave. NE
 DAVID FOLLETT VILL FOLLETT

Courtney Bailey
Crisanley 8-28-13

Thomas Bailey
Thermy Hale 8-28-13

3923 97th Ave. NE

Tony Yip
TONG YIP 8/25/13

Y. Anita Chung 8/25/13

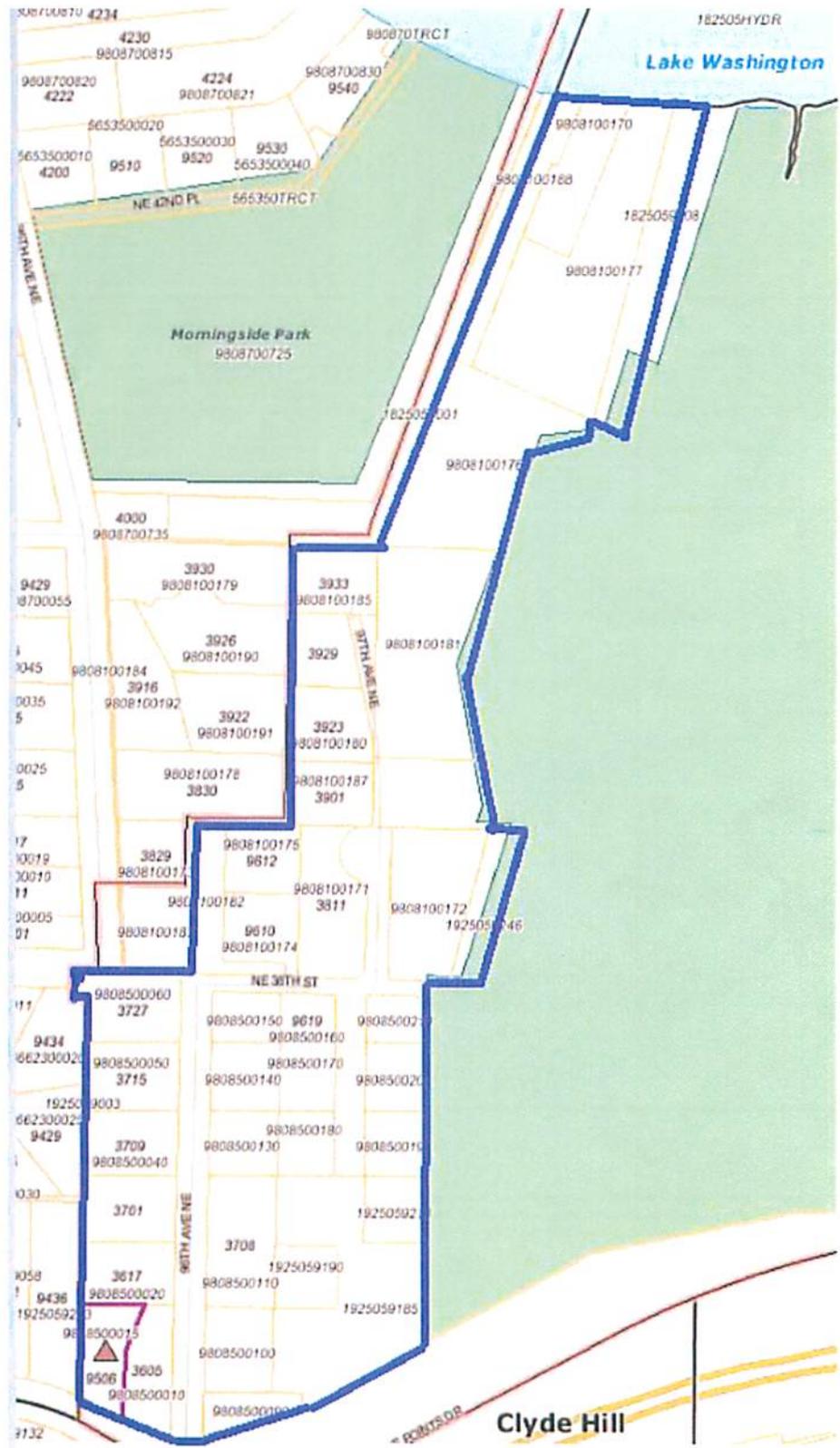
3929 97th Ave. NE

~~Paul W. Tsang~~ 8/24/13
PAUL K. TSANG

Branda Tsang
8/24/13

3933 97th Ave. NE

Map of Proposed Change



RECEIVED

SEP 16 2013

3:45 pm

CITY OF KIRKLAND

Street Order	Last Name	First Name	Address	Phone	Email
1	Hanak	Sandy & Chris	9506 NE Points Dr	(860) 355-8810 (home) (203) 830-9331 (cell)	sandy.hanak@yahoo.com cihanak@yahoo.com kuvara@msn.com
2	McMann	Kristin & Jim	3605 96 th Ave NE	(425) 709-6767 (h)	imcmann@global-engllc.com rmarquardt2003@msn.com
3	Marquardt	Renee & Kent	3617 96 th Ave NE	(206) 708-4605 (R) (206) 579-8410 (K)	kent.marquardt@premera.com
4	Hotes	Richard	3701 96 th Ave NE		rwh@aks.com
5	Swiontkowski Montag	Paul & Mary Garry & Heather	3708 96 th Ave NE	(206) 300-9602 (M) (415) 830-2378 (P)	mary_greely@hotmail.com paul_swiontkowski@hotmail.com
6	Shellow	Karen & Eric	3709 96 th Ave NE	(425) 449-8414 (home) (949) 306-5770 (K) (425) 299-0172 (E) (425) 452-2968 (home)	karen.shellow@gmail.com eshellow@gmail.com
7	Tefft (Morgan)	Veronica & Doug	3715 96 th Ave NE	(425) 503-4840 (D) (425) 644-1888 (home)	d.tefft@icloud.com
8	Press	Sasha & Lowell	3727 96 th Ave NE	(425) 444-1022 (S) (425) 444-1042 (L) (425) 451-3683 (home)	sasha_press@comcast.net lowellp@comcast.net
9	Barr	Dianna & Ted	9610 NE 38 th St	(425) 462-4224 (T-business, 24 hr/day) (425) 785-2666 (D-text only please, Emergency calls ok) (425) 454-3840 (home)	dianna@barrcasa.com ted@tedcbarr.com
10	Patel	Shilpi & Ash	9612 NE 38 th St	(425) 829-1944 (A) (206) 755-7204 (B)	ashpatel10@hotmail.com a.patel@proliancesurgeons.com barbhindle@cbbain.com
11	Hindle	Barb & Jeff	9619 NE 38 th St	(206) 949-0690 (J) (425) 453-4094 (h)	jeffhindle@comcast.net
12	Ewens	Diane & Peter	3811 97 th Ave NE	(214) 762-5903 (D) (214) 616-5817 (P)	djhewens@gmail.com pewens@gmail.com
13	Follett	Jill & Dave	3901 97 th Ave NE	(425) 649-2140 (home) (206) 601-7316 (J) (206) 612-8649 (D) (425) 455-2070 (home)	djfollett@msn.com david.follett@mossadams.com
14	Bailey	Courtney & Tom	3923 97 th Ave NE	(425) 516-8210 (C) (425) 785-6525 (T) (425) 647-6604 (A)	courtneyinseattle@hotmail.com tbailey@microsoft.com
15	Yip (Chung)	Anita & Tony	3929 97 th Ave NE	(425) 894-3926 (T) (425) 646-5483 (h)	anita_chung@hotmail.com bwtsang@yahoo.com
16	Tsang	Brenda & Paul	3933 97 th Ave NE	(425) 736-3996 (B)	pkstsang@yahoo.com



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 22, 2013

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF DECEMBER 10, 2013

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

The City's major procurement activities initiated since the last report, dated November 7, 2013, are as follows:

	Project	Process	Estimate/Price	Status
1.	Police Vehicle Panasonic Toughbook Computers	Cooperative Purchase	\$169,259.82	Ordered using City of Everett contract with Datec, Inc. of Seattle, WA
2.	NE 120 th Street Extension	Invitation for Bids	\$2,800,000 - \$3,200,000	Project advertised on 11/20 with bids due on 12/11.
3.	Firefighter Turnout Gear	Invitation for Bids	\$265,000	Project advertised on 10/14 with bids due on 11/1. Award recommendation on Council agenda of 12/10.

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



CITY OF KIRKLAND

Department of Finance & Administration

123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.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 25, 2013

Subject: **2013-2014 MID-BIENNIAL BUDGET ADJUSTMENT AND 2013-2018 CIP UPDATE**

RECOMMENDATION:

Council approves the attached ordinance adjusting the budget for the 2013-2014 biennium and approves updates to the 2013-2018 CIP.

BACKGROUND DISCUSSION:

At the November 6 Council Study Session, the City Council was presented with a financial update and a series of budget adjustments to the 2013-2014 Budget. In addition, a public hearing on the mid-biennium budget adjustments was held on November 19. The feedback received at those meetings is incorporated in the budget adjustments presented for adoption. The City's budget is adopted at the fund level which sets the total expenditure authority for the biennium for each fund. A list of the mid-biennial budget adjustments is included as Attachment A. It is organized by adjustment type within each fund and identifies the funding source for each item. A summary of the 2013-2014 adjusted budget by fund type is included in the table below.

Fund Type	Current 13-14 Budget	Adjustments	Revised 13-14 Budget
General Government:			
General Fund	175,415,166	3,019,353	178,434,519
Other Operating Funds	30,302,799	96,700	30,399,499
Internal Service Funds	69,344,747	98,369	69,443,116
Non-Operating Funds	131,147,483	14,632,472	145,779,955
Utilities:			
Water/Sewer	79,652,537	580,000	80,232,537
Surface Water	41,139,864	2,996,636	44,136,500
Solid Waste	32,309,121	245,000	32,554,121
Total Budget	559,311,717	21,668,530	580,980,247

Total adjustments result in a net budget increase of \$21,668,530 and reflect the following broad categories:

- *Council Directed/Other Requests and Previously Approved Adjustments* – This category includes any additional changes identified by Council and formalizing previously approved actions (fiscal notes, etc). Some of these requests have been approved by the Council since the budget was adopted, but the formal appropriation adjustment is occurring as part of the mid-biennial budget update. The following is a list of selected adjustments:
 - Police Department expenditure savings to fund the completion of the Firing Range at the Public Safety Building primarily from jail contract costs and staffing costs (\$1,160,797).
 - Neighborhood Plans Update – Based on Council direction, the City Manager has identified \$100,000 from 2013 sales tax revenue in excess of the budgeted amount as one-time funding for neighborhood plans to be updated in conjunction with current efforts on the City's Comprehensive Plan update.
 - Neighborhood Traffic Program – In response to the Council's request, the City Manager is recommending a temporary 0.5 FTE Traffic Engineer position in Public Works in 2014 to address resident issues and free up key Public Works staff to complete the ITS and Transportation Master Plan projects. The position cost for 2014 is \$60,297.
 - Council Benefits – The mid-biennial budget adjustments include the cost of four councilmembers opting for employee only health coverage through the City based on the recent action of the Salary Commission at a cost of \$19,000 in 2014.
 - Other adjustments made in 2013 in this category total \$159,321 and include the following:
 - School Zone Flashing Beacons – Purchase of school zone flashing beacons at a cost of \$19,416; funded by a grant from the Washington Traffic Safety Commission.
 - Parking Pay Stations – Recognizing a previously approved expenditure of \$24,000 for the purchase of parking pay stations.
 - Cornwall House Demolition – Using available fund balance in the Cemetery Operating Fund at a total cost of \$22,727.
 - Dayporter Services – The addition of dayporter services at the North Kirkland Community Center at a cost of \$7,000.
 - Using development services revenue received in 2013 to address unanticipated workload increase:
 - Permit Review Overtime – At a net cost of \$23,766 (\$41,266 total cost offset by salary savings of \$17,500).
 - Temporary Development Engineer: \$18,412
 - GIS Public Portal – Enabling users to access the City's GIS tools at a cost of \$44,000 (\$19,000 from development services revenues and \$25,000 from available balances in various IT capital projects).

- *Housekeeping Items* – Necessary adjustments to budget accounts, fund balances, etc., including:
 - Refunding of voter debt has an appropriation impact of \$4,594,853 to recognize bond proceeds to refinance the 1995 Public Safety and 2003 Parks bonds.
 - Grant Funding – The City has been awarded several grants that require budget adjustments totaling \$450,865. The following is a list of the items funded through grants:
 - Totem Lake Transfer of Development Rights (TDR) Grant (Planning Department) – \$50,000
 - Coordinated Prevention Grant Agreement (Public Works) – \$30,000
 - Various grants to the Police Department – \$52,514
 - Department of Ecology grants (Public Works):
 - 2013-2015 Municipal Stormwater Capacity Grant – NPDES implementation – \$50,000
 - National Estuary Program – Totem Lake Juanita Creek Basin Stormwater Retrofit Conceptual Design – \$247,100
 - Evergreen Grant in support of certain Senior Council events and the Senior Steppers program (Parks) – \$8,000
 - Grant from Washington Finance Officers Association to fund a Finance Department Intern – \$4,859
 - Grant from 4Culture for JFK Historic Property Inventory (Planning) – \$4,300
 - Homeland Security Grant for overtime (Fire & Building) – \$4,092
 - A correction for funding of Public Works staffing increases the General Fund appropriation by \$177,000, and reflects the funding approved by Council in April.
 - Other housekeeping adjustments requiring an appropriation change to the General Fund identified in the mid-biennial review process total \$24,578.
- *2014 Service Packages* – As discussed during the budget study session, the City Manager requested departments to restrict service packages for 2014 to the following categories: 1) funded with new revenue or offsetting expenditure reductions; 2) directly related to the 2013-2014 City Work Plan; or 3) necessary to fulfill a priority identified by the City Council or the City Manager. The service packages recommended by the City Manager are fully funded through expenditure offsets, available one-time cash or reserves, REET revenues, or external funding. A summary of the recommendations and funding sources and the service package request details are included as Attachment B.

2013-2018 CIP Update

The changes based on the 2013-2018 CIP update presented to the City Council on [September 3](#) and [November 19](#) are formalized as part of this process through adoption of the changes impacting 2013-2014. The revised summary tables incorporating the changes for the 6-year period 2013-2018 are included as Attachment C. The changes to the adopted 2013-2018 CIP are summarized by category below:

- *TRANSPORTATION* – Changes to this category of capital projects results in a net increase in funded projects of \$13,324,700 and a net decrease in unfunded projects of \$4,778,000. The table below lists the changes:

		6-Year Funded CIP	Unfunded CIP	Total CIP
Adopted 2013-2018 Transportation CIP		53,847,100	263,944,900	317,792,000
ST 0006 002	Street Preservation Program One-time (NE 85th Street)	347,000		347,000
ST 0006 003	Reallocate Street Levy Pedestrian Safety Projects from Preservation	(1,586,000)		(1,586,000)
ST 0055	98th Avenue Bridge	1,415,000	(10,196,000)	(8,781,000)
ST 0057 001	NE 120th Street Extension	47,100		47,100
ST 0075	NE 85th Street Utility Conversion	774,700		774,700
ST 0083	100th Avenue Corridor Study	20,000		20,000
ST 0084	Finn Hill Emergency Vehicle Access Improvement Study		150,000	150,000
ST 0086	Finn Hill Emergency Vehicle Access Connection		900,000	900,000
NM 0006 100	Street Levy-Safe School Walk Routes	600,000		600,000
NM 0006 200	Street Levy-Pedestrian Safety	1,190,000		1,190,000
NM 0024 001	Cross Kirkland Corridor Opportunity Fund		500,000	500,000
NM 0051	Rose Hill Business District Sidewalks	4,142,000		4,142,000
NM 0053	NE 112th Street Sidewalk	291,700	(424,000)	(132,300)
NM 0057	Annual Sidewalk Maintenance Program	9,000		9,000
NM 0081	CKC to Redmond Central Connector		3,656,000	3,656,000
NM 0082	6th Street S. Sidewalk	412,000		412,000
NM 0085	South Kirkland TOD/CKC Multi-Modal Connection Ph. 2		1,200,000	1,200,000
NM 0084	South Kirkland TOD/CKC Multi-Modal Connection Phase 1	1,300,000		1,300,000
TR 0004 002	Peter Kirk (Transit Center) Restroom Renovation	127,400		127,400
TR 0065	6th Street/Kirkland Way Traffic Signal	992,000		992,000
TR 0078	NE 85th Street/132nd Avenue Intersection Improvements	967,400		967,400
TR 0080	NE 85th Street/124th Avenue Intersection Improvements	1,254,700		1,254,700
TR 0111 0003	Kirkland ITS Implementation Phase IIC	40,000		40,000
TR 0113	Citywide Safety & Traffic Flow Improvements	41,700		41,700
TR 0115	6th Street S./9th Avenue S. Traffic Signal	939,000	(564,000)	375,000
Subtotal Changes to Adopted 2013-2018 Transportation CIP		13,324,700	(4,778,000)	8,546,700
Revised 2013-2018 Transportation CIP		67,171,800	259,166,900	326,338,700

- *SURFACE WATER UTILITY*– Changes to this category of capital projects results in a net increase in funded projects of \$1,210,900 and a net decrease in unfunded projects of \$10,235,900. The table below lists the changes:

		6-Year Funded CIP	Unfunded CIP	Total CIP
Adopted 2013-2018 Surface Water CIP		13,502,400	16,080,100	29,582,500
SD 0075	Totem Lake Culvert Replacement	(853,000)		(853,000)
SD 0082	Kirkland Decant Facility	1,268,000	(10,500,000)	(9,232,000)
SD 0083	7th Avenue S. Storm Main Replacement	240,000		240,000
SD 0084	Market Street Storm Main Rehabilitation		700,000	700,000
SD 0085	Cross Kirkland Corridor (CKC) Stormwater Quality Retrofit	120,000		120,000
SD 8888/9999	Annual Stormwater Programs	435,900	(435,900)	-
Subtotal Changes to Adopted 2013-2018 Surface Water CIP		1,210,900	(10,235,900)	(9,025,000)
Revised 2013-2018 Surface Water CIP		14,713,300	5,844,200	20,557,500

- *WATER/SEWER UTILITY*– Ten projects were modified to reflect revised costs and arising needs, as well as better coordination of schedules on contemporaneous water and sewer projects, resulting in a net increase in funded and unfunded projects of \$1,658,600 and \$164,000 respectively. The table below lists the changes:

		6-Year Funded CIP	Unfunded CIP	Total CIP
Adopted 2013-2018 Water/Sewer CIP		26,968,000	71,327,000	98,295,000
WA 0139	6th Street S. Watermain Replacement	(671,000)	785,000	114,000
WA 0140	NE 85th Street Watermain Replacement	953,200		953,200
WA 0145	Kirkland Avenue/6th Street S. Watermain Replacement	30,000		30,000
WA 0150	6th Street Watermain Replacement	520,500		520,500
WA 0151	7th Avenue S. Watermain Replacement	378,000		378,000
WA 8888/9999	Water Annual Programs	167,600	(167,600)	-
SS 0064	7th Avenue S. Sewermain Replacement	(715,500)		(715,500)
SS 0073	Rose Point Sewer Lift Station Replacement	272,400		272,400
SS 0082	3rd Street & Central Way Sanitary Sewer Crossing		270,000	270,000
SS 8888/9999	Sewer Annual Programs	723,400	(723,400)	-
Subtotal Changes to Adopted 2013-2018 Water/Sewer CIP		1,658,600	164,000	1,822,600
Revised 2013-2018 Water/Sewer CIP		28,626,600	71,491,000	100,117,600

- **PARKS** – Changes to this category of capital projects results in a net increase in funded and unfunded projects of \$409,000 and \$3,000,000 respectively. The table below lists the changes:

		6-Year Funded CIP	Unfunded CIP	Total CIP
Adopted 2013-2018 Parks CIP		12,095,000	95,964,300	108,059,300
PK 0087 100	Waverly Beach Renovations	239,000		239,000
PK 0113 100	Spinney Homestead Park Renovation	50,000		50,000
PK 0139	Totem Lake Master Plan	120,000		120,000
PK 0139 101	Totem Lake Park Acquisition		3,000,000	3,000,000
Subtotal Changes to Adopted 2013-2018 Parks CIP		409,000	3,000,000	3,409,000
Revised 2013-2018 Parks CIP		12,504,000	98,964,300	111,468,300

- **GENERAL GOVERNMENT** – Changes to this category of capital projects results in a net increase in funded and unfunded projects of \$5,346,200 and \$83,200 respectively. The table below lists the changes:

		6-Year Funded CIP	Unfunded CIP	Total CIP
Adopted 2013-2018 Public Safety, IT & General Gov't CIP		51,898,600	1,239,800	53,138,400
PS 0071	Self Contained Breathing Apparatus (SCBA) Replacement	9,000		9,000
PS 0076	Personal Protective Equipment	400		400
PS 0077	Fire Hose Replacement	59,400		59,400
PS 1000	Police Equipment Replacement	434,200		434,200
IT 0100	Network Server Replacements	(403,300)		(403,300)
IT 0110	Network Infrastructure	14,300		14,300
IT 0120	Network Storage	548,100		548,100
IT 0130	Network Phone Systems	195,000		195,000
IT 0500	Copier Replacements	(23,700)		(23,700)
IT 0901	Disaster Recovery System	(75,000)		(75,000)
IT 0602	Standard Reporting Tool	(83,200)	83,200	-
GG 0006 501	Permit System Replacement	75,000		75,000
GG 0011	Facilities Life Cycle Projects	10,000		10,000
GG 0013 102	Public Safety Building Phase II	3,740,000		3,740,000
GG 0014	City Facilities Energy Efficiency Project	846,000		846,000
Subtotal Changes to Adopted 2013-2018 Public Safety, IT & General Gov't CIP		5,346,200	83,200	5,429,400
Revised 2013-2018 Public Safety, IT & General Gov't CIP		57,244,800	1,323,000	58,567,800

In addition to the changes discussed above the Revised 2013-2018 CIP will also include the following housekeeping and other corrections which results in the total funded CIP increasing by \$14,300:

- 2013 Annual Sidewalk Maintenance Program (NM 0057) – Housekeeping correction resulting in an increase to the budget by \$9,000 to reflect the use of the remaining balance of the Street Operating Sidewalk Opportunity fund balance approved by Council in June.
- Peter Kirk Restroom Renovation (TR 0004 002) – Project budget increased by \$5,300 based on the adjustment request before Council at December 10 meeting.
- Housekeeping changes with no net change in project costs:
 - Housekeeping corrections to various "Prior Year Active Projects" budget amounts
 - 6th Street/Kirkland Way Traffic Signal (TR 0065) timing changed from 2013 to 2014
 - 6th Street S./9th Avenue S. Traffic Signal (TR 0115) timing changed from 2013 to 2014

The table below summarizes the total identified needs in the Revised 2013-2018 CIP.

Revised 2013-2018 Capital Improvement Program

	6-year Funded CIP	Unfunded CIP	Total CIP
Transportation	67,171,800	259,166,900	326,338,700
Parks	12,504,000	98,964,300	111,468,300
Public Safety	2,825,900	119,100	2,945,000
General Government			
Technology	6,051,900	1,203,900	7,255,800
Facilities	48,367,000		48,367,000
Subtotal	136,920,600	359,454,200	496,374,800
Surface Water Mgmt	14,713,300	5,844,200	20,557,500
Water/Sewer	28,626,600	71,491,000	100,117,600
Utilities Subtotal	43,339,900	77,335,200	120,675,100
Grand Total Revised CIP	180,260,500	436,789,400	617,049,900
Adopted 2013-18 CIP	158,311,100	448,556,100	606,867,200
Difference	21,949,400	(11,766,700)	10,182,700

Changes to the 2013-2014 Budget based on the 2013-2018 CIP update described above result in an increase in appropriation of \$12,353,295 in the current biennium and are included in the budget adjustment ordinance attached to this memorandum. The table below summarizes the project budget and appropriation changes to 2013-2014 by category. The appropriation change is less than the capital project budget change because some of the changes do not require an appropriation change. In addition, some of the appropriation changes were previously adopted by Council action and are included in the revised CIP in order to present a complete picture of the changes since the CIP was originally adopted in December 2012.

Total Funded CIP for 2013-2014				
Category	Adopted CIP	Revised CIP	Difference	Appropriation Change
Transportation	24,820,000	37,005,300	12,185,300	8,975,900
Parks	3,408,000	3,817,000	409,000	-
Public Safety	1,501,600	1,519,000	17,400	201,600
General Government				
Technology	2,294,200	2,510,600	216,400	-
Facilities	33,732,900	38,328,900	4,596,000	1,012,619
Subtotal	65,756,700	83,180,800	17,424,100	10,190,119
Surface Water Management	7,050,400	8,261,300	1,210,900	2,163,176
Water/Sewer	11,076,000	12,681,500	1,605,500	-
Utilities Subtotal	18,126,400	20,942,800	2,816,400	2,163,176
Grand Total	83,883,100	104,123,600	20,240,500	12,353,295

Other Policy Issues

- *Liability Insurance* – The City Manager has directed staff to review the information received regarding recent trends in claims and activity, and the reasons for the increase in liability insurance rates. Staff will bring forward for Council discussion information developed from the planned in-depth review next year. This topic will also be revisited as part of the 2015-2016 budget development process.
- *Credit Card Charges* – Based on the discussion on November 6, the City Manager has added this topic to the Finance Department’s work plan for 2014. Staff will be discussing this issue at future Finance and Administration Committee meetings and will present the full Council with the Committee’s recommendation next year.
- *Police Firing Range Financing* – Council was informed at the November 6 Study Session that the City was in discussions with the King County Sheriff’s Office (KCSO) regarding their interest in contributing funds in exchange for the use of the range. As of this writing the discussions have not yielded a firm commitment from the KCSO. In the meantime, staff is recommending that the project be approved at the total estimated cost of \$1,272,000 (including the \$160,000 previously approved by Council). Staff will return to Council when the pending external funding is finalized.
- *General Purpose Reserve Replenishment* – At the November 6 Study Session, Council was briefed on the potential for general purpose reserve replenishment, in addition to the adopted annual rate of 1 percent of General Fund expenditures each year of the biennium, from revenues that are significantly higher than budget in 2013. The table below is an updated summary of the current estimates of revenues that are significantly higher than budget, recommended uses, and the amount remaining that could be used toward additional general purpose reserve replenishment or other purposes (approximately \$500,000).

Item	Amount
Estimated Sales Tax Revenue Over 2013 Budget	1,712,216
Estimated Fines & Forfeitures Revenues Over 2013 Budget	120,836
2013 Estimated Revenue Over Budget	1,833,052
Potential Funding Source for:	
Litigation Reserve Replenishment	140,000
Liability Insurance - General Fund portion	166,860
2014 Service Packages	720,551
Neighborhood Plans	100,000
Police Equipment Sinking Fund Adjustments (Police Radios)	79,164
Neighborhood Traffic Program	60,000
NORCOM Budget Approval	51,674
All City Dinner etc	7,000
Available for Reserve Replenishment or Other Uses	507,803
Planned 2013-14 Replenishment	1,563,214
Total Potential General Purpose Reserve Replenishment	2,071,017

As noted during the mid-biennial review, any change in reserve replenishment would occur in 2014 after financial data for the current year is finalized.

- *Additions to Reserves* – Aside from potentially funding the additional general purpose reserve replenishment, year-end cash will be used to add to the following reserves:
 - Development Services Reserve – Adding \$1.27 million from 2013 revenues recognizing that these revenues are for work to be completed in the future and replenishing the Development Services Technology Reserve.
 - Litigation Reserve – Based on the estimated expenditures for the biennium, \$140,000 from year-end cash will be added to return the balance in this reserve to \$50,000.

City of Kirkland
~~2013-2014 Budget~~
2013 Mid-Bi Budget Adjustment Summary

Adjustment Type	Dept.	Description	Adjustments	Appropriation Adjustment	Funding Source			Funding Source/Notes
					Internal Transf./Chrg.	Year End Cash	External Revenue	
General Fund (010)								
Council Directed/Other	CC	Council Benefits	19,000					
Council Directed/Other	CMO	Neighborhood Plans Update	100,000	100,000		100,000		Paid for by additional sales tax revenue above budget
Council Directed/Other	F&B	Permit Review Overtime	41,266	23,766			23,766	Building permit revenues/Salary Savings
Council Directed/Other	PD	Public Safety Building Firing Range Alternate	1,160,797					2013 PD Jail Contract/Other Expenditure Savings
Council Directed/Other	PW	Funding for GIS Public Portal	19,000					Xfr to Information Technology
Council Directed/Other	PW	Neighborhood Traffic Program Funding	60,297	60,297		60,297		Xfr to Street Operating
Council Directed/Other	PW	Temporary Development Engineer Nov-Dec 2013	18,912	18,912			18,912	Development Revenue
Housekeeping	F&A	Finance Student Interns	14,497	4,859			4,859	WFOA Grant/Development Services Reserve
Housekeeping	F&B	Emergency Generator CIP	1,600					Emerg. Prep Professional Svcs. savings xfr to CIP
Housekeeping	F&B	NORCOM Contract	6,614	6,614		6,614		
Housekeeping	F&B	Homeland Security Grant for Overtime	4,092	4,092			4,092	
Housekeeping	PD	Animal Control Contract Refund	5,000	5,000			5,000	2012 King County Contract refund to reserves
Housekeeping	PD	NORCOM Contract	45,060	45,060		45,060		
Housekeeping	PD	Police Department grant and reimbursement revenues	52,514	52,514			52,514	Various interagency grants
Housekeeping	PD	Police Officer Uniforms	40,211					Professional Services savings
Housekeeping	PK	Evergreen Grant (2014)	8,000	8,000			8,000	
Housekeeping	PK	Pharoh Park Trail	42,780	42,780	42,780			Funded from Streets Fee in Lieu
Housekeeping	PL	ARCH funding pass-through	71,817	71,817	71,817			
Housekeeping	PL	Historic Property JFK Inventory survey (4Culture)	4,300	4,300			4,300	
Housekeeping	PL	Totem Lake TDR Grant	50,000	50,000			50,000	
Housekeeping	PW	Pedestrian flag locations support	13,192					2013 and 2014 expenditure savings
Housekeeping	PW	Public Works Staffing One-time Adjustments	177,000	177,000	177,000			Correction to April Adjustment
Housekeeping	Various	Liability Insurance	166,860	166,860		166,860		
Service Packages	N/A	General Fund Service Package Funding for Other Funds	184,923	184,923		184,923		
Service Packages	Various	2014 General Fund Service Packages	2,128,109	1,992,559	123,723	615,482	1,253,354	
General Fund Total			4,435,841	3,019,353	415,320	1,179,236	1,424,797	
OTHER FUNDS								
Lodging Tax Fund (112)								
Service Packages	CM	2014 Lodging Tax Service Packages	12,000					
Lodging Tax Fund Total			12,000	-	-	-	-	

E-page 107 Adjustment Type	Dept.	Description	Adjustments	Appropriation Adjustment	Funding Source			Funding Source/Notes
					Internal Transf./Chrg.	Year End Cash	External Revenue	
OTHER FUNDS continued								
Street Operating Fund (117)								
Council Directed/Other	PW	Neighborhood Traffic Program Temp 0.5 Engineer	60,297	60,297	60,297			Funded from General Fund Year-end Cash
Council Directed/Other	PW	Parking Pay Stations	24,000					
Council Directed/Other	PW	School Zone Flashing Beacons	19,416	19,416			19,416	Washington Traffic Safety Commission Grant
Housekeeping	PW	Liability Insurance	(1,687)					
Service Packages	PW	2014 Street Operating Fund Service Packages	50,000					
Street Operating Fund Total			152,026	79,713	60,297	-	19,416	
Cemetery Operating Fund (122)								
Council Directed/Other	PK	Cornwall House Demolition	22,727					Reserves
Cemetery Operating Fund Total			22,727	-	-	-	-	
Parks Maintenance Fund (125)								
Housekeeping	PK	Liability Insurance	3,109					
Parks Maintenance Fund Total			3,109	-	-	-	-	
Parks Levy Fund (128)								
Housekeeping	PK	Green Kirkland Donation	1,000	1,000			1,000	
Housekeeping	PK	Move CPK 0109 to Green Kirkland	15,987	15,987	15,987			Funding from closing CPK 0109
Parks Levy Fund			16,987	16,987	15,987	-	1,000	
UTGO Debt Fund (220)								
Council Directed/Other	ND	2013 Bond Refunding	4,594,853	4,954,853			4,954,853	Bond Refunding Proceeds
UTGO Debt Fund Total			4,594,853	4,954,853	-	-	4,954,853	
General Capital Projects Fund (310)								
CIP Update	PD	Police Life Cycle Equipment Contribution	200,000	200,000	200,000			
CIP Update	PW	NE 85th Street Undergrounding ST 0075	774,700	774,700			774,700	
CIP Update	PW	Facilities Life Cycle GG 0011	10,000	10,000	10,000			
CIP Update	PW	Public Safety Building GG 0013 102	1,002,619	1,002,619	1,002,619			
Housekeeping	FB	Emergency Generator CPS 0065	1,600	1,600	1,600			Funding from General Fund
Housekeeping	PK	Move CPK 0109 to Green Kirkland	15,987					Xfr to Park Levy Fund
General Capital Projects Fund Total			2,004,906	1,988,919	1,214,219	-	774,700	

E-page 108 Adjustment Type	Dept.	Description	Adjustments	Appropriation Adjustment	Funding Source			Funding Source/Notes
					Internal Transf./Chrg.	Year End Cash	External Revenue	
Transportation Capital Projects Fund (320)								
CIP Update	PW	Rose Hill Business District Sidewalks NM 0051	4,142,000	4,142,000			4,142,000	
CIP Update	PW	NE 112th Street Sidewalk NM 0053	(157,900)	(157,900)	(44,200)		(113,700)	
CIP Revision	PW	Central Way Pedestrian Enhancements Phase 2 NM 0065	(50,000)	(50,000)	(50,000)			
CIP Update	PW	6th Street S. Sidewalk NM 0082	412,000	412,000			412,000	
CIP Update	PW	South Kirkland TOD /CKC Multi-Modal Connection Ph1 NM 0084	1,300,000	1,300,000			1,300,000	
CIP Update	PW	Street Levy Pedestrian Safety NM 0006 200	590,000	590,000	590,000			
CIP Update	PW	NE 120th Street Roadway Extension (East section) ST 0057 001	(589,200)	(589,200)	(76,700)		(512,500)	
CIP Update	PW	Annual Street Preservation One-time Capital ST 0006 002	(921,500)	(921,500)	-		(921,500)	
CIP Update	PW	2013 Street Maintenance & Ped. Safety Levy ST 0006 003	(376,000)	(376,000)	(376,000)			
CIP Update	PW	6th Street/Kirkland Way Traffic Signal TR 0065	992,000	992,000			992,000	
CIP Update	PW	Transit Ctr. Bus Layover Restroom TR 0004 002	97,400	97,400	5,300		92,100	
CIP Update	PW	NE 85th/132nd NE Intersection Improvements TR 0078	967,400	967,400			967,400	
CIP Update	PW	NE 85th/124th NE Intersection Improvements TR 0080	1,254,700	1,254,700			1,254,700	
CIP Update	PW	Kirkland ITS Implementation Phase IIC TR 0111 003	169,100	169,100	169,100			
CIP Update	PW	Citywide Safety & Traffic Flow Improvements TR 0113	41,700	41,700	47,300		(5,600)	
CIP Update	PW	6th Street S./9th Avenue S Traffic Signal TR 0115	939,000	939,000			939,000	
Housekeeping	PW	Annual Street Preservation O-T Capital Carryover Correction	(1,122,000)	(1,122,000)			(1,122,000)	
Transportation Capital Projects Fund			7,688,700	7,688,700	264,800	-	7,423,900	
Water/Sewer Utility Operating Fund (411)								
Housekeeping	PW	Water comprehensive plan update	86,140					
Housekeeping	PW	CWA Connection Charges	580,000	580,000	140,000		440,000	
Housekeeping	PW	Liability Insurance	(68,190)					
Service Packages	PW	2014 Water/Sewer Service Packages	30,000					
Water/Sewer Utility Operating Fund Total			627,950	580,000	140,000	-	440,000	
Water/Sewer Capital Fund (413)								
CIP Update	PW	NE 85th Street Watermain Replacement WA 0140	953,200					
CIP Update	PW	6th Street Watermain Replacement WA 0150	372,500					
CIP Update	PW	7th Avenue S Watermain Replacement WA 0151	325,000					
CIP Update	PW	7th Avenue South Sewermain Replacement SS 0064	464,400					
CIP Update	PW	Rose Point Sewer Lift Station Replacement SS 0073	(944,400)					
CIP Update	PW	Annual Sanitary Pipeline Replacement Program SS 8888	217,400					
CIP Update	PW	Annual Sanitary Pump Station/System Upgrade Pgrm. SS 9999	217,400					
Water/Sewer Capital Fund Total			1,605,500	-	-	-	-	

E-page 109 Adjustment Type	Dept.	Description	Adjustments	Appropriation Adjustment	Funding Source			Funding Source/Notes
					Internal Transf./Chrg.	Year End Cash	External Revenue	
Surface Water Operating Fund (421)								
Housekeeping	PW	DOE Regional Stormwater Monitoring Program	34,000					
Housekeeping	PW	Municipal Stormwater NPDES Grant Implementation	50,000	50,000			50,000	Municipal Stormwater Capacity Grant
Housekeeping	PW	Totem Lk/Juanita Cr Basin Stormwtr Retrofit Conceptual Design	270,960	270,960	23,860		247,100	National Estuary Program Grant
Housekeeping	PW	Liability Insurance	11,975					
Surface Water Operating Fund Total			366,935	320,960	23,860	-	297,100	
Surface Water Capital Fund (423)								
CIP Update	PW	100th Ave NE Corridor Study ST 0083	20,000					
CIP Update	PW	7th Avenue S Storm Main Replacement SD 0083	240,000					
CIP Update	PW	Annual Sfc Wtr Infrastructure Replacement Program SD 9999	218,000					
CIP Update	PW	Annual Streambank Stabilization Program SD 8888	217,900					
CIP Update	PW	Cross Kirkland Corridor (CKC) Storm Water Retrofit SD 0085	120,000	120,000			120,000	
CIP Update	PW	Kirkland Decant Facility Expansion SD 0082	1,268,000	950,900			950,900	
CIP Update	PW	NE 112th Street Sidewalk NM 0053	25,600					
CIP Update	PW	NE 120th Street Roadway Extension (East section) ST 0057 001	636,300	512,500			512,500	
CIP Update	PW	NE 85th Street Utility Conversion ST 0075	9,200					
CIP Update	PW	Totem Lake Twin 42 Inch Culvert Replacement SD 0075	(853,000)					
Housekeeping	PW	Surface Water Capital Annexation Area Contribution Adj.	1,092,276	1,092,276	1,092,276			
Surface Water Capital Fund Total			2,994,276	2,675,676	1,092,276	-	1,583,400	
Solid Waste Fund								
Housekeeping	PW	Utility Tax Adjustment	205,000	205,000	205,000			2013 & 2014
Housekeeping	PW	Coordinated Prevention Grant Agreement	40,000	40,000	10,000		30,000	
Housekeeping	PW	Liability Insurance	1,260					
Solid Waste Fund Total (431)			246,260	245,000	215,000	-	30,000	
Equipment Rental Fund (521)								
Housekeeping	PW	Revised Vehicle Purchases	(204,292)	(204,292)	(204,292)			
Housekeeping	PW	Liability Insurance	1,017					
Service Packages	PW	Other Funds Service Package Impact	21,864	21,864	21,864			
Equipment Rental Fund Total			(181,411)	(182,428)	(182,428)	-	-	

E-page 110 Adjustment Type	Dept.	Description	Adjustments	Appropriation Adjustment	Funding Source			Funding Source/Notes
					Internal Transf./Chrg.	Year End Cash	External Revenue	
Information Technology Fund (522)								
Council Directed/Other	IT	GIS Public Portal Project - Staffing	44,000	44,000	44,000			GF Development Svcs/GIS CIP
Housekeeping	IT	Liability Insurance	7,316					
Service Packages	IT	2014 Information Technology Service Packages	235,824	198,923		184,923	14,000	General Fund Year-End Cash
Service Packages	IT	Other Funds Service Package Impact	37,874	37,874	37,874			
Information Technology Fund Total			325,014	280,797	81,874	184,923	14,000	
Facilities Fund (527)								
Council Directed/Other	PW	Dayporter Services	7,000					
Housekeeping	PW	Liability Insurance	882					
Facilities Fund Total			7,882	-	-	-	-	
TOTAL OTHER FUNDS			20,487,714	18,649,177	2,925,885	184,923	15,538,369	
TOTAL ALL FUNDS			24,923,555	21,668,530	3,341,205	1,364,159	16,963,166	

**City of Kirkland
2013 Mid-Bi Budget Review
2014 Service Package Requests**

Pkg. #		2014 Department Request				2014 City Manager Recommended				Funding Source							Total Funding Sources
		FTE	Ongoing	One-time	Total	FTE	Ongoing	One-time	Total	Available Fund Balance	External Source	Expenditure Offset	Fees/Charges	REET	CIP	Reserves	
GENERAL FUND																	
City Manager's Office																	
010CM01	Pet License Marketing	-	-	4,434	4,434	-	-	4,434	4,434	-	-	-	4,434	-	-	-	4,434
City Manager's Office		-	-	4,434	4,434	-	-	4,434	4,434	-	-	-	4,434	-	-	-	4,434
Human Resources																	
010HR01	Health Benefits Education & Analysis	-	-	120,000	120,000	-	-	120,000	120,000	-	-	-	-	-	-	120,000	120,000
Human Resources		-	-	120,000	120,000	-	-	120,000	120,000	-	-	-	-	-	-	120,000	120,000
Parks																	
010PK01	Aquatic Facility Study	-	-	215,000	215,000	-	-	215,000	215,000	215,000	-	-	-	-	-	-	215,000
010PK02	Wood Chipper	-	6,984	61,350	68,334	-	6,984	61,350	68,334	-	-	6,984	61,350	-	-	-	68,334
Subtotal Parks		-	6,984	276,350	283,334	-	6,984	276,350	283,334	215,000	-	-	6,984	61,350	-	-	283,334
Public Works																	
010PW01	On-Going Construction Inspector	1.00	115,390	35,992	151,382	1.00	115,390	35,992	151,382	-	-	-	151,382	-	-	-	151,382
010PW02	Temporary Development Engineer	-	-	122,386	122,386	-	-	122,386	122,386	-	-	-	122,386	-	-	-	122,386
010PW03	Development Engineering On-Call Funding	-	-	20,002	20,002	-	-	20,002	20,002	-	-	-	20,002	-	-	-	20,002
010PW04	Increase in Overtime Funding	-	-	5,000	5,000	-	-	5,000	5,000	-	-	-	5,000	-	-	-	5,000
010PW05	Outside Transportation Consultant Plan Review	-	-	25,000	25,000	-	-	25,000	25,000	-	-	-	25,000	-	-	-	25,000
010PW06	Development Services Web Page Redesign	-	-	100,000	100,000	-	-	100,000	100,000	-	-	-	100,000	-	-	-	100,000
010PW07	Temporary CIP Outreach Coordinator	-	-	62,373	62,373	-	-	62,373	62,373	-	-	-	-	62,373	-	-	62,373
Subtotal Public Works		1.00	115,390	370,753	1,458,430	1.00	115,390	370,753	486,143	-	-	-	423,770	-	-	62,373	486,143
Finance & Administration																	
010FA01	Additional 1.0 FTE Utility Billing Staff	1.00	77,968	4,531	82,499	1.00	77,968	4,531	82,499	-	-	8,550	73,949	-	-	-	82,499
010FA02	City Clerk Public Disclosure Analyst	1.00	90,151	4,531	94,682	-	-	87,901	87,901	87,901	-	-	-	-	-	-	87,901
Subtotal Finance & Administration		2.00	168,119	9,062	177,181	1.00	77,968	92,432	170,400	87,901	-	8,550	73,949	-	-	-	170,400
Planning & Community Development																	
010PL01	Comp Plan Update (Environ. Impact Stmt)	-	-	169,479	169,479	-	-	150,000	150,000	150,000	-	-	-	-	-	-	150,000
010PL02	Assistant Planner Overtime	-	-	20,492	20,492	-	-	20,492	20,492	-	-	-	20,492	-	-	-	20,492
010PL03	Additional Professional Services	-	-	42,000	42,000	-	-	42,000	42,000	-	-	-	42,000	-	-	-	42,000
010PL04	Zoning Code "Charts to Tables" Streamlining Proj.	-	-	25,000	25,000	-	-	25,000	25,000	25,000	-	-	-	-	-	-	25,000
Subtotal Planning & Community Development		-	-	256,971	256,971	-	-	237,492	237,492	175,000	-	-	62,492	-	-	-	237,492
Police																	
010PD01	Police Support Associate (Recommended 0.75 FTE)	1.00	89,151	12,600	101,751	-	-	73,584	73,584	73,584	-	-	-	-	-	-	73,584
Subtotal Police		1.00	89,151	12,600	101,751	-	-	73,584	73,584	73,584	-	-	-	-	-	-	73,584
Fire & Building																	
010FB01	Building Services Analyst	1.00	119,941	4,439	124,380	1.00	119,941	4,439	124,380	-	-	-	124,380	-	-	-	124,380
010FB02	Building Administrative Assistant	1.00	103,603	4,887	108,490	-	-	-	-	-	-	-	-	-	-	-	-
010FB03	Electrical Building Inspector	1.00	129,449	32,535	161,984	1.00	129,449	32,535	161,984	-	-	-	161,984	-	-	-	161,984
010FB04	Temporary Building Inspector	-	-	109,386	109,386	-	-	109,386	109,386	-	-	-	109,386	-	-	-	109,386
010FB05	Overhead Projector for Rose Hill Room	-	-	10,039	10,039	-	-	10,039	10,039	-	-	-	10,039	-	-	-	10,039
010FB06	Building - On-call Hours	-	-	57,244	57,244	-	-	57,244	57,244	-	-	-	57,244	-	-	-	57,244
010FB07	Building - Increase Overtime Hours	-	-	45,000	45,000	-	-	45,000	45,000	-	-	-	45,000	-	-	-	45,000
010FB08	MSA - Medical Services Administrator	-	2,266	-	2,266	-	-	-	-	-	-	-	-	-	-	-	-
010FB09	Office Specialist - Reorg not recommended	0.50	41,793	-	41,793	0.50	46,838	-	46,838	41,838	-	-	5,000	-	-	-	46,838
010FB10	Fire Protection Engineer	1.00	128,348	2,923	131,271	1.00	128,348	2,923	131,271	-	-	7,000	124,271	-	-	-	131,271
010FB11	Emergency Preparedness Coordinator	1.00	105,712	2,923	108,635	0.50	63,657	2,923	66,580	22,159	44,421	-	-	-	-	-	66,580
Subtotal Fire & Building		5.50	631,112	269,376	900,488	4.00	488,233	264,489	752,722	63,997	44,421	7,000	637,304	-	-	-	752,722
GENERAL FUND TOTAL		9.50	1,010,756	1,319,546	2,330,302	6.00	688,575	1,439,534	2,128,109	615,482	44,421	15,550	1,208,933	61,350	62,373	120,000	2,128,109

**City of Kirkland
2013 Mid-Bi Budget Review
2014 Service Package Requests**

Pkg. #		2014 Department Request				2014 City Manager Recommended				Funding Source							Total Funding Sources
		FTE	Ongoing	One-time	Total	FTE	Ongoing	One-time	Total	Available Fund Balance	External Source	Expenditure Offset	Fees/Charges	REET	CIP	Reserves	
OTHER FUNDS																	
Lodging Tax Fund																	
112CM01	Waterfront Optimization Evaluation	-	-	16,000	16,000	-	-	16,000	16,000	-	-	-	4,000	-	-	12,000	16,000
Lodging Tax Fund		-	-	16,000	16,000	-	-	16,000	16,000	-	-	-	4,000	-	-	12,000	16,000
Street Maintenance Fund																	
117PW01	Parking Space Feasibility Evaluation	-	-	50,000	50,000	-	-	50,000	50,000	-	-	-	-	-	-	50,000	50,000
Street Maintenance Fund		-	-	50,000	50,000	-	-	50,000	50,000	-	-	-	-	-	-	50,000	50,000
Equipment Rental Fund																	
521PW01	Spill Bucket Replacement at Fire Station 27	-	-	20,000	20,000	-	-	20,000	20,000	20,000	-	-	-	-	-	-	20,000
Equipment Rental Fund		-	-	20,000	20,000	-	-	20,000	20,000	20,000	-	-	-	-	-	-	20,000
Information Technology Fund																	
522IT01	Adobe LiveCycle Enterprise	-	12,739	106,684	119,423	-	12,739	106,684	119,423	70,423	-	4,000	45,000	-	-	-	119,423
522IT02	eCityGov Dues Increase	-	19,500	-	19,500	-	19,500	-	19,500	19,500	-	-	-	-	-	-	19,500
522IT03	Telecommunications Audit	-	-	25,000	25,000	-	-	25,000	25,000	-	-	25,000	-	-	-	-	25,000
522IT04	Franchising Legal Fees	-	-	25,000	25,000	-	-	25,000	25,000	25,000	-	-	-	-	-	-	25,000
522IT05	FireRMS Upgrade, 2014 Support/Fire Inspections	-	14,000	25,000	39,000	-	14,000	25,000	39,000	25,000	-	-	14,000	-	-	-	39,000
522IT06	IT Net/Ops Intern	-	-	7,901	7,901	-	-	7,901	7,901	-	-	7,901	-	-	-	-	7,901
Information Technology Fund		-	46,239	189,585	235,824	-	46,239	189,585	235,824	139,923	-	36,901	59,000	-	-	-	235,824
Water/Sewer Operating Fund																	
411PW01	Cost of Service Analysis	-	-	30,000	30,000	-	-	30,000	30,000	-	-	-	-	-	-	30,000	30,000
Water/Sewer Operating Fund		-	-	30,000	30,000	-	-	30,000	30,000	-	-	-	-	-	-	30,000	30,000
TOTAL OTHER FUNDS		-	46,239	305,585	351,824	-	46,239	305,585	351,824	159,923	-	36,901	63,000	-	-	92,000	351,824
TOTAL ALL FUNDS		9.50	1,056,995	1,625,131	2,682,126	6.00	734,814	1,745,119	2,479,933	775,405	44,421	52,451	1,271,933	61,350	62,373	212,000	2,479,933

**City of Kirkland
Revised 2013-2018 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/Pending Source	
Prior Year Active Projects:														
ST 0006 001	Annual Street Preservation Program One Time Capital Purchase	500,000												
NM 0034 001*	Peter Kirk Elementary Sidewalk Phase II	438,000												
NM 0059	6th Street Sidewalk	265,000												
NM 0065	Central Way Pedestrian Enhancements	441,000												
NM 0068*	Lakeview School Walk Route Enhancements	374,300												
NM 0069*	100th Ave NE Bike Lanes	274,000												
TR 0070	NE 124th & 124th Ave Intersection Improvements	1,857,873												
TR 0102	GTEC	743,000												
TR 0111 000	Kirkland ITS Implementation Phase I	2,081,000												
Subtotal Prior Year Active Projects with no new funding planned		6,974,173												
Current 2013-2018 CIP:														
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		42,500	158,000	1,268,500				1,469,000				1,469,000	
ST 0006 003*	Street Levy Street Preservation		1,959,000	2,574,000	2,300,000	2,300,000	2,300,000	2,300,000	13,733,000	13,733,000				
ST 0055+	98th Avenue Bridge		390,000	1,025,000					1,415,000		15,000		1,400,000	
ST 0057 001*	NE 120th Street Roadway Extension (East Section)	2,867,000	556,300	3,085,800					3,642,100	839,300	800		2,802,000	
ST 0075~	NE 85th Street Utility Conversion	1,916,800	774,700						774,700				765,500	
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		70,000						70,000	20,000	50,000			
ST 8888	Annual Concurrence 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 0006 100	Street Levy-Safe School Walk Routes				150,000	150,000	150,000	150,000	600,000	600,000				
NM 0006 200	Street Levy-Pedestrian Safety		590,000		150,000	150,000	150,000	150,000	1,190,000	1,190,000				
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	276,800	79,200		3,041,000	
NM 0024 101*	Cross Kirkland Corridor Master Plan		350,000	150,000					500,000	252,200	247,800			
NM 0051~	Rose Hill Business District Sidewalks	3,715,500	1,156,800	2,985,200					4,142,000				4,142,000	
NM 0053+	NE 112th Street Sidewalk		291,700						291,700	35,600	169,800		86,300	
NM 0057	Annual Sidewalk Maintenance Program		209,000	200,000	200,000	200,000	200,000	200,000	1,209,000	909,000	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 0082+	6th Street S. Sidewalk		412,000						412,000				412,000	
NM 0084	South Kirkland TOD/CKC Multi-Modal Connection Ph. 1		246,000	1,054,000					1,300,000				1,300,000	
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 0004 002	Peter Kirk Restroom Renovation	12,600	127,400						127,400				122,100	
TR 0065+	6th Street/Kirkland Way Traffic Signal			992,000					992,000				992,000	
TR 0078~*	NE 85th St/132nd Ave NE Intersection Improvements	1,182,500	42,000	925,400					967,400				967,400	
TR 0080~*	NE 85th St/124th Ave NE Intersection Improvements	767,600	31,300	1,223,400					1,254,700				1,254,700	
TR 0083	100th Ave NE/NE 132nd Street Intersection Improvements		350,000		2,501,000				3,201,000	700,000			2,501,000	
TR 0111 003*	Kirkland ITS Implementation Phase IIC		453,000	2,498,000					2,951,000	240,000	509,900		2,201,100	
TR 0113*	Citywide Safety & Traffic Flow Improvements		150,600	193,300					343,900		49,500		294,400	
TR 0115	6th Street S./9th Avenue S. Traffic Signal			939,000					939,000				939,000	
TR 8888	Annual Concurrence Traffic Improvements				475,000	543,000	381,300		1,399,300	1,169,300	230,000			
Total Funded Transportation Projects		17,639,173	13,187,300	23,818,000	9,987,200	6,610,000	6,691,300	6,878,000	67,171,800	37,330,500	3,218,300	0	26,608,500	

Other Funding Sources Used

- Notes**
 * = Modification in timing and/or cost (see Memo for greater detail)
 ~ = Projects with pending funding sources to be determined
 + = 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

TRANSPORTATION PROJECTS

Unfunded Projects:

Project Number	Project Title	Total
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
ST 0084	Finn Hill Emergency Vehicle Access Improvement Study	150,000
ST 0086	Finn Hill Emergency Vehicle Access Connection	900,000
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 0024 201	Cross Kirkland Corridor Opportunity Fund	500,000
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 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	Juanita-Kingsgate Pedestrian Bridge at I-405	4,500,000
NM 0081	CKC to Redmond Central Connector	3,656,000
NM 0085	South Kirkland TOD/CKC Multi-Modal Connection Ph. 2	1,200,000
Subtotal Unfunded ST and NM Projects		194,196,300

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 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	1,189,000
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		71,299,600
Total Unfunded Transportation (ST, NM, and TR) Projects		265,495,900
Funding Available from Annual Programs for Candidate Projects		6,329,000
Net Unfunded Transportation Projects		259,166,900

* = 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
 # = Projects to be funded with development-related revenues

**City of Kirkland
Revised 2013-2018 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	
<i>Prior Year Active Projects:</i>														
SD 0025	NE 85th Street Detention	621,800												
SD 0065	Cochran Spr/Yarrow Pt Flood Control	313,400												
Subtotal Prior Year Active Projects with no new funding planned		935,200												
<i>Current 2013-18 CIP:</i>														
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	3,494,000						3,494,000	1,253,200	2,240,800			
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)	396,703	50,000		50,000		50,000		150,000		150,000			
SD 0082*	Kirkland Decant Facility Expansion		75,000	1,193,000					1,268,000		317,100			
SD 0083	7th Avenue S Storm Main Replacement			240,000					240,000		240,000			950,900
SD 0085	Cross Kirkland Corridor (CKC) Storm Water Retrofit			120,000					120,000		-			120,000
SD 8888*	Annual Streambank Stabilization Program		217,900			350,000	350,000	425,000	1,342,900	1,125,000	217,900			
SD 9999*	Annual Surface Water Infrastructure Replacement Program		218,000			350,000	350,000	427,600	1,345,600	1,127,600	218,000			
Total Funded Surface Water Management Utility Projects		3,742,603	4,899,200	3,362,100	1,638,000	1,588,000	1,638,000	1,588,000	14,713,300	9,528,000	3,778,400	0	1,406,900	

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 Enhancements	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 0084	Market Street Storm Main Rehabilitation	700,000
Subtotal Unfunded Surface Water Management Utility Projects		8,532,700
Funding Available from Annual Programs for Candidate Projects		2,688,500
Net Unfunded Surface Water Management Utility Projects		5,844,200

Notes

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" = 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

**City of Kirkland
Revised 2013-2018 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
<i>Prior Year Active Projects:</i>													
WA 0063	Supply Station #3 Replacement	141,000											
WA 0093	Vulnerability Analysis	367,900											
WA 0094	North Reservoir Painting	3,399,000											
WA 0113	116th Ave NE/NE 70th-80th St WM Replacement	684,000											
WA 0115	Telemetry Upgrades	150,000											
WA 0142	3rd St Watermain Upgrade	100,000											
WA 0144	120th Ave NE Watermain Replacement	272,000											
SS 0063	NE 53rd St Sewermain Replacement	723,000											
SS 0074	Sewer System Telemetry Upgrade	150,000											
SS 0075	Inflow/Infiltration Reduction Upgrade	200,000											
SS 0076	NE 80th St Sewer Replacement Phase III	1,087,000											
<i>Subtotal Prior Year Active Projects with no new funding planned</i>		7,273,900											
<i>Current 2013-18 CIP:</i>													
WA 0090	Emergency Sewer Pgm Watermain Replacement Pgm	50,000	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	396,703						850,000	850,000	850,000			
WA 0140*	NE 85th Street Watermain Replacement	626,000	2,494,400	871,800					3,366,200	3,366,200			
WA 0145*	Kirkland Avenue/6th Street S Watermain Replacement					785,000			785,000	785,000			
WA 0148	Park Lane Watermain Replacement		62,000	235,000					297,000	297,000			
WA 0150	6th Street Watermain Replacement			372,500	148,000				520,500	520,500			
WA 0151	7th Avenue S Watermain Replacement			325,000	53,000				378,000	378,000			
WA 8888*	Annual Watermain Replacement Program						562,100	402,700	964,800	964,800			
WA 9999*	Annual Water Pump Station/System Upgrade Pgm						562,100	402,700	964,800	964,800			
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			464,400	466,100				930,500	930,500			
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				1,088,400	1,471,400			2,559,800	2,559,800			
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			217,400	497,800	138,300	562,100	402,800	1,818,400	1,818,400			
SS 9999*	Annual Sanitary Pump Station/System Upgrade Pgm			217,400	497,800	138,300	562,200	402,800	1,818,500	1,818,500			
Total Funded Water/Sewer Utility Projects		8,561,603	5,080,700	7,600,800	4,295,100	3,704,000	4,223,000	3,723,000	28,626,600	20,388,600	4,200,000	4,038,000	0

Notes

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+ = 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

WATER/SEWER UTILITY PROJECTS

Unfunded Projects:

Project Number	Project Title	Total
WA 0052	108th Avenue NE Watermain Replacement	1,584,000
WA 0057	116th Avenue NE Watermain Replacement	2,731,000
WA 0067#	North Reservoir Pump Replacement	611,000
WA 0096	NE 83rd Street Watermain Replacement	450,000
WA 0097	NE 80th Street Watermain Replacement (Phase III)	1,386,000
WA 0098	126th Ave NE/NE 83rd & 84th St/128th Ave NE Watermain Replacement	1,197,000
WA 0103^	NE 113th Place/106th Ave NE Watermain Replacement	841,000
WA 0104	111th Ave NE/NE 62nd St-NE 64th St Watermain Replacement	1,493,000
WA 0108	109th Ave NE/NE 58th St Watermain Replacement	504,000
WA 0109	112th Ave NE Watermain Replacement	1,179,000
WA 0111	NE 45th St And 110th/111th Ave NE Watermain Replacement	1,303,000
WA 0113	116th Ave NE/NE 70th-NE 80th St Watermain Replacement	2,222,100
WA 0118^	112th -114th Avenue NE/NE 67th-68th Street Watermain Replacement	3,360,100
WA 0119	109th Ave NE/111th Way NE Watermain Replacement	2,304,000
WA 0120^	111th Avenue Watermain Replacement	182,000
WA 0122	116th Avenue NE/NE 100th Street Watermain Replacement	1,506,000
WA 0123	NE 91st Street Watermain Replacement	453,000
WA 0124^	NE 97th Street Watermain Replacement	685,000
WA 0126#	North Reservoir Outlet Meter Addition	72,300
WA 0127#	650 Booster Pump Station	1,603,000
WA 0128	106th Ave NE-110th Ave NE/NE 116th St-NE 120th St Watermain Replacement	2,305,000
WA 0129	South Reservoir Recoating	981,000
WA 0130^	11th Place Watermain Replacement	339,000
WA 0131#	Supply Station #1 Improvements	61,500
WA 0132	7th Avenue/Central Avenue Watermain Replacement	907,000
WA 0133	Kirkland Avenue Watermain Replacement	446,000
WA 0135	NE 75th Street Watermain Replacement	711,000
WA 0136^	NE 74th Street Watermain Replacement	193,000
WA 0137^	NE 73rd Street Watermain Replacement	660,000
WA 0138	NE 72nd St/130th Ave NE Watermain Replacement	1,476,000
WA 0139"	6th Street S Watermain Replacement	785,000
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
SS 0082	3rd Street & Central Way Sanitary Sewer Crossing	270,000
Subtotal Unfunded Water/Sewer Utility Projects		77,057,500
Funding Available from Annual Programs for Candidate Projects		5,566,500
Net Unfunded Water/Sewer Utility Projects		71,491,000

Notes

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^ = Annual Watermain or Sanitary Pipeline Replacement Program Project Candidates

= Annual Pump Station/System Upgrade Program Project Candidates

Shaded year(s) = Previous timing

Bold italics = New projects

City of Kirkland Revised 2013-2018 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	Reserve	External Source	
<i>Prior Year Active Projects:</i>													
PK 0056	Forbes Lake Park Development	952,500											
PK 0108	McAuliffe Park Development	288,414											
PK 0109	Juanita Bay Park Wetland Restoration	215,000											
PK 0123	Peter Kirk Pool Upgrades	175,000											
PK 0124	Snyder's Corner Park Site Development	75,000											
<i>Subtotal Prior Year Active Projects with no new funding planned</i>		<i>1,705,914</i>											
<i>Current 2013-18 CIP:</i>													
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		115,000	624,000					739,000	500,000	239,000		
PK 0095 200	Heritage Park - Heritage Hall Renovations		50,000						50,000	50,000			
PK 0113 100*	Spinney Homestead Park Renovation		493,000						493,000	443,000	50,000		
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	396,703	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		475,000	375,000			750,000	750,000	2,350,000	2,350,000			
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			
<i>PK 0139 100*</i>	<i>Totem Lake Park Master Plan</i>		<i>120,000</i>						<i>120,000</i>		<i>120,000</i>		
Total Funded Park Projects			5,552,617	1,828,000	1,989,000	2,012,000	2,035,000	2,058,000	2,582,000	12,504,000	11,495,000	509,000	500,000

Notes

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Shaded year(s) = Previous timing

Bold italics = New projects

Italics = Repurposed projects

= Park Levy Candidates

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
<i>PK 0139 101</i>	<i>Totem Lake Park Acquisition</i>	<i>3,000,000</i>
Total Unfunded Parks Projects		97,425,000

Notes

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Bold italics = New projects

Italics = Repurposed projects

Unfunded Repurposed Projects:

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

Total Unfunded Parks Projects:

Unfunded Park Projects	97,425,000
Unfunded Repurposed Projects	1,539,300
Total Unfunded Parks Projects	98,964,300

**City of Kirkland
Revised 2013-2018 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	External Source
<i>Prior Year Active Projects</i>												
PS 0054	Emergency Operations Center Upgrade	102,000										
PS 0056	Disaster Supply Storage Units	147,000										
PS 0057	Disaster Care Response Vehicle	70,000										
PS 0062	Defibrillator Unit Replacement	253,900										
PS 0065	Disaster Response Portable Generator	300,000										
<i>Subtotal Prior Year Active Projects with no new funding planned</i>		872,900										
<i>Current 2013-18 CIP</i>												
FIRE												
PS 0067	Dive Rescue Equipment			55,000					55,000	55,000		
PS 0071*	Self Contained Breathing Apparatus (SCBA)		741,600					9,000	750,600	750,600		
PS 0075	Portable Radios						347,000		347,000	347,000		
PS 0076*	Personal Protective Equipment			518,200			400		518,600	518,600		
<i>PS 0077</i>	<i>Hose Replacement</i>		<i>35,000</i>	<i>1,300</i>	<i>7,700</i>	<i>2,200</i>	<i>10,000</i>	<i>3,200</i>	<i>59,400</i>	<i>59,400</i>		
POLICE												
PS 1000*	Police Equipment Replacement		53,100	114,800	180,900	321,500	276,000	149,000	1,095,300	1,095,300		
Total Funded Public Safety Projects		396,703	829,700	689,300	188,600	323,700	633,400	161,200	2,825,900	2,825,900	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

Notes

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City of Kirkland Revised 2013-2018 Capital Improvement Program

GENERAL GOVERNMENT PROJECTS - Technology

Funded Projects:

Project Number	Project Title	Prior Year(s)	2013	2014	2015	2016	2017	2018	2013-2018 Total	Funding Source		
										Current Revenue	Reserves/ Prior Yr	External Source
Prior Year Active Projects												
GG 0006 110	Records Management System	1,297,200										
GG 0006 205	Municipal Court Technology Projects	50,000										
Subtotal Prior Year Active Projects with no new funding planned		1,347,200										
Prior Year Active Projects												
GG 0006 501	Permit System Replacement	906,412	75,000						75,000		75,000	
IT 0100 000*	Network Server Replacements	176,158	161,000	66,400	36,000	23,800	164,500	66,400	518,100	507,100	11,000	
IT 0110 000*	Network Infrastructure	310,312	50,000	200,000	39,000	36,600	41,100	37,600	404,300	250,300	154,000	
IT 0120 000*	Network Storage, Backup & Archiving	332,384	987,100		18,400	20,100	80,000	1,071,400	2,177,000	1,514,900	662,100	
IT 0130 000*	Network Phone Systems			50,000	395,000				445,000	225,257	219,743	
IT 0140 000	Network Security	30,000	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				66,900	13,400			80,300	80,300		
IT 0601 000	Help Desk System Replacement Phase 2				66,000				66,000		66,000	
IT 0702 000	Maintenance Management System Upgrade		30,000	147,600					177,600	53,100	124,500	
IT 0901 000*	Disaster Recovery System Improvement			125,000					125,000	125,000		
Total Funded General Gov. Projects - Technology		3,499,169	1,650,500	860,100	975,600	499,700	610,600	1,455,400	6,051,900	3,839,957	2,211,943	0

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 0602 000"	Standard Reporting Tool	83,200
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 - Technology		1,203,900

Notes

* = Modification in timing and/or cost (see Project Modification/Deletion Schedule for greater detail) Additionally, all Technology projects are using a new project numbering convention

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City of Kirkland Revised 2013-2018 Capital Improvement Program

GENERAL GOVERNMENT PROJECTS - Facilities

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
<i>Prior Year Active Projects</i>													
GG 0037	Maintenance Center Expansion	1,450,000											
<i>Subtotal Prior Year Active Projects</i>		1,450,000											
<i>Current 2013-18 CIP</i>													
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	68,000	170,400	155,100	194,900	142,400	730,800		730,800		
GG 0011*	Roofing, Gutter, Siding and Deck Replacements		41,800	132,300		34,600	141,800	257,700	608,200		608,200		
GG 0012	Flooring Replacements			66,400	105,800	23,300	82,000	96,500	374,000		374,000		
GG 0013 102*	Public Safety Building Phase II	1,504,000	17,045,200	14,113,000					31,158,200		8,020,790	22,023,327	
<i>GG 0014</i>	<i>City Facilities Energy Efficiency Project</i>		<i>846,000</i>						<i>846,000</i>		<i>586,000</i>		
GG 0035 100	City Hall Expansion	166,500	433,500	1,450,000	7,950,000				9,833,500		528,924	5,804,576	
GG 0039	Consolidated Fire Station No 25	1,368,000	3,862,000						3,862,000			3,862,000	
Total Funded General Government Projects - Facilities		4,488,500	22,276,400	16,052,500	8,339,600	223,200	617,000	858,300	48,367,000	0	11,803,014	31,689,903	4,874,083

Notes

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ORDINANCE O-4429

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING THE BIENNIAL BUDGET FOR 2013-2014.

WHEREAS, the City Council finds that the proposed adjustments to the Biennial Budget for 2013-2014 reflect revenues and expenditures that are intended to ensure the provision of vital municipal services at acceptable levels;

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

Section 1. The Mid-Biennial 2013 adjustments to the Biennial Budget of the City of Kirkland for 2013-2014 are hereby adopted.

Section 2. In summary form, modifications to the totals of estimated revenues and appropriations for each separate fund and the aggregate totals for all such funds combined are as follows:

<u>Funds</u>	<u>Current Budget</u>	<u>Adjustments</u>	<u>Revised Budget</u>
General	175,415,166	3,019,353	178,434,519
Lodging Tax	707,327	-	707,327
Street Operating	20,654,421	79,713	20,734,134
Cemetery Operating	837,747	-	837,747
Parks Maintenance	3,097,227	-	3,097,227
Parks Levy	5,006,077	16,987	5,023,064
Contingency	2,426,425	-	2,426,425
Impact Fees	3,953,397	-	3,953,397
Excise Tax Capital Improvement	12,846,786	-	12,846,786
Limited General Obligation Bonds	7,721,892	-	7,721,892
Unlimited General Obligation Bonds	1,769,740	4,954,853	6,724,593
General Capital Projects	57,830,761	1,988,919	59,819,680
Transportation Capital Projects	42,675,875	7,688,700	50,364,575
Water/Sewer Operating	54,076,992	580,000	54,656,992
Water/Sewer Debt Service	2,225,742	-	2,225,742
Utility Capital Projects	23,349,803	-	23,349,803
Surface Water Management	22,615,285	320,960	22,936,245
Surface Water Capital Projects	18,524,579	2,675,676	21,200,255
Solid Waste	32,309,121	245,000	32,554,121
Health Benefits	24,381,271	-	24,381,271
Equipment Rental	19,250,173	(182,428)	19,067,745
Information Technology	12,630,308	280,797	12,911,105
Facilities Maintenance	13,082,995	-	13,082,995
Firefighter's Pension	1,922,607	-	1,922,607
	<u>559,311,717</u>	<u>21,668,530</u>	<u>580,980,247</u>

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 _____, 2013.

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

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney



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

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: December 5, 2013

Subject: **FINAL 2014 PROPERTY TAX LEVY**

RECOMMENDATION:

Council receives an update on the status of the final property tax levy for 2014 and, if the final levy worksheet is received from the King County Assessor's Office by December 10, adopt a revised version of Ordinance O-4430 lowering the adopted property tax levy.

BACKGROUND DISCUSSION

At the November 19 Council Meeting, Council adopted Ordinance O-4425 setting the City's maximum allowable levy of \$26,872,115, with an additional excess levy of \$593,705. Council adopted ordinance O-4425 in order to meet the December 6 deadline established by the King County Council for submission of levy amounts. Ordinance O-4425 included a maximum amount since the County will allow us to submit a final levy amount that is lower than the preliminary amount but not higher. Consequently, the preliminary property tax levy was set higher than the final levy would be.

The County estimated that the final levy worksheet would be available either by the last week of November or the first week of December. As noted at the November 19 Council meeting, staff intended to bring forward a new ordinance establishing the final, lower property tax levy amount at the December 10 Council meeting. As of this writing, the Assessor's Office has not finalized the City's levy worksheet and therefore staff is unable to accurately calculate the amount of the 2014 levy. To our knowledge, this circumstance has not occurred before. As a result, a placeholder Ordinance O-4430 is included with the figures to be filled in based on the final worksheet from King County shaded. If the final levy amount is available prior to the Council meeting on December 10, then a revised Ordinance O-4430 lowering the levy adopted by Ordinance O-4425 will be provided for consideration.

If the final levy amount is not known by December 10, the City will work with the King County Assessor's Office to revise the Preliminary Levy adopted on November 19, and will update Council upon completion. Staff confirmed that some cities within King County pass an ordinance establishing a maximum allowable levy, and revise this administratively without passing a second ordinance, therefore this approach is feasible and ensures we capture the allowable levy amount. However, in this case the actual final levy amount will be determined by King County based on their calculation of the levy limit and the City's preliminary ordinance amount would be superseded. Council would have the option of adopting a replacement ordinance at a later date memorializing the final amount.

ORDINANCE O-4430

AN ORDINANCE OF THE CITY OF KIRKLAND ESTABLISHING THE AMOUNT OF PROPERTY TAXES TO BE LEVIED FOR THE YEAR 2014, THE SECOND YEAR OF THE CITY OF KIRKLAND 2013-2014 FISCAL BIENNIUM AND REPEALING ORDINANCE O-4425.

WHEREAS, the City Council previously held a public hearing on November 19, 2013, to consider amendments to 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 2014; 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, on November 19, 2013, the City Council passed Ordinance O-4425 which was the preliminary property tax levy representing the maximum amount to be levied; and

WHEREAS, the City Council wishes to repeal the preliminary property tax levy and pass the final tax levy based upon the most recent property tax levy data provided by King County which will be a reduction from the levy amount in Ordinance O-4425; 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. Ordinance O-4425 passed November 19, 2013, is hereby repealed.

Section 2. The regular property tax levy for the year 2014 is hereby fixed and established in the amount of \$xx,xxx,xxx. This property tax levy represents a dollar increase of \$xxx,xxx and a percentage increase of x.x% from the previous year, excluding the addition of new construction, improvements to property, any increase in state-assessed property, and administrative refunds as shown below:

	Amount
2014 Regular Levy	xx,xxx,xxx
Less 2013 Levy	25,526,169
Less New Construction	xxx,xxx
Less Refunds	xx,xxx
Total Increase	xxx,xxx
Percent Increase	x.x%

Section 3. There is hereby levied for 2014 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 \$593,705 on the total of assessed valuation for such property.

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

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

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

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney



CITY OF KIRKLAND
Department of Parks & Community Services
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director
Michael Cogle, Deputy Director

Date: November 30, 2013

Subject: ORDINANCE AMENDING SPECIAL EVENT POLICIES

RECOMMENDATION:

City Council adopt the attached ordinance amending the City's Special Event policies. A substitute ordinance with amendments proposed by the Council's Community Planning, Housing and Economic Development (CPHED) Committee following their meeting on November 26 is also included and Council may wish to adopt the substitute instead. The amendments in the substitute will be explained in detail at the end of the memo but they remove registration caps on athletic events such as road races from the ordinance while still allowing the Parks and Police Departments to determine caps administratively as well as allow the Parks Director to separate "similar" events under certain conditions.

BACKGROUND DISCUSSION:

In fall of 2012, the City Council asked staff to review the City's policies and practices with regard to special events. Council wanted to update policies and procedures to respond to concerns from event organizers about regulatory requirements and staff assistance. Policy issues were assigned to the Council's Community Planning, Housing, and Economic Development (CPHED) Committee.

The Council held study sessions related to special events on January 2 and February 5, 2013. On May 7, 2013 the City Council received another update on events and agreed in principal to update the Kirkland Municipal Code (KMC) to amend the provisions that can apply to these ongoing activities.

The Council then held another study session on October 1, 2013 and the CPHED Committee met on November 21, 2013 and November 26, 2013 to make final recommendations to the full Council. These meetings are described below.

Study Session of October 1

A number of policy issues were considered by the CPHED Committee and recommendations were presented to the Council at a study session on October 1, 2013. The Council generally agreed with the proposed policy recommendations with the following items noted:

1. **Community Events.** The Council supported the recommendation to designate certain special events as "Community Events". As proposed, a Community Event means a special event designated as such by the City Council which is intended primarily for Kirkland residents, is free of an admission charge, is organized by the City or a recognized Kirkland non-profit agency, and is intended to celebrate an important community holiday or tradition. Community events are provided special priority in the regulations.

For 2014, the Council will be asked to consider a separate Resolution designating two annual special events for Community Event status: the 4th of July Celebration and the Holiday Tree Lighting Festival.

The Concerts in the Park Series was also deemed an important tradition by the Council, but it is now defined as a Community Program which is not subject to the Special Events regulations.

2. **Net Profits.** On the rare occasion that two events would be proposed for the same date, the proposed policy would prioritize issuance of permits to those events which benefit a non-profit agency serving Kirkland residents. The proposed policy would define "Benefitting a Kirkland Non-Profit" to mean "a financial benefit for a non-profit agency serving Kirkland residents. The financial contribution should represent no less than 10% of the net profits of the event." The Council asked that staff consider a more meaningful definition of "net profits".

Staff has reviewed this issue with the City Attorney and recommends that the policy language remain as proposed to maintain maximum flexibility in administering the policy. While net profits generally refers to those monies available after subtracting expenses from revenues, expenses related to the costs of goods sold, overhead costs, administration, in-kind support, and taxes can be complicated and vary greatly in how they are calculated and described on a balance sheet. If we do have the occasion where this policy "tie-breaker" is required, staff will work with the event organizers to ensure that the intent of the policy – to give priority to events benefitting Kirkland residents – is being followed.

3. **Allowing Minors in Beer/Wine Gardens.** The proposed policy describes regulations pertaining to conditions for beer and wine gardens. The policy would essentially codify the permit conditions staff have been requiring administratively in the past. The Council asked that staff consider a policy of allowing minors (under age 21) into beer/wine garden events as desired by some organizers.

While admittance by minors to beer/wine gardens is legally allowable, the Police Department recommends that minors not be permitted to enter the beer/wine gardens at special events. The Police Department has reviewed this issue in depth and discussed with the Washington State Liquor Control Board. A memo from Chief Eric Olson to City Manager Kurt Triplett is attached to this report.

The current draft of the ordinance does not permit minors into beer/wine garden events. The CPHEd Committee concurred with this recommendation on November 21. If the full Council prefers to allow this to occur, an amendment would be needed.

4. **Events which do not benefit a non-profit.** A question emerged regarding how the policy addresses those events which, while open to the public and occurring on public property, do not benefit a charitable organization (example: French Flea Market on Park Lane).

The City's existing special events regulations (19.24.190) detail how these types of events must reimburse the City for both direct and indirect costs incurred by the City in connection with the event. However, staff has not been charging events for indirect costs.

Effective immediately, staff will begin charging all eligible indirect City-incurred costs to those events that do not benefit a charitable organization, as already outlined in the Kirkland Municipal Code.

On a related issue, the special event policy already describes conditions affecting the issuance of a special event permit (19.24.100), including requiring that "*(8) the special event will not have significant adverse impact upon residential or business access and traffic circulation*".

For 2014, staff will require the organizer of the French Flea Market to demonstrate event support from the majority of Park Lane merchants as a condition of permit approval.

5. **Follow-up Evaluation.** The Council expressed interest in evaluating the new policies after one year. The staff special event team would propose to conduct an evaluation at the end of next year and report back to the CPHEd Committee and full Council with findings and recommendations for any changes to the special events policies.

Recap of Other Recommended Policy Changes

The following changes to the KMC have been reviewed by the CPHEd Committee and recommended for approval as presented to the Council on October 1, 2013 and included in the attached ordinance.

19.24.010 Definitions.

The committee believes that a well-understood definition of terms is important to the administration of any policy. To that end, the following definitions are proposed to be added to the existing Chapter 19.24 of the Kirkland Municipal Code:

"Benefitting a Kirkland Non-Profit" means a financial benefit for a non-profit agency serving Kirkland residents. The financial contribution should represent no less than 10% of the net profits of the event.

"Certified race director" means a person who has successfully completed an educational program and received nationally recognized credentials showing the recipient has the knowledge required to conduct safe events for rides, runs, walks, and swims.

"Community Event" means a special event designated as such by the City Council which is intended primarily for Kirkland residents, is free of an admission charge, is organized by the city or a recognized Kirkland non-profit agency, and is intended to celebrate an

important community holiday or tradition.

"Community Programs" means activities of an on-going nature which are open to the public and provided free of an admission charge, such as weekly farmer's markets and park performing arts series.

"Fundraising Event" means a special event held by a non-profit entity that is primarily for the purposes of fund-raising for the benefit of the sponsoring non-profit.

"Major Event" means any special event that causes the closure or limited use of streets, sidewalks, public parking, parks or other public venues normally accessible by the general public or a special event that causes significant impacts to the public.

"Picketing" means a person posted by a labor organization at a place of work affected by a strike; or a person posted for a demonstration or protest.

"Tourism Event" means any special event that furthers the City's economic development goals, is primarily intended to attract participants from out of the immediate area and is eligible to receive funding from lodging tax funds. The receipt of lodging tax funds granted by the City for an event is contingent upon the issuance of a special event permit and the successful implementation of the event.

19.24.030 Exceptions to special event permit requirement.

As described above, Community Programs are proposed as on-going activities that would no longer be subject to the special event policies, but would instead be considered administratively through a separate City process, such as park use permit, right-of-way permit, or other process. Examples of Community Programs include weekly farmers' markets or a summer concerts-in-the-parks series.

Language proposed for this section would specifically exempt Community Programs from having to obtain a special event permit.

19.24.050 Priority of special event permit issuance.

This section addressed (1) a desire to state clearly that event dates are reserved on a first-come, first-serve basis one year in advance (consistent with past policy); (2) to establish criteria that will be used in case of a tie – including giving priority to those events benefitting charitable organizations; and (3) establish a policy which allows an event to occur on the same weekend for two additional years if certain success criteria have been met.

- Dates will be reserved on a first-come, first-served basis not more than one year prior to the proposed date of the event. When on the same business day more than one applicant requests the same date and venue for their event, the following criteria will be applied in the following order:
 - The event directly benefits a non-profit organization serving Kirkland residents.
 - The event and/or the event organizer have a demonstrated history of success in producing events in Kirkland.

- The event has been recommended for funding by the Tourism Development Committee.
- The event supports a City Council goal or City work program initiative.
- Special Event applicants may be granted permission to hold the same event for an additional two years on the same weekend at the same venue if "success" criteria have been met. The Special event application process shall be followed each year. The success criteria are as follows:
 - All previous special event fees have been paid in full.
 - Previous special event successfully provided for public safety (event safety plans, traffic control apparatus and volunteers), health (first aid provisions and public health requirements), and sanitation (sufficient number of maintained restroom facilities, maintenance and disposal of event garbage/recycling).
 - Previous special events properly cared for city facilities and equipment resulting in no damage.
 - Previous special event applications were properly completed, submitted on time, and in the required format.

19.25.090 Limitations on special events.

This is a proposed new section of the policy which would provide limitation on the number and size of special events, specifically limiting events to not more than two per month at any one venue and limiting the size and timing of athletic road events.

- No more than two (2) special event permits shall be issued per calendar month at any one venue, or along any one street. The Central Business District and Marina Park shall be considered as the same venue. This limitation shall not apply to Community Events designated by the City Council.
- Special Events shall be limited to no more than three (3) consecutive calendar days; one additional day may be permitted for event load-in or load-out.
- Athletic events, including runs and bike races, shall be restricted to city streets or designated trails; sidewalks will remain open for use by the general public. Organized walks may take place on city streets, trails, or sidewalks.
- Athletic events held on city streets which include road closures, either rolling or stationary, shall clear the street of all participants and traffic control devices no later than 12:00 p.m.
- Athletic event organizers will limit the number of participants in race events to:
 - 3,000 registered participants for road events longer than 13.1 miles;
 - 2,000 registered participants for road events shorter than 13.1 miles.

CPHED Committee Meetings of November 21 and November 26

At the Council's CPHED Committee meeting on November 21, 2013, representatives from the Kirkland Chamber and Kirkland Downtown Association (KDA) attended and requested (1) that the proposed policy limiting events to no more than two per month at any one venue be further

modified to require that events not occur on consecutive weekends; and (2) that the proposed policy limiting the size of race events be reconsidered.

The committee recommends several changes to what is being proposed. The committee did not want to require non-consecutive weekends in the code, because requiring that events not occur on consecutive weekends would restrict some long-established events from occurring on their traditional dates. Examples of 2014 events that could be affected include the Kirkland Half Marathon, the National Alliance on Mental Illness (NAMI) Walk, Kirkland Uncorked, the Kirkland Classic Car Show, and possibly Summerfest, which is being considered by event organizers for an earlier summer date next year. Instead, the committee suggests that the Parks Director be given the authority to move similar events to non-consecutive weekends under certain conditions which will be described below. Staff will continue to work closely with event organizers to schedule and conduct events in a manner both consistent with policy and sensitive to venue and neighborhood impacts. An evaluation of the new policy limiting events on a monthly basis should be included as part of the overall special event policy review.

The Chamber/KDA representatives made several policy arguments for non-consecutive weekends. The first was to avoid sponsorship competition and public confusion over similar events in the same venue. More importantly, the group discussed how critical some KDA events are as supplementary fundraisers to help the Chamber/KDA accomplish the community events and programs that the City has asked them to help facilitate. The City provides the KDA with \$45,000 annually and requires that the KDA help ensure the 4th of July celebration, Holiday Tree Lighting, summer Concerts-in-the-Park, Downtown Flower Pots and Clean-Sweep events all occur in return for the funding. The money provided by the City is not enough to fund each of these efforts and the Chamber/KDA uses additional events as fundraisers. The group felt it was important for the City to acknowledge the role of these supplementary events in achieving the Council's overall community event and program goals. The group also felt that such supplementary events needed prioritization and "protection" from similar events that may not generate money to support community events and programs.

The committee agreed that there was public value from such supplementary events, but legislative "protection" of these events was too difficult and needed to be handled on a case-by-case basis. To address these concerns, the CPHEd committee recommends two amendments to the ordinance. The first is that a new definition be included in the ordinance as follows:

"Supportive Events" are events whose purpose is to provide a positive community experience while also generating revenues to assist the funding of Community Events and Community Programs.

The second amendment would authorize the Parks Director to prioritize Supportive Events by giving the Director the discretion to deny events or require alternative dates and/or venues for events that are similar in nature and might negatively impact the success of Supportive Events. Event organizers can appeal the decision to the City Manager.

Participant Caps

Limitations on the number of participants in race events are intended to ensure the safety of participants, spectators, and passers-by and are at the request of the Police Department. The committee felt that limitations were appropriate and safety was a paramount concern. However, the committee recommends that the participant limits not be included in the

ordinance itself, but that the Parks Director, in consultation with the Police Department and Special Event Team, has the express authority to impose participant limits in the interest of public safety. Event organizers can also appeal this decision to the City Manager.

Attachments:

Memorandum from Chief Olson
Existing KMC Chapter 19.24
Ordinance Amending KMC Chapter 19.24
Substitute Ordinance with CPHEd Amendments
Publication Summary

**CITY OF KIRKLAND****Police Department**

123 Fifth Avenue, Kirkland, WA 98033 425.587.3400

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett
From: Chief Eric Olsen
Date: November 15, 2013
Subject: All-ages Beer/Wine Gardens

I wish to respectfully offer my perspective regarding the possible rules change which may allow minors to be present at special events where wine or beer is served. As the Chief of Police, I strongly support the various special events, festivals and other such activities which occur city wide throughout the year. Such events are very well attended, provide for a vibrant economy and instill a strong sense of family and community. However, as both the Chief of Police and as an experienced police officer, I simply can't support a rule change which would result in an all-ages beer or wine garden. I've given this issue careful consideration, and yet can't think of a compelling reason to change present course and allow minors to be present with adults in areas where the activity is primarily focused on alcohol consumption. There are many public safety considerations when minors are in crowded spaces or otherwise co-mingled with drinking adults. Among those are the potential for over-service, easier access to alcohol by minors, and children being transported home by adults who have been drinking.

The enforcement of DUI laws and other illegal alcohol related behaviors is a strong community concern and mitigating this public danger remains a priority for the Kirkland Police Department. I believe that the noted rules change would unnecessarily increase the risk of a potential tragedy.

Should minors be allowed in the beer and wine gardens, much greater vigilance would be required by civilian personnel hired to check identification and monitor sales and consumption. It is unclear what type of training is given to the staff of these events and some may be volunteers with little or no experience working in a venue serving alcohol. Any failure in vigilance on the part of event staff would require greater intervention by the Police Officers who work the event.

In researching Washington State Law regarding allowing minors in beer/wine gardens at Special Events, there does not appear to be a bright line rule. Frank Gallegos, WSLCB, responded to the query of all ages beer gardens with:

"If the driving force for the garden is alcohol then it has to be off limits to minors. If alcohol is incidental to the garden then it can be open to families."

This leaves the impression that how an organizer presents the beer/wine garden in relation to the event determines whether there should be age restrictions. However, past practice at Kirkland special events is that the beer/wine gardens are specifically for the purchase and consumption of alcohol and thus the "driving force" for them.

Our neighboring cities, Bellevue and Redmond, do not allow all-ages beer/wine gardens at Special Events. Bellevue does not allow alcohol at outdoor events at all. Marymoor Park in Redmond, a King County Park, operates under different guidelines and is not representative of the topic at hand.

In speaking with Oskar Rey, his opinion is that given how unclear the state rules are, it would be preferable for Kirkland's policy to be 21 years old and over for beer/wine gardens. This would provide clear guidance for the Special Events Team when issuing permits for events.

Chapter 19.24
SPECIAL EVENTS

Sections:

[19.24.010](#) Definitions.

[19.24.020](#) Special event permit required.

[19.24.030](#) Exceptions to special event permit requirement.

[19.24.040](#) Issuance of a special event permit does not obligate city services.

[19.24.050](#) Priority of special event permit issuance.

[19.24.060](#) Time for filing application for special event permit.

[19.24.070](#) When application for special event permit is deemed complete.

[19.24.080](#) Date of special event not confirmed until notice of confirmation issued.

[19.24.090](#) Content of special event permit application.

[19.24.100](#) Conditions affecting the issuance of a special event permit.

[19.24.110](#) Reasons for denial of a special event permit.

[19.24.120](#) Denial of a special event permit application—Appeals from denial.

[19.24.130](#) Display of special event permit required.

[19.24.140](#) Contents of special event permit.

[19.24.150](#) Special event coordinator's action on special event permit application.

[19.24.160](#) Insurance required to conduct special event.

[19.24.170](#) Waiver of insurance requirements.

[19.24.180](#) Revocation of special event permit.

[19.24.190](#) Cost recovery for special events.

[19.24.200](#) Effect of receipt of donations on status of tax-exempt nonprofit organizations.

[19.24.220](#) Expressive activity special event.

[19.24.240](#) Delegation of city manager's authority.

[19.24.250](#) City manager authorized to adopt rules and regulations.

[19.24.260](#) Authorized special event vendors.

[19.24.270](#) Unlawful to conduct or promote attendance at special event without permit.

[19.24.280](#) Other permits and licenses.

[19.24.290](#) Unlawful to sell goods in special event venue without authorization.

[19.24.300](#) Cost recovery for unlawful special event.

[19.24.310](#) Penalties for violations.

19.24.010 Definitions.

Terms used in this chapter shall have the following meanings:

- (1) “Demonstration” means a public display of group opinion as by a rally or march, the principal purpose of which is expressive activity.
- (2) “Event organizer” means any person who conducts, manages, promotes, organizes, aids, or solicits attendance at a special event.
- (3) “Event management company” means an entity with expertise in managing special events.
- (4) “Expressive activity” includes conduct the sole or principal object of which is the expression, dissemination, or communication by verbal, visual, literary, or auditory means of political or religious opinion, views, or ideas and for which no fee or donation is charged or required as a condition of participation in or attendance at such activity. For purposes of this chapter, expressive activity does not include sports events, including marathons, fundraising events, or events the principal purpose of which is entertainment.
- (5) “Gross revenues” means the sum of all revenues received by an event organizer for a special event including, but not limited to, cash receipts, licensing, sponsorships, television, advertising and similar revenues, and concessions.
- (6) “March” means an organized walk or event whose principal purpose is expressive activity in service of a public cause.
- (7) “Noncommercial special event” means any special event organized and conducted by a person or entity that qualifies as a tax-exempt nonprofit organization, or a special event whose principal purpose is expressive activity.
- (8) “Rally” means a gathering whose principal purpose is expressive activity, especially one intended to inspire enthusiasm for a cause.
- (9) “Sidewalk” means that portion of a right-of-way, other than the roadway, set apart by curbs, barriers, markings, or other delineation for pedestrian travel.

(10) "Sign" means any sign, pennant, flag, banner, inflatable display, or other attention-seeking device.

(11) "Special event service team" means representatives assigned by their respective department directors to represent the interests of their department as it relates to the issuance of special event permits.

(12) "Special event" means any fair, show, parade, run/walk, festival, or other publicly attended entertainment or celebration which is to be held in whole or in part upon publicly owned property or public rights-of-way, or if held wholly upon private property, will nevertheless affect or impact the ordinary and normal use by the general public of public property or public rights-of-way within the vicinity of such event.

(13) "Special event permit" means a permit issued under this chapter.

(14) "Special event venue" means that area for which a special event permit has been issued.

(15) "Street" means any place that is publicly maintained and open to use of the public for purposes of vehicular travel, including highways.

(16) "Tax-exempt nonprofit organization" means an organization that is exempted from payment of income taxes by federal or state law and has been in existence for a minimum of six months preceding the date of application for a special event permit.

(17) "Vendor" means any person who sells or offers to sell any goods, food, or beverages within a special event venue. (Ord. 4116 § 2 (part), 2007)

19.24.020 Special event permit required.

(a) Except as provided elsewhere in this chapter, any person or entity who conducts, promotes, or manages a special event shall first obtain a special event permit from the special event coordinator.

(b) The special event coordinator is authorized to issue permits for special events occurring within the city limits, pursuant to the procedures established in this chapter. The special event coordinator is authorized to determine the special event venue. The special event coordinator may impose reasonable conditions on the use of the special events venue based on the provisions of this chapter. The special event coordinator shall coordinate the issuance of a special event permit with the special event team and other public agencies through whose jurisdiction or property the special event or portion thereof occurs and to issue a special event permit upon the concurrence of other public agencies involved. (Ord. 4116 § 2 (part), 2007)

19.24.030 Exceptions to special event permit requirement.

(a) Although not required to be issued a special event permit, an event organizer of an activity exempted from this chapter is required to comply with all local, state and federal laws and regulations governing public safety or health.

(b) The following activities are exempt from having to obtain a special event permit:

(1) Parades, athletic events or other special events that occur exclusively in city parks and are sponsored or conducted in full by the city of Kirkland parks department;

(2) Funeral procession by a licensed mortuary;

(3) Gatherings of one hundred or fewer people in a city park, unless merchandise or services are offered for sale or trade to the public, in which case a special event permit is required;

(4) Temporary sales conducted by businesses, such as holiday sales, grand opening sales, sidewalk sales, or anniversary sales;

(5) Garage sales, rummage sales, lemonade stands and car washes;

(6) Private events held entirely on private property that do not involve the use of or have an impact on public property or facilities and that do not require the provision of city public safety services;

(7) Activities conducted by a governmental agency acting within the scope of its authority;

(8) Lawful picketing on sidewalks; and

(9) Block parties, which must be applied for through a separate, streamlined city process. (Ord. 4116 § 2 (part), 2007)

19.24.040 Issuance of a special event permit does not obligate city services.

Issuance of a special event permit under this chapter does not obligate or require the city of Kirkland to provide city services, equipment, or personnel in support of a special event. (Ord. 4116 § 2 (part), 2007)

19.24.050 Priority of special event permit issuance.

Except for a special event sponsored by the city, priority shall be given for the issuance of a special event permit to local tax-exempt nonprofit organizations operating in and providing services to the citizens of the city. (Ord. 4116 § 2 (part), 2007)

19.24.060 Time for filing application for special event permit.

(a) Except as otherwise provided in this chapter, a pre-application meeting shall be held no less than one year in advance of a new special event and no less than six months in advance of a repeat special event. Upon good cause shown and provided that there is no significant risk or burden to the city, the special event coordinator may, in his or her discretion, allow a later pre-application meeting.

(b) A complete application for a special event permit shall be filed with the special event coordinator not less than forty-five calendar days before the time when it is proposed to conduct the special event. Upon good cause shown and provided that no risk or burden to the city ensues, the special event coordinator has discretion to allow a later filing.

(c) An application for an expressive activity special event permit shall be filed with the special event coordinator no less than seven calendar days before the time when it is proposed to conduct the expressive activity special event. Upon good cause shown and provided that no risk or burden to the city ensues, the special event coordinator may, in his or her discretion, allow a later filing. (Ord. 4116 § 2 (part), 2007)

19.24.070 When application for special event permit is deemed complete.

An application for a special event permit is deemed complete when the applicant has provided all of the information required in Section [19.24.090](#), including any additional information required by the special event coordinator, and where city services are to be provided, the application has been approved by any involved city department, or the special event service team, and the city manager and the city council, if required. (Ord. 4116 § 2 (part), 2007)

19.24.080 Date of special event not confirmed until notice of confirmation issued.

Notwithstanding the special event coordinator's acceptance of a completed application, the date of the event shall not be considered confirmed and the applicant shall not market or promote the event until the special event coordinator issues a written notice of confirmation. (Ord. 4116 § 2 (part), 2007)

19.24.090 Content of special event permit application.

The application for a special event permit should include the following:

- (1) The name, address, fax, cell, email address, and office telephone number of the applicant;
- (2) A certification that the applicant will be financially responsible for any city fees or costs that may be imposed for the special event;
- (3) The name, address, fax, cell, email address and telephone number of the event organizer, if any, and the chief officer of the event organizer, if any;
- (4) A list of emergency contacts that will be in effect during the event, and the event web address, if any; and
- (5) If the special event is designed to be held by, on behalf of, or for any organization other than the applicant, the applicant for the special event permit shall file a signed, written communication from such organization:
 - (A) Authorizing the applicant to apply for the special event permit on its behalf;
 - (B) Certifying that the applicant will be financially responsible for any costs or fees that may be imposed for the special event;
 - (C) A copy of the tax exemption letter issued for any applicant claiming to be a tax-exempt nonprofit organization;

(G) All permit applications should include:

- (A) A statement of the purpose of the special event;
- (B) A statement of fees to be charged for the special event, including admissions tax documentation;
- (C) The proposed location for the special event;
- (D) Dates and times when the special event is to be conducted;
- (E) The approximate times when assembly for, and disbanding of, the special event is to take place;
- (F) The proposed locations of the assembly or production area;
- (G) The specific proposed site or route, including a map and written narrative of the route;
- (H) The proposed site of any reviewing stands;
- (I) The proposed site for any disbanding area;
- (J) Proposed alternate routes, sites or times, where applicable;
- (K) The approximate number of persons, animals or vehicles that will constitute the special event;
- (L) The kinds of animals anticipated to be part of the special event;
- (M) A description of the types of vehicles to be used in the special event;
- (N) The number of bands or other musical units and the nature of any equipment to be used to produce sounds or noise;
- (O) The number and location of portable sanitation facilities;
- (P) Other equipment or services necessary to conduct the special event with due regard for participant and public health and safety;
- (Q) The number of persons proposed or required to monitor or facilitate the special event and provide spectator or participant control and direction for special events using city streets, sidewalks, or facilities;
- (R) Provisions for first aid or emergency medical services, or both, based on special event risk factors;
- (S) Insurance and surety bond information;
- (T) Any special or unusual requirements that may be imposed or created by virtue of the proposed special event activity;
- (U) The marketing plan with proposed timelines associated with marketing the activity to the general public;

(V) Event timeline documenting activities from event set-up to event tear-down; and

(W) Any other information required by the special event coordinator. (Ord. 4116 § 2 (part), 2007)

19.24.100 Conditions affecting the issuance of a special event permit.

(a) Where the event organizer has not requested and the special event does not require city services, equipment, or personnel, the special event coordinator may issue a special event permit when, based upon the completed application, all of the conditions listed in this section are met:

(1) The special event will not substantially interrupt public transportation or other vehicular and pedestrian traffic in the area of its route;

(2) The special event will not cause an irresolvable conflict with construction or development in the public right-of-way or at a public facility;

(3) The special event will not block traffic lanes or close streets during peak commuter hours on weekdays between seven a.m. to nine a.m. and four p.m. to six p.m. on streets designated as arterials by the city's public works department;

(4) The special event will not require the diversion of police employees from their normal duties;

(5) The concentration of persons, animals or vehicles will not unduly interfere with the movement of police, fire, ambulance, and other emergency vehicles on the streets;

(6) The special event will move from its assembly location to its disbanding location expeditiously and without stopping en route;

(7) The special event will not substantially interfere with any other special event for which a permit has already been granted or with the provision of city services in support of other scheduled special events or unscheduled governmental functions; and

(8) The special event will not have significant adverse impact upon residential or business access and traffic circulation in the same general venue.

(b) In order to ensure that the conditions in this section are met, the special event coordinator may place conditions on the special event permit. (Ord. 4116 § 2 (part), 2007)

19.24.110 Reasons for denial of a special event permit.

(a) The special event coordinator may deny a special event permit to an applicant who has not:

(1) Provided for the services of a sufficient number of trained and certified traffic controllers;

(2) Provided sufficient monitors for crowd control and safety two weeks prior to the event date;

(3) Provided sufficient safety, health, or sanitation equipment services, or facilities that are reasonably necessary to ensure that the special event will be conducted with due regard for safety;

(4) Provided sufficient off-site parking or shuttle service, or both, when required, to minimize any substantial adverse impacts on general parking and traffic circulation in the vicinity of the special event; or

(5) Met all of the requirements for submitting an application for a special event permit.

(b) The special event coordinator may deny a special event permit if in the special event coordinator's opinion:

(1) The special event will create the imminent possibility of violent disorderly conduct likely to endanger public safety or to result in significant property damage;

(2) The special event will violate public health or safety laws;

(3) The special event fails to conform to the requirements of law or duly established city policy;

(4) The applicant demonstrates an inability or unwillingness to conduct a special event pursuant to the terms and conditions of this chapter;

(5) The applicant has failed to conduct a previously authorized or exempted special event in accordance with law or the terms of a permit, or both;

(6) The applicant has not obtained the approval of any other public agency within whose jurisdiction the special event or portion thereof will occur;

(7) The applicant has failed to provide an adequate first aid or emergency medical services plan based on special event risk factors; or

(8) The applicant has failed to pay all fees due from previous special events.

(c) The special event coordinator may deny a special event permit to an applicant who has failed to comply with any term of this chapter or with any condition of a special event permit previously issued to the applicant. (Ord. 4116 § 2 (part), 2007)

19.24.120 Denial of a special event permit application—Appeals from denial.

(a) If the special event coordinator denies the application for the special event permit, pursuant to this section, he or she shall notify the applicant in writing as soon as is reasonably practicable.

(b) The denial of a special event permit may be appealed to the city manager or his or her designee.

(c) An appeal shall be made in writing within seven calendar days of the date of the written denial. An appeal is made by filing a written petition with the special event coordinator, setting forth the grounds for appeal and any documentation in support of the appeal.

(d) The city manager shall consider and decide the appeal as soon as is reasonably practicable and issue a written decision. (Ord. 4116 § 2 (part), 2007)

19.24.130 Display of special event permit required.

A copy of the special event permit shall be displayed in the special event venue in the method prescribed by the special event coordinator applicable to the particular special event and shall be exhibited upon demand of any city official. (Ord. 4116 § 2 (part), 2007)

19.24.140 Contents of special event permit.

(a) The city may condition the issuance of a special event permit by imposing reasonable requirements concerning the time, place and manner of the event, and such requirements as are necessary to protect the safety and rights of persons and property, and the control of traffic. A special event permit may include the following information or conditions:

- (1) The location of the special event venue, which may be identified by a map attached to the special event permit;
- (2) The date, assembly area, time for assembly, and starting time of the special event;
- (3) The specific route plan of the special event;
- (4) The minimum and maximum speeds of the special event;
- (5) The number and types of persons, animals, and vehicles or structures at the event; the number of bands, other musical units, and equipment capable of producing sound, if any; and limitations thereon pertaining to noise abatement, and inspection and approval of floats, structures, and decorated vehicles for fire safety;
- (6) The maximum interval of space to be maintained between booths or other structures to be used for the special event;
- (7) The portion of the street and sidewalk that is to be occupied by the special event;
- (8) The location of reviewing or audience stands, if any;
- (9) The number and location of traffic controllers, monitors, other support personnel and equipment, and barricades to be furnished by the special event organizer;
- (10) The area and time for disbanding;
- (11) The conditions or restrictions on the use of alcoholic beverages and authorization for and conditions of the exclusive control or regulation of vendors and related sales activity by the event organizer during the special event;
- (12) The provisions for any required emergency medical services; and
- (13) Such other information and conditions as are reasonably necessary for the conduct of the special event and the enforcement of this chapter, including the requirement for a professional event

management company to produce an event or for the on-site presence of the event organizer or its designated representative for all special event coordination and management purposes.

(b) As a condition of the issuance of a special event permit, the applicant shall be required to do a walk-through of the event site with the special event coordinator prior to the event, and make adequate provisions for cleaning the area or route of the special event both during and upon completion of the special event and to return the area or route to the same condition of material preservation and cleanliness as existed prior to the special event. (Ord. 4116 § 2 (part), 2007)

19.24.150 Special event coordinator's action on special event permit application.

(a) Except as otherwise provided in this section, the special event coordinator shall take final action upon a completed application for a special event permit as soon as practicable.

(b) The special event coordinator is not required to take final action upon any special event permit application prior to one hundred eighty calendar days before the special event.

(c) The special event coordinator is not required to take final action on an incomplete or untimely special event permit application.

(d) The special event coordinator is not required to process more than one application for a special event permit per applicant during any two-week period.

(e) The special event coordinator is not required to take final action upon two or more special event permit applications submitted by the same applicant unless two or more weeks shall have elapsed between the respective dates of submission of each.

(f) Final action on a completed special event permit application shall consist of one of the following:

(1) Issuance of a special event permit in accordance with the terms of the application; or

(2) Issuance of a special event permit in accordance with the terms of the application, as conditioned by the special event coordinator or as modified by mutual agreement between the special event coordinator and the applicant; or

(3) Denial of the special event permit application by the special event coordinator. (Ord. 4116 § 2 (part), 2007)

19.24.160 Insurance required to conduct special event.

(a) The event organizer of a special event must possess or obtain comprehensive general liability insurance to protect the city against loss from liability imposed by law for damages on account of bodily injury and property damage arising from the special event. Such insurance shall name the city of Kirkland, its officers, employees, and agents, and, as required, any other public entity involved in the special event, as additional insured. Insurance coverage must be maintained for the duration of the special event. Notice of cancellation shall be provided immediately to the city.

(b) Except as provided in this section, the comprehensive general liability insurance coverage required shall be in a combined single limit of at least one million dollars.

(c) If the special event is of a demonstrated high or low risk category, according to recognized insurance and risk management standards, the city's risk manager may authorize a greater or lesser amount of coverage than otherwise required, or may require a particular type of insurance coverage different from that specified in this section.

(d) The insurance required by this section shall encompass all liability insurance requirements imposed for other permits required under other sections of this chapter and is to be provided for the benefit of the city and not as a duty, express or implied, to provide insurance protection for spectators or participants.

(e) The event organizer's current effective insurance policy, or copy, along with necessary endorsements, shall be filed with the special event coordinator at least thirty calendar days before the special event, unless the special event coordinator for good cause modifies the filing requirements.

(Ord. 4116 § 2 (part), 2007)

19.24.170 Waiver of insurance requirements.

(a) Except for special events where the sale of alcoholic beverages is authorized, the insurance requirements of Section [19.24.160](#) may be waived. In making the determination of whether to waive insurance, the city shall consider the following factors:

(1) Whether it is an expressive activity special event governed by Section [19.24.220](#);

(2) Whether it is objectively impossible to obtain insurance coverage;

(3) Whether the special event will involve the use of equipment (other than sound equipment), vehicles, animals, fireworks, or pyrotechnics; or

(4) Whether a fee or donation is charged or required as a condition of admission or participation in the special event.

(b) To claim that it is objectively impossible to obtain insurance coverage pursuant to this section, the applicant shall submit a statement from at least two independent licensed insurance brokers demonstrating the insurance is unavailable in the marketplace.

(c) Even though insurance is waived, the city may require the event organizer of a special event to defend, indemnify, and hold harmless the city from any claim or liability arising from the special event.

(Ord. 4116 § 2 (part), 2007)

19.24.180 Revocation of special event permit.

(a) Any special event permit issued pursuant to this chapter is subject to revocation, pursuant to this section.

(b) A special event permit may be revoked if the city determines:

(1) That the special event cannot be conducted without violating the standards or conditions for special event permit issuance;

(2) The special event is being conducted in violation of any condition of the special event permit;

(3) The special event poses a threat to health or safety;

(4) The event organizer or any person associated with the special event has failed to obtain any other permit required pursuant to the provisions of this chapter;

(5) The special event permit was issued in error or contrary to law;

(6) The applicant has not paid all fees when due; or

(7) The applicant has failed to provide confirmation or proof that it has obtained the minimum number of required volunteers to perform safety functions.

(c) Except as provided in this section, notices of revocation shall be in writing and specifically set forth the reasons for the revocation.

(d) If there is an emergency requiring immediate revocation of a special event permit, the special event coordinator may notify the permit holder verbally of the revocation.

(e) An appeal from a revocation shall be handled in the same manner and under the same time requirements as denials of special event permits, pursuant to Section [19.24.120](#). (Ord. 4116 § 2 (part), 2007)

19.24.190 Cost recovery for special events.

Upon approval of an application for a permit for a special event not protected under the First and Fourteenth Amendments of the U.S. Constitution, the special event coordinator should provide the applicant with a statement of the estimated cost of city services and of equipment, materials and permit fees.

(1) The full range of costs associated with special events shall be documented.

(2) A special event permit fee shall be charged. The amount of the fee shall be set administratively by the city manager or his or her designee.

(3) For special events in which benefits to recognized charitable organizations are a significant component, staff time and costs associated with day of event activities shall be charged based on the city's direct costs only. For all other special events, staff time and costs incurred shall be for the full amount of costs incurred by the city in connection with the event, including indirect costs of staff time such as benefits and all overhead costs associated with the position.

(4) The special event coordinator shall require payment of fees, or a reasonable estimate thereof, at the time the completed application is approved, unless the special event coordinator for good cause extends time for payment.

(5) If the event organizer fails to comply with the cleanup requirements of Section [19.24.140](#), the event organizer will be billed for actual city costs for cleanup and repair of the special event area or route.

(6) If the event organizer fails to comply with Section [19.24.140](#) or this section under a previously issued special event permit, the special event coordinator may require the event organizer to deposit adequate surety in the form of cash or bond. (Ord. 4116 § 2 (part), 2007)

19.24.200 Effect of receipt of donations on status of tax-exempt nonprofit organizations.

A tax-exempt nonprofit organization hosting a special event may acknowledge the receipt of cash or in-kind services or goods, donations, prizes, or other consideration from for-profit organizations without causing the special event to be considered a commercial special event within the meaning of this chapter. Such acknowledgment may include use of the name, trademark, service mark, or logo of such a for-profit organization in the name or title of the special event or the prominent appearance of the same in advertising or on collateral material associated with the special event. (Ord. 4116 § 2 (part), 2007)

19.24.220 Expressive activity special event.

When a special event permit is sought for an expressive activity such as a demonstration, rally, or march as defined in this chapter, the following exceptions shall apply:

(1) Where the special event will not require temporary street closures, cost recovery, pursuant to Section [19.24.190](#), shall be limited solely to a fee based on the cost of processing the permit application.

(2) The insurance requirement of Section [19.24.160](#) shall be waived; provided, that the event organizer has filed with the application a verified statement that he or she intends the special event purpose to be First Amendment expression and the cost of obtaining insurance is financially burdensome and would constitute an unreasonable burden on the right of First Amendment expression. The verified statement shall include the name and address of one insurance broker or other source for insurance coverage contacted to determine premium rates for coverage.

(3) Where the special event will require temporary street closures and any one or more of the conditions of subsection (4) of this section, are met requiring the city to provide services in the interests of public health, safety, and welfare, the special event coordinator may condition the issuance of the special event permit upon payment of actual, direct costs incurred by the city to a maximum of five hundred dollars. Any fee schedule adopted by the city shall contain a provision for waiver of, or a sliding scale for payment of, fees for city services, including police costs, on the basis of ability to pay.

(4) The city may deny a special event permit for a demonstration, rally or march if:

(A) The special event will substantially interrupt public transportation or other vehicular and pedestrian traffic in the area of its route;

(B) The special event will cause an irresolvable conflict with construction or development in the public right-of-way or at a public facility;

(C) The special event will block traffic lanes or close streets during peak commuter hours on weekdays between seven a.m. to nine a.m. and four p.m. to six p.m. on streets designated as arterials by the city's public works department;

(D) The special event will require the diversion of police employees from their normal duties;

(E) The concentration of persons, animals, or vehicles will unduly interfere with the movement of police, fire, ambulance, and other emergency vehicles on the streets;

(F) The special event will substantially interfere with another special event for which a permit has already been granted or with the provision of city services in support of other scheduled special events; or

(G) The special event will have significant adverse impact upon residential or business access and traffic circulation in the same general venue.

(5) With regard to the permitting of expressive activity special events where the provisions in this section conflict with the provisions in any other section of this chapter, the provisions of this section shall prevail.

(6) Sections [19.24.100](#), [19.24.110](#) and [19.24.260](#) of this chapter shall not apply to expressive activity special events. (Ord. 4116 § 2 (part), 2007)

19.24.240 Delegation of city manager's authority.

The city manager may delegate any or all of his or her functions under this chapter to his or her deputies or subordinates. (Ord. 4116 § 2 (part), 2007)

19.24.250 City manager authorized to adopt rules and regulations.

The city manager is authorized to promulgate additional rules and regulations that are consistent with and that further the terms and requirements set forth within this chapter and the provisions of law that pertain to the conduct and operation of a special event. (Ord. 4116 § 2 (part), 2007)

19.24.260 Authorized special event vendors.

(a) The issuance of a special event permit confers upon the permit holder or event organizer the right to control and regulate the sale of goods, food, and beverages within the special event venue in accordance with the terms and conditions of the special event permit.

(b) Vendors authorized to sell goods, food, or beverages in the special event venue shall display their authorization in the manner required by the city manager. Only vendors displaying the required authorization shall be allowed to sell goods, food, or beverages in the special event venue. (Ord. 4116 § 2 (part), 2007)

19.24.270 Unlawful to conduct or promote attendance at special event without permit.

(a) It is unlawful to conduct a special event without a special event permit as required pursuant to this chapter.

(b) It is unlawful for any person to conduct, promote, or manage any special event for which a special event permit has not been issued. (Ord. 4116 § 2 (part), 2007)

19.24.280 Other permits and licenses.

The issuance of a special event permit does not relieve any person from the obligation to obtain any other permit or license required pursuant to the Kirkland Municipal Code or any other applicable law. (Ord. 4116 § 2 (part), 2007)

19.24.290 Unlawful to sell goods in special event venue without authorization.

It is unlawful for any person to sell, resell, or offer to sell or resell, any goods, food, or beverages in a special event venue except for authorized special event vendors. (Ord. 4116 § 2 (part), 2007)

19.24.300 Cost recovery for unlawful special event.

Whenever a special event is conducted without a special event permit when one is required or is conducted in violation of the terms of an issued special event permit, the event organizer shall be responsible for, and the city shall charge the event organizer for, all city costs incurred as a result of the adverse impacts of the special event or the violation of the special event permit. (Ord. 4116 § 2 (part), 2007)

19.24.310 Penalties for violations.

(a) The special event permit authorizes the applicant to conduct only such an event as is described in the permit, and in accordance with the terms and conditions of the permit. It is unlawful for the applicant to violate the terms and conditions of the permit, or for any event participant to violate the terms and conditions of the permit or to continue with the event if the permit is revoked or expired. An event applicant cannot make changes to the permit. All requests for changes must be submitted for review by the special event coordinator.

(b) Any person or organization violating the provisions of this chapter shall be guilty of a misdemeanor, and upon conviction thereof, shall be subject to a penalty of a fine of not more than five hundred dollars or by imprisonment of not more than ninety days, or both such fine and imprisonment. (Ord. 4116 § 2 (part), 2007)

ORDINANCE O-4431

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING AND UPDATING CHAPTER 19.24 OF THE KIRKLAND MUNICIPAL CODE RELATING TO SPECIAL EVENTS.

The City Council of the City of Kirkland ordains as follows:

Section 1. Kirkland Municipal Code ("KMC") Section 19.24.010 is hereby amended to read as follows:

19.24.010 Definitions.

Terms used in this chapter shall have the following meanings:

(1) "Benefitting a Kirkland Non-Profit" means a financial benefit for a non-profit agency serving Kirkland residents. The financial contribution should represent no less than 10% of the net profits of the event.

(2) "Certified race director" means a person who has successfully completed an educational program and received nationally recognized credentials showing the recipient has the knowledge required to conduct safe events for rides, runs, walks, and swims.

(3) "Community Event" means a special event designated as such by the City Council which is intended primarily for Kirkland residents, is free of an admission charge, is organized by the city or a recognized Kirkland non-profit agency, and is intended to celebrate an important community holiday or tradition.

(4) "Community Programs" means activities of an on-going nature which are open to the public and provided free of an admission charge, such as weekly farmer's markets and park performing arts series.

(15) "Demonstration" means a public display of group opinion as by a rally or march, the principal purpose of which is expressive activity.

(26) "Event organizer" means any person who conducts, manages, promotes, organizes, aids, or solicits attendance at a special event.

(37) "Event management company" means an entity with expertise in managing special events.

(48) "Expressive activity" includes conduct the sole or principal object of which is the expression, dissemination, or communication by verbal, visual, literary, or auditory means of political or religious opinion, views, or ideas and for which no fee or donation is charged or required as a condition of participation in or attendance at such activity. For purposes of this chapter, expressive activity does not include fairs, festivals, concerts, performances, parades, athletic sports events, including marathons, fundraising events, or events the principal purpose of which is entertainment.

(9) "Fundraising Event" means a special event held by a non-profit entity that is primarily for the purposes of fund-raising for the benefit of the sponsoring non-profit.

(510) "Gross revenues" means the sum of all revenues received by an event organizer for a special event including, but not limited to,

cash receipts, licensing, sponsorships, television, advertising and similar revenues, and concessions.

(11) "Major Event" means any special event that causes the closure or limited use of streets, sidewalks, public parking, parks or other public venues normally accessible by the general public or a special event that causes significant impacts to the public.

~~(612)~~ "March" means an organized walk or event whose principal purpose is expressive activity in service of a public cause.

~~(713)~~ "Noncommercial special event" means any special event organized and conducted by a person or entity that qualifies as a tax-exempt nonprofit organization, or a special event whose principal purpose is expressive activity.

(14) "Picketing" means a person posted by a labor organization at a place of work affected by a strike; or a person posted for a demonstration or protest.

~~(815)~~ "Rally" means a gathering whose principal purpose is expressive activity, especially one intended to inspire enthusiasm for a cause.

~~(916)~~ "Sidewalk" means that portion of a right-of-way, other than the roadway, set apart by curbs, barriers, markings, or other delineation for pedestrian travel.

~~(1017)~~ "Sign" means any sign, pennant, flag, banner, inflatable display, or other attention-seeking device.

~~(1118)~~ "Special event service team" means representatives assigned by their respective department directors to represent the interests of their department as it relates to the issuance of special event permits.

~~(1219)~~ "Special event" means any fair, festival, concert, performance, show, parade, run/walk/bike, festival, or other publicly attended entertainment or celebration which is to be held in whole or in part upon publicly owned property or public rights-of-way, or if held wholly upon private property, will nevertheless affect or impact the ordinary and normal use by the general public of public property or public rights-of-way within the vicinity of such event.

~~(1320)~~ "Special event permit" means a permit issued under this chapter.

~~(1421)~~ "Special event venue" means that area for which a special event permit has been issued.

~~(1522)~~ "Street" means any place that is publicly maintained and open to use of the public for purposes of vehicular travel, including highways.

~~(1623)~~ "Tax-exempt nonprofit organization" means an organization that is exempted from payment of income taxes by federal or state law and has been in existence for a minimum of six months preceding the date of application for a special event permit.

(24) "Tourism Event" means any special event that furthers the City's economic development goals, is primarily intended to attract participants from out of the immediate area and is eligible to receive funding from lodging tax funds. The receipt of lodging tax funds

granted by the City for an event is contingent upon the issuance of a special event permit and the successful implementation of the event.

(1725) "Vendor" means any person who sells or offers to sell any goods, food, or beverages within a special event venue.

Section 2. KMC Section 19.24.030 is amended to read as follows:

19.24.030 Exceptions to special event permit requirement.

(a) Although not required to be issued a special event permit, an event organizer of an activity exempted from this chapter is required to comply with all local, state and federal laws and regulations governing public safety or health.

(b) The following activities are exempt from having to obtain a special event permit:

(1) Parades, athletic events or other special events that occur exclusively in city parks, ~~and are sponsored or conducted in full by the city of Kirkland parks department~~ which must be applied for through a separate city process;

(2) Funeral procession by a licensed mortuary;

(3) Public Ggatherings of one hundred or fewer people in a city park, unless merchandise or services are offered for sale or trade to the public, in which case a special event permit is required;

(4) Temporary sales conducted by businesses, such as holiday sales, grand opening sales, sidewalk sales, or anniversary sales;

(5) Garage sales, rummage sales, lemonade stands and car washes;

(6) Private events held entirely on private property that do not involve the use of or have an impact on public property or facilities and that do not require the provision of city public safety services;

(7) Activities conducted by a governmental agency acting within the scope of its authority;

(8) Lawful picketing on sidewalks; and

(9) Block parties, which must be applied for through a separate, streamlined city process.

(10) Community programs, which must be applied for through a separate city process.

Section 3. KMC Section 19.24.050 is amended to read as follows:

19.24.050 Priority of special event permit issuance.

(a) Except for a special event sponsored by the city, priority shall be given for the issuance of a special event permit to local tax-exempt nonprofit organizations ~~operating in and~~ providing services to the citizens of the city. Dates will be reserved on a first-come, first-served basis not more than one year prior to the proposed date of the event. When on the same business day more than one applicant requests the

same date and venue for their event, the following criteria will be applied in the following order:

(1) The event directly benefits a non-profit organization serving Kirkland residents.

(2) The event and/or the event organizer have a demonstrated history of success in producing events in Kirkland.

(3) The event has been recommended for funding by the Tourism Development Committee.

(4) The event supports a City Council goal or City work program initiative.

(b) Special Event applicants may be granted permission to hold the same event for an additional two years on the same weekend at the same venue if "success" criteria have been met. The Special event application process shall be followed each year. The success criteria are as follows:

(1) All previous special event fees have been paid in full.

(2) Previous special event successfully provided for public safety (event safety plans, traffic control apparatus and volunteers), health (first aid provisions and public health requirements), and sanitation (sufficient number of maintained restroom facilities, maintenance and disposal of event garbage/recycling).

(3) Previous special events properly cared for city facilities and equipment resulting in no damage.

(4) Previous special event applications were properly completed, submitted on time, and in the required format.

Section 4. KMC Section 19.24.070 is amended to read as follows:

19.24.070 When application for special event permit is deemed complete.

An application for a special event permit is deemed complete when the applicant has provided all of the information required in ~~Section 19.24.090~~, including any additional information required by the special event coordinator, and where city services are to be provided, the application has been approved by any involved city department, or the special event service team, and the city manager and the city council, if required.

Section 5. KMC 19.24.090 is hereby repealed.

Section 6. A new KMC Section 19.24.090 is hereby adopted to read as follows:

19.24.090 Limitations on special events.

(a) No more than two (2) special event permits shall be issued per calendar month at any one venue, or along any one street. The Central Business District and Marina Park shall be considered as the same. This limitation shall not apply to Community Events designated by the City Council.

(b) Special Events shall be limited to no more than three (3) consecutive calendar days; one additional day may be permitted for event load-in or load-out.

(c) Athletic events, including runs and bike races, shall be restricted to city streets or designated trails; sidewalks will remain open for use by the general public. Organized walks may take place on city streets, trails, or sidewalks.

(d) Athletic events held on city streets which include road closures, either rolling or stationary, shall clear the street of all participants and traffic control devices no later than 12:00 p.m.

(e) Athletic event organizers will limit the number of participants in race events to:

(1) 3,000 registered participants for road events longer than 13.1 miles;

(2) 2,000 registered participants for road events shorter than 13.1 miles.

Section 7. KMC Section 19.24.100 is hereby amended to read as follows:

19.24.100 Conditions affecting the issuance of a special event permit.

(a) Where the event organizer has not requested and the special event does not require city services, equipment, or personnel, the special event coordinator may issue a special event permit when, based upon the completed application, all of the conditions listed in this section are met:

(1) The special event will not substantially interrupt public transportation or other vehicular and pedestrian traffic in the area of its route;

(2) The special event will not cause an irresolvable conflict with construction or development in the public right-of-way or at a public facility;

(3) The special event will not block traffic lanes or close streets ~~during peak commuter hours~~ on weekdays between seven a.m. to nine a.m. and four p.m. to six p.m. on streets designated as arterials by the city's public works department;

(4) The special event will not require the diversion of police employees from their normal duties;

(5) The concentration of persons, animals or vehicles will not unduly interfere with the movement of police, fire, ambulance, and other emergency vehicles on the streets;

(6) The special event will move from its assembly location to its disbanding location expeditiously and without stopping en route;

(7) The special event will not substantially interfere with any other special event for which a permit has already been granted or with the provision of city services in support of other scheduled special events or unscheduled governmental functions; and

(8) The special event will not have significant adverse impact upon residential or business access and traffic circulation in the same general venue.

(b) In order to ensure that the conditions in this section are met, the special event coordinator may place conditions on the special event permit.

Section 8. KMC Section 19.24.110 is hereby amended to read as follows:

19.24.110 Reasons for denial of a special event permit.

(a) The special event coordinator may deny a special event permit to an applicant who has not:

(1) Provided for the services of a sufficient number of trained and certified traffic controllers;

(2) Provided sufficient monitors for crowd control and safety two weeks prior to the event date;

(3) Provided sufficient safety, health, or sanitation equipment services, or facilities that are reasonably necessary to ensure that the special event will be conducted with due regard for safety;

(4) Provided sufficient off-site parking or shuttle service, or both, when required, to minimize any substantial adverse impacts on general parking and traffic circulation in the vicinity of the special event; or

(5) Met all of the requirements for submitting an application for a special event permit;

(6) Conducted an authorized or exempted special event in accordance with law or the terms of the permit, or both;

(7) Provided an adequate first aid or emergency medical services plan based on special event risk factors;

(8) Obtained the approval of any other public agency within whose jurisdiction the special event or portion thereof will occur; or

(9) Paid all fees due from a previous special event.

(b) The special event coordinator may deny a special event permit if in the special event coordinator's opinion:

(1) The special event will create the imminent possibility of violent disorderly conduct likely to endanger public safety or to result in significant property damage;

(2) The special event will violate public health or safety laws;

(3) The special event fails to conform to the requirements of law or duly established city policy;

(4) The applicant demonstrates an inability or unwillingness to conduct a special event pursuant to the terms and conditions of this chapter;

~~(5) The applicant has failed to conduct a previously authorized or exempted special event in accordance with law or the terms of a permit, or both;~~

~~(6) The applicant has not obtained the approval of any other public agency within whose jurisdiction the special event or portion thereof will occur;~~

~~(7) The applicant has failed to provide an adequate first aid or emergency medical services plan based on special event risk factors;~~
~~or~~

~~(8) The applicant has failed to pay all fees due from previous special events.~~

(c) The special event coordinator may deny a special event permit to an applicant who has failed to comply with any term of this chapter or with any condition of a special event permit previously issued to the applicant.

Section 9. KMC Section 19.24.140 is hereby amended to read as follows:

19.24.140 Contents of special event permit.

(a) The city may condition the issuance of a special event permit by imposing reasonable requirements concerning the time, place and manner of the event, and such requirements as are necessary to protect the safety and rights of persons and property, and the control of traffic. A special event permit may include the following information or conditions:

~~(1) The location of the special event venue, which may be identified by a map attached to the special event permit;~~

~~(2) The date, assembly area, time for assembly, and starting time of the special event;~~

~~(3) The specific route plan of the special event;~~

~~(4) The minimum and maximum speeds of the special event;~~

~~(5) The number and types of persons, animals, and vehicles or structures at the event; the number of bands, other musical units, and equipment capable of producing sound, if any; and limitations thereon pertaining to noise abatement, and inspection and approval of floats, structures, and decorated vehicles for fire safety;~~

~~(6) The maximum interval of space to be maintained between booths or other structures to be used for the special event;~~

~~(7) The portion of the street and sidewalk that is to be occupied by the special event;~~

~~(8) The location of reviewing or audience stands, if any;~~

~~(9) The number and location of traffic controllers, monitors, other support personnel and equipment, and barricades to be furnished by the special event organizer;~~

~~(10) The area and time for disbanding;~~

~~(11) The conditions or restrictions on the use of alcoholic beverages and authorization for and conditions of the exclusive control or regulation of vendors and related sales activity by the event organizer during the special event;~~

~~(12) The provisions for any required emergency medical services;~~
~~and~~

~~(13) Such other information and conditions as are reasonably necessary for the conduct of the special event and the enforcement of this chapter, including the requirement for a professional event management company or certified race director to produce an event~~

or for the on-site presence of the event organizer or its designated representative for all special event coordination and management purposes.

(b) As a condition of the issuance of a special event permit, the applicant shall be required to do a walk-through of the event site with the special event coordinator prior to the event, and make adequate provisions for cleaning the area or route of the special event both during and upon completion of the special event and to return the area or route to the same condition of material preservation and cleanliness as existed prior to the special event.

Section 10. KMC Section 19.24.150 is hereby amended to read as follows:

19.24.150 Special event coordinator's action on special event permit application.

(a) Except as otherwise provided in this section, the special event coordinator shall take final action upon a completed application for a special event permit no less than five business days prior to the event ~~as soon as practicable~~.

(b) The special event coordinator is not required to take final action upon any special event permit application prior to one hundred eighty calendar days before the special event.

(c) The special event coordinator is not required to take final action on an incomplete or untimely special event permit application.

~~(d) The special event coordinator is not required to process more than one application for a special event permit per applicant during any two-week period.~~

~~(e) The special event coordinator is not required to take final action upon two or more special event permit applications submitted by the same applicant unless two or more weeks shall have elapsed between the respective dates of submission of each.~~

(~~f~~d) Final action on a completed special event permit application shall consist of one of the following:

(1) Issuance of a special event permit in accordance with the terms of the application; or

(2) Issuance of a special event permit in accordance with the terms of the application, as conditioned by the special event coordinator or as modified by mutual agreement between the special event coordinator and the applicant; or

(3) Denial of the special event permit application by the special event coordinator.

Section 11. KMC Section 19.24.160 is hereby amended to read as follows:

19.24.160 Insurance required to conduct special event.

(a) The event organizer of a special event must possess or obtain comprehensive general liability insurance to protect the city against loss from liability imposed by law for damages on account of bodily

injury and property damage arising from the special event. Such insurance shall name the city of Kirkland, its officers, employees, and agents, and, as required, any other public entity involved in the special event, as additional insured. Insurance coverage must be maintained for the duration of the special event. Notice of cancellation shall be provided immediately to the city.

(b) Except as provided in this section, the comprehensive general liability insurance coverage required shall be in a combined single limit of at least one million dollars.

(c) If the special event is of a demonstrated high or low risk category, according to recognized insurance and risk management standards, the city's safety/risk manager analyst may authorize a greater or lesser amount of coverage than otherwise required, or may require a particular type of insurance coverage different from that specified in this section.

(d) The insurance required by this section shall encompass all liability insurance requirements imposed for other permits required under other sections of this chapter and is to be provided for the benefit of the city and not as a duty, express or implied, to provide insurance protection for spectators or participants.

(e) The event organizer's current effective insurance policy, or copy, along with necessary endorsements, shall be filed with the special event coordinator at least thirty calendar days before the special event, unless the special event coordinator for good cause modifies the filing requirements.

Section 12. KMC Section 19.24.170 is hereby amended to read as follows:

19.24.170 Waiver of insurance requirements.

(a) Except for special events where the sale of alcoholic beverages is authorized, the insurance requirements of Section 19.24.160 may be waived. In making the determination of whether to waive insurance, the city shall consider the following factors:

(1) Whether it is an expressive activity special event governed by Section 19.24.220;

(2) Whether it is objectively impossible to obtain insurance coverage;

(3) Whether the special event will involve the use of equipment (~~other than sound equipment~~), such as vehicles, animals, fireworks, ~~or pyrotechnics~~ water vessels, or inflatable bouncers; or

(4) Whether a fee or donation is charged or required as a condition of admission or participation in the special event.

(b) To claim that it is objectively impossible to obtain insurance coverage pursuant to this section, the applicant shall submit a statement from at least two independent licensed insurance brokers demonstrating the insurance is unavailable in the marketplace.

(c) Even though insurance is waived, the city may require the event organizer of a special event to defend, indemnify, and hold harmless the city from any claim or liability arising from the special event.

Section 13. KMC Section 19.24.180 is hereby amended to read as follows:

19.24.180 Revocation of special event permit.

(a) Any special event permit issued pursuant to this chapter is subject to revocation, pursuant to this section.

(b) A special event permit may be revoked if the city determines:

(1) That the special event cannot be conducted without violating the standards or conditions for special event permit issuance;

(2) The special event is being conducted in violation of any condition of the special event permit;

(3) The special event poses a threat to health or safety;

(4) The event organizer or any person associated with the special event has failed to obtain any other permit required pursuant to the provisions of this chapter;

(5) The special event permit was issued in error or contrary to law;

or

(6) The applicant has not paid all fees when due; ~~or~~

~~(7) The applicant has failed to provide confirmation or proof that it has obtained the minimum number of required volunteers to perform safety functions.~~

(c) Except as provided in this section, notices of revocation shall be in writing and specifically set forth the reasons for the revocation.

(d) If there is an emergency requiring immediate revocation of a special event permit, the special event coordinator may notify the permit holder verbally of the revocation.

(e) An appeal from a revocation shall be handled in the same manner and under the same time requirements as denials of special event permits, pursuant to Section [19.24.120](#).

Section 14. KMC Section 19.24.190 is hereby amended to read as follows:

19.24.190 Cost recovery for special events.

Upon approval of an application for a permit for a special event not protected under the First and Fourteenth Amendments of the U.S. Constitution, the special event coordinator should provide the applicant with a statement of the estimated cost of city services and of equipment, materials and permit fees.

(1) The full range of costs associated with special events shall be documented.

(2) A special event permit fee shall be charged. The amount of the fee shall be set administratively by the city manager or his or her designee.

(3) For special events in which benefits to recognized charitable organizations are a significant component, staff time and costs associated with day of event activities shall be charged based on the city's ~~published fee schedule~~ direct costs only. For all other special events, staff time and costs incurred with day of event activities shall

be for the full amount of costs incurred by the city in connection with the event, including indirect costs of staff time such as benefits and all overhead costs associated with the position.

(4) The special event coordinator shall require payment of fees, or a reasonable estimate thereof, at the time the completed application is approved, unless the special event coordinator for good cause extends time for payment.

(5) If the event organizer fails to comply with the cleanup requirements of Section 19.24.140, the event organizer will be billed for actual city costs for cleanup and repair of the special event area or route.

(6) If the event organizer fails to comply with Section 19.24.140 or this section under a previously issued special event permit, the special event coordinator may require the event organizer to deposit adequate surety in the form of cash or bond.

Section 15. KMC Section 19.24.220 is hereby amended to read as follows:

19.24.220 Expressive activity special event.

When a special event permit is sought for an expressive activity such as a demonstration, rally, or march as defined in this chapter, the following exceptions shall apply:

(1) Where the special event will not require temporary street closures, cost recovery, pursuant to Section 19.24.190, shall be limited solely to a fee based on the cost of processing the permit application.

(2) The insurance requirement of Section 19.24.160 shall be waived; provided, that the event organizer has filed with the application a verified statement that he or she intends the special event purpose to be First Amendment expression and the cost of obtaining insurance is financially burdensome and would constitute an unreasonable burden on the right of First Amendment expression. The verified statement shall include the name and address of one insurance broker or other source for insurance coverage contacted to determine premium rates for coverage.

(3) Where the special event will require temporary street closures ~~and any one or more of the conditions of subsection (4) of this section, are met~~ requiring the city to provide services in the interests of public health, safety, and welfare, the special event coordinator may condition the issuance of the special event permit upon payment of actual, direct costs incurred by the city to a maximum of five hundred dollars. Any fee schedule adopted by the city shall contain a provision for waiver of, or a sliding scale for payment of, fees for city services, including police costs, on the basis of ability to pay.

(4) The city may deny a special event permit for a demonstration, rally or march if:

(A) The special event will substantially interrupt public transportation or other vehicular and pedestrian traffic in the area of its route;

(B) The special event will cause an irresolvable conflict with construction or development in the public right-of-way or at a public facility;

(C) The special event will block traffic lanes or close streets during peak ~~commuter~~ commute hours on weekdays between seven a.m. to nine a.m. and four p.m. to six p.m. on streets designated as arterials by the city's public works department;

(D) The special event will require the diversion of police employees from their normal duties;

(E) The concentration of persons, animals, or vehicles will unduly interfere with the movement of police, fire, ambulance, and other emergency vehicles on the streets;

(F) The special event will substantially interfere with another special event for which a permit has already been granted or with the provision of city services in support of other scheduled special events; or

(G) The special event will have significant adverse impact upon residential or business access and traffic circulation in the same general venue.

(5) With regard to the permitting of expressive activity special events where the provisions in this section conflict with the provisions in any other section of this chapter, the provisions of this section shall prevail.

(6) Sections 19.24.100, 19.24.110 and 19.24.260 of this chapter shall not apply to expressive activity special events.

Section 16. KMC Section 19.24.260 is hereby amended to read as follows:

19.24.260 Authorized special event vendors.

(a) The issuance of a special event permit confers upon the permit holder or event organizer the right to control and regulate the sale of goods, food, and beverages within the special event venue in accordance with the terms and conditions of the special event permit.

~~(b) Vendors authorized to sell goods, food, or beverages in the special event venue shall display their authorization in the manner required by the city manager. Only vendors displaying the required authorization shall be allowed to sell goods, food, or beverages in the special event venue.~~

Section 17. KMC Section 19.24.270 is hereby amended to read as follows:

19.24.270 Unlawful to conduct or promote attendance at special event without permit.

(a) It is unlawful to conduct or manage a special event without a special event permit as required pursuant to this chapter.

(b) It is unlawful for any person to promote any special event for which initial approval has not been obtained from the City.

~~(b) It is unlawful for any person to conduct, promote, or manage any special event for which a special event permit has not been issued.~~

Section 18. KMC Section 19.24.290 is hereby amended to read as follows:

19.24.290 Unlawful to sell goods in special event venue without authorization.

It is unlawful for any person to sell, resell, or offer to sell or resell, any goods, food, or beverages in a special event venue except for authorized special event vendors and vendors under city contract.

Section 19. A new KMC Section 19.24.295 is hereby adopted to read as follows:

19.24.295 Conditions for beer and wine gardens.

(a) Beer and wine gardens shall comply with all state laws and regulations relating to alcohol, all conditions imposed by the State Liquor Control Board and shall be subject to the following conditions:

(1) The sale, service, and consumption of beer/wine must be confined to a designated location(s).

(2) Beer/wine may be sold, served, and consumed between 8:00 am and 11:00 pm, seven days a week. After 11:00 pm no one may possess, consume or be served alcohol.

(3) Beer/wine may only be served when food is also available in conjunction with the special event.

(4) The event organizer is responsible for securing entrances and exits with staff checking for age twenty-one (21) and over identification.

(5) Alcoholic beverages may not be removed from or brought into the garden; except for original unopened bottles purchased for off-site consumption.

(6) The beer/wine garden shall be separately fenced with six foot high chain link fencing or 42 inch high picket fencing.

(7) Tables, counters, ledges or similar surfaces may not be used as barriers between restricted and non-restricted areas.

(8) Where alcohol is served or consumed, event organizers must maintain sufficient lighting so that identification may be checked and patrons may be observed for the enforcement of liquor laws and rules.

(9) The presence of no less than two city of Kirkland police officers is required during public beer/wine garden hours.

(b) A breach of any of the foregoing conditions shall constitute grounds for immediate revocation of the permit.

Section 20. 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 21. 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 _____, 2013.

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

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

SUBSTITUTE ORDINANCE O-4431

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING AND UPDATING CHAPTER 19.24 OF THE KIRKLAND MUNICIPAL CODE RELATING TO SPECIAL EVENTS.

The City Council of the City of Kirkland ordains as follows:

Section 1. Kirkland Municipal Code ("KMC") Section 19.24.010 is hereby amended to read as follows:

19.24.010 Definitions.

Terms used in this chapter shall have the following meanings:

(1) "Benefitting a Kirkland Non-Profit" means a financial benefit for a non-profit agency serving Kirkland residents. The financial contribution should represent no less than 10% of the net profits of the event.

(2) "Certified race director" means a person who has successfully completed an educational program and received nationally recognized credentials showing the recipient has the knowledge required to conduct safe events for rides, runs, walks, and swims.

(3) "Community Event" means a special event designated as such by the City Council which is intended primarily for Kirkland residents, is free of an admission charge, is organized by the city or a recognized Kirkland non-profit agency, and is intended to celebrate an important community holiday or tradition.

(4) "Community Programs" means activities of an on-going nature which are open to the public and provided free of an admission charge, such as weekly farmer's markets and park performing arts series.

(5) "Demonstration" means a public display of group opinion as by a rally or march, the principal purpose of which is expressive activity.

(6) "Event organizer" means any person who conducts, manages, promotes, organizes, aids, or solicits attendance at a special event.

(7) "Event management company" means an entity with expertise in managing special events.

(8) "Expressive activity" includes conduct the sole or principal object of which is the expression, dissemination, or communication by verbal, visual, literary, or auditory means of political or religious opinion, views, or ideas and for which no fee or donation is charged or required as a condition of participation in or attendance at such activity. For purposes of this chapter, expressive activity does not include fairs, festivals, concerts, performances, parades, athletic sports events, including marathons, fundraising events, or events the principal purpose of which is entertainment.

(9) "Fundraising Event" means a special event held by a non-profit entity that is primarily for the purposes of fund-raising for the benefit of the sponsoring non-profit.

(10) "Gross revenues" means the sum of all revenues received by an event organizer for a special event including, but not limited to,

cash receipts, licensing, sponsorships, television, advertising and similar revenues, and concessions.

(11) "Major Event" means any special event that causes the closure or limited use of streets, sidewalks, public parking, parks or other public venues normally accessible by the general public or a special event that causes significant impacts to the public.

~~(612)~~ "March" means an organized walk or event whose principal purpose is expressive activity in service of a public cause.

~~(713)~~ "Noncommercial special event" means any special event organized and conducted by a person or entity that qualifies as a tax-exempt nonprofit organization, or a special event whose principal purpose is expressive activity.

(14) "Picketing" means a person posted by a labor organization at a place of work affected by a strike; or a person posted for a demonstration or protest.

~~(815)~~ "Rally" means a gathering whose principal purpose is expressive activity, especially one intended to inspire enthusiasm for a cause.

~~(916)~~ "Sidewalk" means that portion of a right-of-way, other than the roadway, set apart by curbs, barriers, markings, or other delineation for pedestrian travel.

~~(1017)~~ "Sign" means any sign, pennant, flag, banner, inflatable display, or other attention-seeking device.

~~(1118)~~ "Special event service team" means representatives assigned by their respective department directors to represent the interests of their department as it relates to the issuance of special event permits.

~~(1219)~~ "Special event" means any fair, festival, concert, performance, show, parade, run/walk/bike, festival, or other publicly attended entertainment or celebration which is to be held in whole or in part upon publicly owned property or public rights-of-way, or if held wholly upon private property, will nevertheless affect or impact the ordinary and normal use by the general public of public property or public rights-of-way within the vicinity of such event.

~~(1320)~~ "Special event permit" means a permit issued under this chapter.

~~(1421)~~ "Special event venue" means that area for which a special event permit has been issued.

~~(1522)~~ "Street" means any place that is publicly maintained and open to use of the public for purposes of vehicular travel, including highways.

(23) "Supportive Events" are events whose purpose is to provide a positive community experience while also generating revenues to assist the funding of Community Events and Community Programs.

~~(1624)~~ "Tax-exempt nonprofit organization" means an organization that is exempted from payment of income taxes by federal or state law and has been in existence for a minimum of six months preceding the date of application for a special event permit.

(25) "Tourism Event" means any special event that furthers the City's economic development goals, is primarily intended to attract

participants from out of the immediate area and is eligible to receive funding from lodging tax funds. The receipt of lodging tax funds granted by the City for an event is contingent upon the issuance of a special event permit and the successful implementation of the event.

(1726) "Vendor" means any person who sells or offers to sell any goods, food, or beverages within a special event venue.

Section 2. KMC Section 19.24.030 is amended to read as follows:

19.24.030 Exceptions to special event permit requirement.

(a) Although not required to be issued a special event permit, an event organizer of an activity exempted from this chapter is required to comply with all local, state and federal laws and regulations governing public safety or health.

(b) The following activities are exempt from having to obtain a special event permit:

(1) Parades, athletic events or other special events that occur exclusively in city parks, ~~and are sponsored or conducted in full by the city of Kirkland parks department~~ which must be applied for through a separate city process;

(2) Funeral procession by a licensed mortuary;

(3) ~~Public G~~gatherings of one hundred or fewer people in a city park, unless merchandise or services are offered for sale or trade to the public, in which case a special event permit is required;

(4) Temporary sales conducted by businesses, such as holiday sales, grand opening sales, sidewalk sales, or anniversary sales;

(5) Garage sales, rummage sales, lemonade stands and car washes;

(6) Private events held entirely on private property that do not involve the use of or have an impact on public property or facilities and that do not require the provision of city public safety services;

(7) Activities conducted by a governmental agency acting within the scope of its authority;

(8) Lawful picketing on sidewalks; and

(9) Block parties, which must be applied for through a separate, streamlined city process.

(10) Community programs, which must be applied for through a separate city process.

Section 3. KMC Section 19.24.050 is amended to read as follows:

19.24.050 Priority of special event permit issuance.

(a) Except for a special event sponsored by the city, priority shall be given for the issuance of a special event permit to local tax-exempt nonprofit organizations ~~operating in and~~ providing services to the citizens of the city. Dates will be reserved on a first-come, first-served basis not more than one year prior to the proposed date of the event. When on the same business day more than one applicant requests the

same date and venue for their event, the following criteria will be applied in the following order:

(1) The event directly benefits a non-profit organization serving Kirkland residents.

(2) The event and/or the event organizer have a demonstrated history of success in producing events in Kirkland.

(3) The event has been recommended for funding by the Tourism Development Committee.

(4) The event supports a City Council goal or City work program initiative.

(b) Special Event applicants may be granted permission to hold the same event for an additional two years on the same weekend at the same venue if "success" criteria have been met. The Special event application process shall be followed each year. The success criteria are as follows:

(1) All previous special event fees have been paid in full.

(2) Previous special event successfully provided for public safety (event safety plans, traffic control apparatus and volunteers), health (first aid provisions and public health requirements), and sanitation (sufficient number of maintained restroom facilities, maintenance and disposal of event garbage/recycling).

(3) Previous special events properly cared for city facilities and equipment resulting in no damage.

(4) Previous special event applications were properly completed, submitted on time, and in the required format.

(c) The Director of Parks and Community Services is authorized to deny a special event application or require modification of the date or venue of a special event if the proposed special event is deemed by the Director to adversely impact a Supportive Event.

(d) Any applicant who objects to the denial of a special event application or required modifications of the date or venue by the Director of Parks and Community Services may appeal in writing (including email) to the City Manager for a review of that decision. The City Manager will consider the appeal and either affirm or reverse the denial or modification within ten business days following the City Manager's receipt of the appeal or within such other time as the City Manager and the applicant mutually agree.

Section 4. KMC Section 19.24.070 is amended to read as follows:

19.24.070 When application for special event permit is deemed complete.

An application for a special event permit is deemed complete when the applicant has provided all of the information required in ~~Section 19.24.090~~, including any additional information required by the special event coordinator, and where city services are to be provided, the application has been approved by any involved city department, or the special event service team, and the city manager and the city council, if required.

Section 5. KMC 19.24.090 is hereby repealed.

Section 6. A new KMC Section 19.24.090 is hereby adopted to read as follows:

19.24.090 Limitations on special events.

(a) No more than two (2) special event permits shall be issued per calendar month at any one venue, or along any one street. The Central Business District and Marina Park shall be considered as the same. This limitation shall not apply to Community Events designated by the City Council.

(b) Special Events shall be limited to no more than three (3) consecutive calendar days; one additional day may be permitted for event load-in or load-out.

(c) Athletic events, including runs and bike races, shall be restricted to city streets or designated trails; sidewalks will remain open for use by the general public. Organized walks may take place on city streets, trails, or sidewalks.

(d) Athletic events held on city streets which include road closures, either rolling or stationary, shall clear the street of all participants and traffic control devices no later than 12:00 p.m.

(e) The Director of Parks and Community Services, in consultation with the Police Department and the Special Events Team, shall have the authority to limit the number of participants in athletic events if deemed necessary by the Director to protect public safety of both the participants and the surrounding community.

~~(e) Athletic event organizers will limit the number of participants in race events to:~~

~~(1) 3,000 registered participants for road events longer than 13.1 miles;~~

~~(2) 2,000 registered participants for road events shorter than 13.1 miles.~~

(f) Any applicant who objects to the limitation of the number of participants in athletic events by the Director of Parks and Community Services may appeal in writing (including email) to the City Manager for a review of that decision. The City Manager will consider the appeal and either affirm or reverse the decision within ten business days following the City Manager's receipt of the appeal or within such other time as the City Manager and the applicant mutually agree.

Section 7. KMC Section 19.24.100 is hereby amended to read as follows:

19.24.100 Conditions affecting the issuance of a special event permit.

(a) Where the event organizer has not requested and the special event does not require city services, equipment, or personnel, the special event coordinator may issue a special event permit when, based upon the completed application, all of the conditions listed in this section are met:

(1) The special event will not substantially interrupt public transportation or other vehicular and pedestrian traffic in the area of its route;

(2) The special event will not cause an irresolvable conflict with construction or development in the public right-of-way or at a public facility;

(3) The special event will not block traffic lanes or close streets ~~during peak commuter hours~~ on weekdays between seven a.m. to nine a.m. and four p.m. to six p.m. on streets designated as arterials by the city's public works department;

(4) The special event will not require the diversion of police employees from their normal duties;

(5) The concentration of persons, animals or vehicles will not unduly interfere with the movement of police, fire, ambulance, and other emergency vehicles on the streets;

(6) The special event will move from its assembly location to its disbanding location expeditiously and without stopping en route;

(7) The special event will not substantially interfere with any other special event for which a permit has already been granted or with the provision of city services in support of other scheduled special events or unscheduled governmental functions; and

(8) The special event will not have significant adverse impact upon residential or business access and traffic circulation in the same general venue.

(b) In order to ensure that the conditions in this section are met, the special event coordinator may place conditions on the special event permit.

Section 8. KMC Section 19.24.110 is hereby amended to read as follows:

19.24.110 Reasons for denial of a special event permit.

(a) The special event coordinator may deny a special event permit to an applicant who has not:

(1) Provided for the services of a sufficient number of trained and certified traffic controllers;

(2) Provided sufficient monitors for crowd control and safety two weeks prior to the event date;

(3) Provided sufficient safety, health, or sanitation equipment services, or facilities that are reasonably necessary to ensure that the special event will be conducted with due regard for safety;

(4) Provided sufficient off-site parking or shuttle service, or both, when required, to minimize any substantial adverse impacts on general parking and traffic circulation in the vicinity of the special event; ~~or~~

(5) Met all of the requirements for submitting an application for a special event permit;:-

(6) Conducted an authorized or exempted special event in accordance with law or the terms of the permit, or both;

(7) Provided an adequate first aid or emergency medical services plan based on special event risk factors;

(8) Obtained the approval of any other public agency within whose jurisdiction the special event or portion thereof will occur; or

(9) Paid all fees due from a previous special event.

(b) The special event coordinator may deny a special event permit if in the special event coordinator's opinion:

(1) The special event will create the imminent possibility of violent disorderly conduct likely to endanger public safety or to result in significant property damage;

(2) The special event will violate public health or safety laws;

(3) The special event fails to conform to the requirements of law or duly established city policy;

(4) The applicant demonstrates an inability or unwillingness to conduct a special event pursuant to the terms and conditions of this chapter;

~~(5) The applicant has failed to conduct a previously authorized or exempted special event in accordance with law or the terms of a permit, or both;~~

~~(6) The applicant has not obtained the approval of any other public agency within whose jurisdiction the special event or portion thereof will occur;~~

~~(7) The applicant has failed to provide an adequate first aid or emergency medical services plan based on special event risk factors; or~~

~~(8) The applicant has failed to pay all fees due from previous special events.~~

(c) The special event coordinator may deny a special event permit to an applicant who has failed to comply with any term of this chapter or with any condition of a special event permit previously issued to the applicant.

Section 9. KMC Section 19.24.140 is hereby amended to read as follows:

19.24.140 Contents of special event permit.

(a) The city may condition the issuance of a special event permit by imposing reasonable requirements concerning the time, place and manner of the event, and such requirements as are necessary to protect the safety and rights of persons and property, and the control of traffic. A special event permit may include the following information or conditions:

~~(1) The location of the special event venue, which may be identified by a map attached to the special event permit;~~

~~(2) The date, assembly area, time for assembly, and starting time of the special event;~~

~~(3) The specific route plan of the special event;~~

~~(4) The minimum and maximum speeds of the special event;~~

~~(5) The number and types of persons, animals, and vehicles or structures at the event; the number of bands, other musical units, and~~

~~equipment capable of producing sound, if any; and limitations thereon pertaining to noise abatement, and inspection and approval of floats, structures, and decorated vehicles for fire safety;~~

~~(6) The maximum interval of space to be maintained between booths or other structures to be used for the special event;~~

~~(7) The portion of the street and sidewalk that is to be occupied by the special event;~~

~~(8) The location of reviewing or audience stands, if any;~~

~~(9) The number and location of traffic controllers, monitors, other support personnel and equipment, and barricades to be furnished by the special event organizer;~~

~~(10) The area and time for disbanding;~~

~~(11) The conditions or restrictions on the use of alcoholic beverages and authorization for and conditions of the exclusive control or regulation of vendors and related sales activity by the event organizer during the special event;~~

~~(12) The provisions for any required emergency medical services; and~~

~~(13) Such other information and conditions as are reasonably necessary for the conduct of the special event and the enforcement of this chapter, including the requirement for a professional event management company or certified race director to produce an event or for the on-site presence of the event organizer or its designated representative for all special event coordination and management purposes.~~

(b) As a condition of the issuance of a special event permit, the applicant shall be required to do a walk-through of the event site with the special event coordinator prior to the event, and make adequate provisions for cleaning the area or route of the special event both during and upon completion of the special event and to return the area or route to the same condition of material preservation and cleanliness as existed prior to the special event.

Section 10. KMC Section 19.24.150 is hereby amended to read as follows:

19.24.150 Special event coordinator's action on special event permit application.

(a) Except as otherwise provided in this section, the special event coordinator shall take final action upon a completed application for a special event permit no less than five business days prior to the event as soon as practicable.

(b) The special event coordinator is not required to take final action upon any special event permit application prior to one hundred eighty calendar days before the special event.

(c) The special event coordinator is not required to take final action on an incomplete or untimely special event permit application.

~~(d) The special event coordinator is not required to process more than one application for a special event permit per applicant during any two-week period.~~

~~(e) The special event coordinator is not required to take final action upon two or more special event permit applications submitted by the same applicant unless two or more weeks shall have elapsed between the respective dates of submission of each.~~

(fd) Final action on a completed special event permit application shall consist of one of the following:

(1) Issuance of a special event permit in accordance with the terms of the application; or

(2) Issuance of a special event permit in accordance with the terms of the application, as conditioned by the special event coordinator or as modified by mutual agreement between the special event coordinator and the applicant; or

(3) Denial of the special event permit application by the special event coordinator.

Section 11. KMC Section 19.24.160 is hereby amended to read as follows:

19.24.160 Insurance required to conduct special event.

(a) The event organizer of a special event must possess or obtain comprehensive general liability insurance to protect the city against loss from liability imposed by law for damages on account of bodily injury and property damage arising from the special event. Such insurance shall name the city of Kirkland, its officers, employees, and agents, and, as required, any other public entity involved in the special event, as additional insured. Insurance coverage must be maintained for the duration of the special event. Notice of cancellation shall be provided immediately to the city.

(b) Except as provided in this section, the comprehensive general liability insurance coverage required shall be in a combined single limit of at least one million dollars.

(c) If the special event is of a demonstrated high or low risk category, according to recognized insurance and risk management standards, the city's safety/risk manager analyst may authorize a greater or lesser amount of coverage than otherwise required, or may require a particular type of insurance coverage different from that specified in this section.

(d) The insurance required by this section shall encompass all liability insurance requirements imposed for other permits required under other sections of this chapter and is to be provided for the benefit of the city and not as a duty, express or implied, to provide insurance protection for spectators or participants.

(e) The event organizer's current effective insurance policy, or copy, along with necessary endorsements, shall be filed with the special event coordinator at least thirty calendar days before the special event, unless the special event coordinator for good cause modifies the filing requirements.

Section 12. KMC Section 19.24.170 is hereby amended to read as follows:

19.24.170 Waiver of insurance requirements.

(a) Except for special events where the sale of alcoholic beverages is authorized, the insurance requirements of Section 19.24.160 may be waived. In making the determination of whether to waive insurance, the city shall consider the following factors:

(1) Whether it is an expressive activity special event governed by Section 19.24.220;

(2) Whether it is objectively impossible to obtain insurance coverage;

(3) Whether the special event will involve the use of equipment ~~(other than sound equipment)~~, such as vehicles, animals, fireworks, ~~or pyrotechnics~~ water vessels, or inflatable bouncers; or

(4) Whether a fee or donation is charged or required as a condition of admission or participation in the special event.

(b) To claim that it is objectively impossible to obtain insurance coverage pursuant to this section, the applicant shall submit a statement from at least two independent licensed insurance brokers demonstrating the insurance is unavailable in the marketplace.

(c) Even though insurance is waived, the city may require the event organizer of a special event to defend, indemnify, and hold harmless the city from any claim or liability arising from the special event.

Section 13. KMC Section 19.24.180 is hereby amended to read as follows:

19.24.180 Revocation of special event permit.

(a) Any special event permit issued pursuant to this chapter is subject to revocation, pursuant to this section.

(b) A special event permit may be revoked if the city determines:

(1) That the special event cannot be conducted without violating the standards or conditions for special event permit issuance;

(2) The special event is being conducted in violation of any condition of the special event permit;

(3) The special event poses a threat to health or safety;

(4) The event organizer or any person associated with the special event has failed to obtain any other permit required pursuant to the provisions of this chapter;

(5) The special event permit was issued in error or contrary to law;

or

(6) The applicant has not paid all fees when due; ~~or~~

~~(7) The applicant has failed to provide confirmation or proof that it has obtained the minimum number of required volunteers to perform safety functions.~~

(c) Except as provided in this section, notices of revocation shall be in writing and specifically set forth the reasons for the revocation.

(d) If there is an emergency requiring immediate revocation of a special event permit, the special event coordinator may notify the permit holder verbally of the revocation.

(e) An appeal from a revocation shall be handled in the same manner and under the same time requirements as denials of special event permits, pursuant to Section 19.24.120.

Section 14. KMC Section 19.24.190 is hereby amended to read as follows:

19.24.190 Cost recovery for special events.

Upon approval of an application for a permit for a special event not protected under the First and Fourteenth Amendments of the U.S. Constitution, the special event coordinator should provide the applicant with a statement of the estimated cost of city services and of equipment, materials and permit fees.

(1) The full range of costs associated with special events shall be documented.

(2) A special event permit fee shall be charged. The amount of the fee shall be set administratively by the city manager or his or her designee.

(3) For special events in which benefits to recognized charitable organizations are a significant component, staff time and costs associated with day of event activities shall be charged based on the city's published fee schedule~~direct costs only~~. For all other special events, staff time and costs incurred with day of event activities shall be for the full amount of costs incurred by the city in connection with the event, including indirect costs of staff time such as benefits and all overhead costs associated with the position.

(4) The special event coordinator shall require payment of fees, or a reasonable estimate thereof, at the time the completed application is approved, unless the special event coordinator for good cause extends time for payment.

(5) If the event organizer fails to comply with the cleanup requirements of Section 19.24.140, the event organizer will be billed for actual city costs for cleanup and repair of the special event area or route.

(6) If the event organizer fails to comply with Section 19.24.140 or this section under a previously issued special event permit, the special event coordinator may require the event organizer to deposit adequate surety in the form of cash or bond.

Section 15. KMC Section 19.24.220 is hereby amended to read as follows:

19.24.220 Expressive activity special event.

When a special event permit is sought for an expressive activity such as a demonstration, rally, or march as defined in this chapter, the following exceptions shall apply:

(1) Where the special event will not require temporary street closures, cost recovery, pursuant to Section 19.24.190, shall be limited solely to a fee based on the cost of processing the permit application.

(2) The insurance requirement of Section 19.24.160 shall be waived; provided, that the event organizer has filed with the application a verified statement that he or she intends the special event purpose to be First Amendment expression and the cost of obtaining insurance is financially burdensome and would constitute an unreasonable burden on the right of First Amendment expression. The verified statement shall include the name and address of one insurance broker or other source for insurance coverage contacted to determine premium rates for coverage.

(3) Where the special event will require temporary street closures and ~~any one or more of the conditions of subsection (4) of this section, are met~~ requiring the city to provide services in the interests of public health, safety, and welfare, the special event coordinator may condition the issuance of the special event permit upon payment of actual, direct costs incurred by the city to a maximum of five hundred dollars. Any fee schedule adopted by the city shall contain a provision for waiver of, or a sliding scale for payment of, fees for city services, including police costs, on the basis of ability to pay.

(4) The city may deny a special event permit for a demonstration, rally or march if:

(A) The special event will substantially interrupt public transportation or other vehicular and pedestrian traffic in the area of its route;

(B) The special event will cause an irresolvable conflict with construction or development in the public right-of-way or at a public facility;

(C) The special event will block traffic lanes or close streets during peak ~~commuter~~ commute hours on weekdays between seven a.m. to nine a.m. and four p.m. to six p.m. on streets designated as arterials by the city's public works department;

(D) The special event will require the diversion of police employees from their normal duties;

(E) The concentration of persons, animals, or vehicles will unduly interfere with the movement of police, fire, ambulance, and other emergency vehicles on the streets;

(F) The special event will substantially interfere with another special event for which a permit has already been granted or with the provision of city services in support of other scheduled special events; or

(G) The special event will have significant adverse impact upon residential or business access and traffic circulation in the same general venue.

(5) With regard to the permitting of expressive activity special events where the provisions in this section conflict with the provisions in any other section of this chapter, the provisions of this section shall prevail.

(6) Sections 19.24.100, 19.24.110 and 19.24.260 of this chapter shall not apply to expressive activity special events.

Section 16. KMC Section 19.24.260 is hereby amended to read as follows:

19.24.260 Authorized special event vendors.

(a) The issuance of a special event permit confers upon the permit holder or event organizer the right to control and regulate the sale of goods, food, and beverages within the special event venue in accordance with the terms and conditions of the special event permit.

~~(b) Vendors authorized to sell goods, food, or beverages in the special event venue shall display their authorization in the manner required by the city manager. Only vendors displaying the required authorization shall be allowed to sell goods, food, or beverages in the special event venue.~~

Section 17. KMC Section 19.24.270 is hereby amended to read as follows:

19.24.270 Unlawful to conduct or promote attendance at special event without permit.

(a) It is unlawful to conduct or manage a special event without a special event permit as required pursuant to this chapter.

(b) It is unlawful for any person to promote any special event for which initial approval has not been obtained from the City.

~~(b) It is unlawful for any person to conduct, promote, or manage any special event for which a special event permit has not been issued.~~

Section 18. KMC Section 19.24.290 is hereby amended to read as follows:

19.24.290 Unlawful to sell goods in special event venue without authorization.

It is unlawful for any person to sell, resell, or offer to sell or resell, any goods, food, or beverages in a special event venue except for authorized special event vendors and vendors under city contract.

Section 19. A new KMC Section 19.24.295 is hereby adopted to read as follows:

19.24.295 Conditions for beer and wine gardens.

(a) Beer and wine gardens shall comply with all state laws and regulations relating to alcohol, all conditions imposed by the State Liquor Control Board and shall be subject to the following conditions:

(1) The sale, service, and consumption of beer/wine must be confined to a designated location(s).

(2) Beer/wine may be sold, served, and consumed between 8:00 am and 11:00 pm, seven days a week. After 11:00 pm no one may possess, consume or be served alcohol.

(3) Beer/wine may only be served when food is also available in conjunction with the special event.

(4) The event organizer is responsible for securing entrances and exits with staff checking for age twenty-one (21) and over identification.

(5) Alcoholic beverages may not be removed from or brought into the garden; except for original unopened bottles purchased for off-site consumption.

(6) The beer/wine garden shall be separately fenced with six foot high chain link fencing or 42 inch high picket fencing.

(7) Tables, counters, ledges or similar surfaces may not be used as barriers between restricted and non-restricted areas.

(8) Where alcohol is served or consumed, event organizers must maintain sufficient lighting so that identification may be checked and patrons may be observed for the enforcement of liquor laws and rules.

(9) The presence of no less than two city of Kirkland police officers is required during public beer/wine garden hours.

(b) A breach of any of the foregoing conditions shall constitute grounds for immediate revocation of the permit.

Section 20. 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 21. 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 _____, 2013.

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

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

PUBLICATION SUMMARY
OF ORDINANCE O-4431

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING AND UPDATING CHAPTER 19.24 OF THE KIRKLAND MUNICIPAL CODE RELATING TO SPECIAL EVENTS.

SECTION 1. Amends Kirkland Municipal Code ("KMC") Section 19.24.010 updating the definitions related to special events.

SECTION 2. Amends KMC Section 19.24.030 relating to exceptions to the special event permit requirement.

SECTION 3. Amends KMC Section 19.24.050 relating to priority of special event permit issuance.

SECTION 4. Amends KMC Section 19.24.070 describing when an application for a special event permit is deemed complete.

SECTION 5. Repeals KMC Section 19.24.090.

SECTION 6. Adds a new KMC Section 19.24.090 relating to limitations on special events.

SECTION 7. Amends KMC Section 19.24.100 relating to conditions affecting the issuance of a special event permit.

SECTION 8. Amends KMC Section 19.24.110 relating to reasons for denial of a special event permit.

SECTION 9. Amends KMC Section 19.24.140 relating to the contents of special event permits.

SECTION 10. Amends KMC Section 19.24.150 relating to the special event coordinator's action on a special event permit application.

SECTION 11. Amends KMC Section 19.24.160 relating to the insurance required to conduct a special event.

SECTION 12. Amends KMC Section 19.24.170 relating to the waiver of insurance requirements.

SECTION 13. Amends KMC Section 19.24.180 relating to the revocation of a special event permit.

SECTION 14. Amends KMC Section 19.24.190 relating to the cost recovery for special events.

SECTION 15. Amends KMC Section 19.24.220 relating to expressive activity special events.

SECTION 16. Amends KMC Section 19.24.260 relating to authorized special event vendors.

SECTION 17. Amends KMC Section 19.24.270 relating to conducting or promoting attendance at a special event without City approval.

SECTION 18. Amends KMC Section 19.24.290 relating to the unlawful selling of goods in a special event venue without authorization.

SECTION 19. Adds a new KMC Section 19.24.295 relating to permit conditions and regulations applicable to beer and wine gardens.

SECTION 20. Provides a severability clause for the ordinance.

SECTION 21. 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 _____, 2013.

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

City Clerk



CITY OF KIRKLAND
DEPARTMENT OF PARKS AND COMMUNITY SERVICES
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director
Michael Cogle, Deputy Director

Date: September 19, 2013

Subject: RESOLUTION ESTABLISHING OFFICIAL COMMUNITY EVENTS

RECOMMENDATION:

That the City Council approves the attached resolution declaring the Kirkland 4th of July Celebration and the Kirkland Holiday Tree Lighting Festival as official Community Events.

BACKGROUND DISCUSSION:

This year the Council has been considering revisions to the City's Special Events regulations which in part would provide the Council with the opportunity to designate certain special events as "Community Events".

As proposed, a "Community Event" means a special event designated as such by the City Council which is intended primarily for Kirkland residents, is free of an admission charge, is organized by the City or a recognized Kirkland non-profit agency, and is intended to celebrate an important community holiday or tradition.

"Community Events" would still be required to adhere to the City's special event regulations and at the Council's discretion would also be eligible for City sponsorship and support. Funding support for "Community Events" would be proposed by the City Manager and considered by the Council separately as part of the budget approval process.

During the Council discussions of Special Events, there was consensus on the Council that the Kirkland 4th of July Celebration and the Kirkland Holiday Tree Lighting Festival were deemed to be Community Events, and so they are the first two events so designated in the resolution.

The Concerts in the Park Series was also deemed an important tradition by the Council, but they are now defined as a "Community Program" which is an on-going parks program occurring multiple times during a season and is not subject to the Special Events regulations, although it still must follow some rules and guidelines. The concert series would still be eligible for City funding.

The Council may designate other events as Community Events (or remove existing Community Events) in the future by passing another resolution that amends the list.

Attachment

RESOLUTION R-5023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND DECLARING THE KIRKLAND 4TH OF JULY CELEBRATION AND THE KIRKLAND HOLIDAY TREE LIGHTING FESTIVAL AS OFFICIAL COMMUNITY EVENTS.

WHEREAS, the City recognizes and acknowledges the importance of public special events that serve to enrich the civic, charitable, cultural, economic, entertainment and other values of the community and that enhance community identity; and

WHEREAS, the City further recognizes that the limited economic, staff and other resources of the City require that the City provide City support only to those special events that uniquely promote and advance public objectives; and

WHEREAS, as defined in Kirkland Municipal Code Section 19.24.010, "Community Event" means a special event designated as such by the City Council which is intended primarily for Kirkland residents, is free of an admission charge, is organized by the City or a recognized Kirkland non-profit agency, and is intended to celebrate an important community holiday or tradition; and

WHEREAS, the City deems it appropriate to identify on an annual basis those Community Events which may receive City sponsorship and support; and

WHEREAS, the declaration of a public event as a Community Event may, at the sole discretion of the City, include provision of City resources.

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

Section 1. The Kirkland 4th of July Celebration and the Kirkland Holiday Tree Lighting Festival are hereby declared to be official Community Events.

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

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

MAYOR

Attest:

City Clerk

**CITY OF KIRKLAND****Department of Public Works**

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: November 25, 2013

Subject: NE 85TH Street Corridor Project - Status Update & Authorization to Bid

RECOMMENDATION:

It is recommended that the City Council:

- Reviews a status update for the Project, including the successful results of the recent Transportation Improvement Board (TIB) grant selection process,
- Approves the final channelization plan for the Corridor,
- Approves the staff recommended Project funding for completing certain elements of the Project as soon as possible, and
- Authorizes staff to advertise for contractor bids for one bidder package for the NE 85th Street Corridor Project, including NM 0051, TR 0078, TR 0080, WA 0140 and SD 0025.

BACKGROUND:

The NE 85th Street Corridor Project is the largest, longest running non-facility Capital Improvement Project ever undertaken by the City. The overall corridor enhancement Project includes the following separate CIP projects:

1. NM 0051 – Rose Hill Business District Sidewalks
2. TR 0078 - NE 85th Street & 132nd Ave NE Intersection Improvements
3. *TR 0079 – NE 85th Street & 114th Ave NE Intersection Improvements (complete)*
4. TR 0080 - NE 85th Street & 124th Ave NE Intersection Improvements
5. *ST 0006 002 - NE 85th Street One-Time Overlay (to be completed in 2015)*
6. SD 0025 - NE 85th Street Detention and Sediment Control
7. WA 0140 – NE 85th Street Watermain Replacement
8. *ST 0075 – NE 85th Street Utility Conversion (complete)*

The transportation elements of the Project (numbers 1 - 5 above) represent a partnership between the City, Sound Transit and the State for the creation of a vibrant transportation corridor. At the current time, two of the eight individual projects are complete (numbers 3 & 8) and one project (number 5) will be the final element of the whole Corridor Project as a State and Federal grant funded street overlay to be done in 2015. As planned, the whole Project will

provide motorized and non-motorized improvements, utility upgrades, and enhancements to transit service and the eventual complete overlay of the roadway's surface, between 114th and 132nd Avenues NE.

At their July 2, 2013, Study Session, City Council received a full overview of the Project's history, with its past challenges and successes, as well as identified funding obstacles facing this ten-year old Project (Attachment A).

As reported to City Council in July, approximately \$10.3M has been spent on the accomplishments of the Corridor Project, as follows:

Table 1: Expenditures to-date by Individual CIP Project

	Storm Drain	Undergrounding	Sidewalk	Signal 132 nd	Signal 114 th	Signal 124 th	Total by Category
	SD 25	ST 75	NM 51	TR 78	TR 79	TR 80	
Design/ROW Services	60,619	200,433	1,144,823	520,470	467,962	304,834	\$ 2,699,141
In-house Engineering	46,682	229,598	513,617	164,287	211,470	145,538	\$ 1,311,192
Right of Way	-	328,435	1,596,761	81,683	-	-	\$ 2,006,879
Inspection & Testing	-	307,377	180,493	81,924	69,272	54,625	\$ 693,691
Construction	-	975,921	1,366,183	371,194	587,970	288,831	\$ 3,590,099
Total by project	\$ 107,301	\$ 2,041,764	\$4,801,877	\$ 1,219,558	\$ 1,336,674	\$ 793,828	\$ 10,301,002

For the July meeting, staff had also analyzed overall revenues and anticipated costs to complete the Project and, as reported, the following table compares the then (and currently) estimated shortfall, as follows:

Table 2: Anticipated Expenditures by Individual CIP Project

Expenditures - By Project		CIP - - Expenses ⁽¹⁾	Revised Estimate	Variance:
Surface Water Improvements	SD 25	621,800	371,687	250,113
Underground conversion	ST 75	1,665,000	2,691,475	(1,026,475)
Sidewalks, landscaping and lighting	NM 51	4,372,287	7,666,468	(3,294,181)
Intersection Improvements at 132nd Ave	TR 78	2,564,400	2,149,850	414,550
Intersection Improvements at 114th Ave	TR 79	2,562,000	1,336,675	1,225,325
Intersection Improvements at 124th Ave	TR 80	1,687,300	2,022,304	(335,004)
Overlay	ST 06	1,122,000	1,468,040	(346,040)
Subtotal per improvements		\$ 14,594,787	\$ 17,706,499	\$ (3,111,712)

(1) Combination of the 2013-2018 CIP adopted Dec 2012 plus 85th Street corridor projects previously funded through the CIP process

At the same time, the revised CIP identified an approved amount of \$14.1M in available funding for the Corridor improvements, resulting in an anticipated budget shortfall of nearly \$3.6M:

Table 3: Available Funding Sources

Funding by Source:	Initial CIP - - Funding ⁽¹⁾	Revised Funding Estimate	Variance:
General Fund	7,598,587	7,600,967	2,380
Impact Fees	1,399,300	1,399,300	-
Sound Transit	4,222,000	3,734,460	(487,540)
Surface Water	1,374,900	1,374,900	-
Subtotal:	\$ 14,594,787	\$ 14,109,627	\$ (485,160)
Subtotal of expenditures by Project from above			\$ (3,111,712)
GRAND TOTAL⁽²⁾:			\$ (3,596,872)
<small>(1) Combination of the 2013-2018 CIP adopted Dec 2012 plus 85th Street corridor projects previously funded through the CIP process</small>			
<small>(2) The \$3,596,872 deficit is a combination of the projected increase in Project cost and known lower Sound Transit funding</small>			

The \$3.6 M shortfall identified above does not include the revised budget for the watermain replacement (WA 0140). The additional cost for the watermain (approx. \$953K) was first documented in the July Study Session Memo (Attachment A), and has been reconciled within the *2013-2014 Mid-Biennial Budget Adjustment and 2013-2018 CIP Update*, under separate memo for the December 10 meeting. The recommended funding for the watermain comes through reprioritization of other utility projects.

Included within the July report to City Council (Attachment A), a number of options for completing the Corridor enhancements were provided. At the conclusion of the Study Session discussions, City Council gave clear direction for staff to move forward with completing the Project as originally envisioned. Council also directed staff to pursue external funding through the 2013 Transportation Improvement Board (TIB) grant application process, as a means to help the general government side of the following individual funding source deficits:

- TOTAL Deficit (Table 3)= \$3,596,872
- Impact Fees = (\$ 351,805)
- Surface Water Utility = (\$ 18,410)
- General Government = **\$3,226,657**

In pursuing the direction given by City Council at the July Study Session, staff submitted a TIB grant application in August. Based on analysis of past TIB grants, Kirkland's goal was to receive between \$1M and \$2M for the project. On November 21, 2013, the successful grant recipients were announced with the City of Kirkland being awarded \$1,450,000 in State funds. These funds that are eligible for immediate use on a reimbursement basis for work activities completed after a grant agreement is signed (i.e., grant funds are not available retroactively).

With the award of the TIB Grant funds, the City's contribution of general government funds needed to complete the Project, as originally envisioned, is reduced to \$1,776,657.

The remaining funding of \$1,776,657 can be achieved using the following recommended resources:

- The reprioritization of CIP Project ST 006-003 - Milling Machine, budgeted at \$500,000 and currently a low priority on the list.
- Funding from closure of CIP project (CTR - 0070 NE 124th St. Intersection Improvements), with over \$500,000 being returned to REET reserves.
- REET Reserves not currently programmed in the CIP - The actual 2012 REET 1 receipts exceeded the budget by over \$2.0 million, which has yet to be appropriated for CIP projects. Given the significant City priority this project represents, a portion of this balance is recommended to be used for the remaining \$776,657 (with the final amount adjusted based on the funds available from the project closure).

A fiscal note documenting this adjustment is attached. This fiscal note is not reflected in the CIP update due to timing issues but will be incorporated into the next budget adjustment in 2014.

Channelization

As per the Kirkland Comprehensive Plan, the City Council is required to approve the final roadway channelization plan (i.e., lane striping, median islands, etc.) whenever changes are made. In the case of the NE 85th Street Corridor Project, certain enhancements have been designed into the final plans for the Project. As a part of the design process, staff met often with individual property and business owners along the corridor to keep them informed on the planned changes and worked through a few individual concerns for access control to and from certain properties. Staff also presented the channelization to the Transportation Commission for concurrence and, as part of that iterative process; the following changes to the arterial have been made (see Attachment C):

- NE 85th St and 120th Ave NE - Revised the length of the westbound left-turn pocket and modified the existing c-curbing; revised the crosswalk markings locations at the intersection.
- NE 85th St and 122nd Ave NE - Revised the length of the eastbound left-turn pocket and modified the existing c-curbing; revised crosswalk markings at the intersection and added a raised center median at westbound approach and eliminated the existing two-way left-turn lane.
- NE 85th St and 124th Ave NE - Widening to allow for eastbound to northbound future dual left-turn movement; one eastbound to northbound travel lane will be striped. Added a raised center median at westbound approach and eliminated the existing two-way left-turn lane and revised crosswalk markings at intersection.
- NE 85th St and 126th Ave NE - Added c-curbing along NE 85th St; relocated stop bars on side street approaches.

- NE 85th St and 131st Ave NE - Added c-curbing on east side of intersection to extend eastbound left-turn pocket at 132nd.
- NE 85th St and 132nd Ave NE - Extended eastbound left-turn pocket; added northbound and southbound along bike lanes 132nd Ave NE; extended northbound left-turn lane and added northbound right-turn and extended southbound left-turn lane and relocated southbound stop bars locations.

Per the requirement of the Comprehensive Plan, staff is recommending that the City Council approves the final channelization plan. Changes made to the channelization plan negligibly contributed to the overall Project cost increase.

Authorization to Advertise

Given its importance to the City, overall community expectations, and the significant amount of external funding available for the Project, staff recommends proceeding with the full Project based on the City's proposed funding, as recommended above. In order to comply with TIB grant requirements, the plans, specifications and a certified engineer's estimate will be presented to TIB staff for its approval and concurrence as soon as possible in order to advertise for contractor bids. With funding in-place, the Project can be advertised within one to two months, followed by a mid-winter 2014 bid opening and a City Council award action in late-winter to early-spring, 2014; substantial completion of the sidewalk, intersection, surface water and water utility improvements are scheduled to occur in 2014 with total Project completion coming in summer of 2015, after the application of a full street overlay during the warm weather months.

Staff recommends that the City Council authorizes the advertisement for contractor bids on the following 5 CIP projects (most of the major remaining elements of the NE 85th Street Corridor Project) as a complete bid package. The advertisement will occur as soon as the TIB approves the advertisement of the transportation-only grant eligible components (1, 2 & 3 below):

Grant Eligible

1. NM 0051 – Rose Hill Business District Sidewalks
2. TR 0078 - NE 85th Street & 132nd Ave NE Intersection Improvements
3. TR 0080 - NE 85th Street & 124th Ave NE Intersection Improvements

Non-Grant Eligible

4. SD 0025 - NE 85th Street Detention and Sediment Control
5. WA 0140 – NE 85th Street Watermain Replacement

Attachment A – July 2, 2013 Study Session Memo

Attachment B – Channelization Plan

Attachment C – Fiscal Note

**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., Deputy Public Works Director
Pam Bissonnette, Interim Public Works Director

Date: June 6, 2013

Subject: NE 85TH Street Corridor Project Update

RECOMMENDATION:

It is recommended that Council conducts a study session with staff in order to receive an update on the overall NE 85th Street Corridor Project and provide direction on project modifications and/or budget. Staff is recommending that the full project proceed in December after seeking a state Transportation Improvement Board (TIB) grant.

BACKGROUND:

The NE 85th Street Corridor enhancement is the largest, longest non-facility Capital Improvement project ever undertaken by the City. In 2001 the City Council formally adopted the NE 85th Street Subarea Plan; it was further updated in 2007. The Plan recognizes the importance of NE 85th Street as a vibrant commercial transportation corridor, a gateway to and from Redmond, and a neighborhood boundary for both the North and South Rose Hill Neighborhoods. The corridor business district also accounts for the City's second highest level of economic activity based on total sales tax revenue (\$2.2M in 2012). Development of the vision for the NE 85th Street corridor was a community based effort that brought together residents, businesses, and the City. The Plan is formalized in the City's Comprehensive Plan.

The NE 85th Street corridor developed over the decades within the jurisdiction of unincorporated King County. Until 2010, NE 85th Street was under the ownership of the Washington State Department of Transportation as SR-908. As such, development standards and patterns were consistent with highway access and minimal pedestrian features. Over time as growth and annexation (1988) brought NE 85th Street into the city limits of Kirkland, patterns of development became more urban in nature; however many of the properties remained as they had been since first being developed. Many in the community expressed hope that this critical

arterial could be transformed from a highway to an attractive and inviting gateway to the city. Therefore, improving the look and feel, creating an inviting pedestrian experience, improving transit access, and attracting and retaining businesses to NE 85th were central themes in the NE 85th Street Subarea Plan.

The NE 85th Street Subarea Plan identified a number of specific improvements that would facilitate the redevelopment of the NE 85th Street corridor from a drive to/through arterial to a safer and more vibrant pedestrian and commercial destination. An overall vision and key goals and principals were adopted to guide the redevelopment of the corridor. Several goals included requiring private property owners to adhere to new standards for building locations, landscaping, and other neighborhood focused design. Some of the goals and policies were put in place to help guide public investments either through capital expenditures or partnerships with various agencies. Public ownership goals include:

Goal NE85-6: Transform NE 85th Street from a transportation system dominated by the use of automobiles to a system having a balance among the transportation modes.

Goal NE85-9: Improve pedestrian safety and enhance the pedestrian environment throughout the Subarea, with particular attention to NE 85th Street itself.

Goal NE85-11: Encourage transit and consider high-occupancy vehicle (HOV) usage on NE 85th Street to improve local and regional mobility.

Goal NE85-12: Pursue ongoing and effective inter-jurisdictional coordination on transportation issues affecting the NE 85th Street Subarea.

Goal NE85-15: Observe all citywide sensitive areas policies and development regulations when developing or redeveloping properties in the Subarea.

Goal NE85-17: Provide coordinated streetscape improvements throughout the Subarea that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Partnership with Sound Transit

At approximately the same time that the NE 85th Street Subarea Plan was being developed, Sound Transit, through Sound Move II, had begun discussions with the City regarding a number of projects that would enhance transit to Kirkland. In 2003, in partnership with Sound Transit, the City Council formulated the Rose Hill Business District Advisory Group to begin to study and guide how Sound Transit would be able to enhance bus service, specifically the Route 540 from Redmond to the University of Washington through Kirkland. The NE 85th Street corridor provided a critical link in the route. Improved travel time and greater ridership were goals that both Sound Transit and Kirkland shared. An agreement between Sound Transit and the City of Kirkland in 2004 resulted in Kirkland assuming responsibility for the design and construction of the corridor improvements. Sound Transit agreed to provide approximately \$3.75 M in funding for their share of the improvements which included improvements to intersections at 114th Ave NE, 124th Ave NE, and 132nd Ave NE and associated sidewalks to improve pedestrian access to

transit. The Sound Transit money is transferred to Kirkland only after each improvement is completed. Sound Transit also agreed to provide funding for art. In 2005, in recognition of the mutual benefits to Kirkland and Sound Transit, the Council provided local funding in the amount of \$7.92 M for improvements along the NE 85th Street corridor that could be done in conjunction with the Route 540 enhancements.

Improved sidewalks, intersection improvements at 132nd Ave NE, 124th Ave NE, and 114th Ave NE, as well as surface water improvements to the under designed storm system along NE 85th Street were funded by Kirkland in the City's CIP. In 2006, after considerations of various scopes of work and available funding, the City Council provided an additional \$1.66 M to the 86th Street projects so that the above ground utilities could be converted to underground facilities. This investment leveraged over \$1M in work performed by various utility companies and was designed to significantly improve the look and feel of the corridor.

Taking Ownership of NE 85th Street

In early 2010, the City of Kirkland was approached by the Transportation Improvement Board staff with an inquiry into Kirkland's receptiveness of assuming control of NE 85th Street (at the time SR-908) between I-405 and the City of Redmond at 132nd Ave NE. Redmond had also been seeking to assume control over their section of SR-908 between their downtown and the Kirkland City limits in order to realize their vision for downtown traffic modifications. The process of a Route Jurisdiction Transfer (RJT) was established by the State legislature and enabled moving a select category of State routes into local control and regulation. The candidate route needed to be determined to be redundant with other parallel or nearby State routes, supported by the receiving jurisdictions, amenable to the State DOT, and be formally transferred by the Legislature. SR-908 between 520 and I-405 (Lake Washington Boulevard to Lake Street to Central Way) was transferred through the same process in approximately 1990.

Kirkland (and Redmond) assuming local control of the route allowed design and regulation using local standards. Although local standards comply with all safety and design requirements, State DOT staff would be required to review and approve any lane modifications, signal operations, driveway cuts, plantings, and so on if it remained a State route. Not necessarily prohibitive, the state review and approval process adds time and costs to any modifications of the roadway. In certain circumstances, deviations from State standards *would* be prohibited. Assumption of NE 85th Street allowed the higher level of local control necessary to achieve the vision of the NE 85th Street Subarea Plan.

SR-908 met all of the requirements and was transferred to Kirkland and Redmond in June, 2010. Kirkland required that funding for costs associated with an overlay of the degrading roadway (PCI of 27) be included in the RJT; Redmond had a similar condition and completed the overlay of their portion of the former SR 908 in 2012. WSDOT agreed to provide Kirkland \$1,122,000 for the overlay within Kirkland's jurisdiction.

The NE 85th Street Watermain Project

A separate project, a trunk line watermain replacement along NE 85th, was approved by the Council in 2012 in the amount of \$3,039,000. The watermain project was identified as a significant priority in accordance by the City's Water Comprehensive Plan for capacity and fire

flow needs. The existing main is over 50 years old and has experienced costly and highly visible emergency repairs over the past 10 years. Doing the watermain project concurrent with the NE 85th Street project would save money for both projects by creating economies of scale and synchronized construction management. More importantly, combining the projects would limit the impact and cost to the community by preventing a second major construction project on NE 85th (the watermain) that would otherwise follow within a few years of the street and sidewalk improvements and overlay.

The original budget approved in 2012 of \$3,039,000 was based on a planning level estimate from the Water Comprehensive Plan consultant. After Council approval the City's engineering consultant re-estimated the project cost at \$3,992,000. This new cost is based on final design, and the determination that a disproportionately high share of the savings from the efficiencies captured by combining the 85th Street project and the watermain project was allocated to the water project. A stand-alone watermain project is currently estimated at \$4,473,000 demonstrating that a larger share of the costs to gain efficiencies of combining construction should be borne by the Watermain project. Elements included in the increase for a stand-alone project are contractor mobilization, traffic control, sediment and erosion control, construction signage, public outreach, and a full lane width asphalt overlay. Based on combining the watermain project with the 85th Street Corridor project for more efficient project delivery, a budget increase of \$953,000, for a total Watermain project budget of \$3,992,000, is recommended. This results in a reduction in cost of about \$700,000 to the 85th Street Corridor project. This savings to the 85th Street Corridor project is reflected in all subsequent budget tables.

		Revenue	Revised Expenditure Estimate	Surplus/(deficit):
Watermain Project	WA 014	3,039,000	3,992,152	(953,152)

Progress To Date

A complete history to date and a map of the project, including the watermain project, are attached (Attachments A & B). Attachment C shows several before and after pictures of the project to date.

Since beginning the project, a number of objectives of the 85th Subarea Plan have now been accomplished:

- New and complete sidewalks and roadway have been installed along both sides of 124th Ave NE between NE 80th Street and NE 90th Street (Attachment C);
- 99% of all property needed to construct the remainder of the improvements has been acquired;
- Accommodation has been made for the new Intelligent Transportation System (ITS) through the corridor which was not originally envisioned;
- New video detection has been installed through the corridor improving operational flexibility in changing signal coordination during normal and construction activities;

- The underground conversion of overhead utilities has now been completed, and conduit is installed between 128th Ave NE and 132nd Ave NE to facilitate future redevelopment;
- Intersection improvements at 114th Ave/NE 85th have reduced morning peak delays from the Highlands neighborhood;
- Kirkland has assumed control and responsibility of NE 85th Street from the WSDOT, assuming coordination of design and construction for the corridor improvements, and easing development coordination;
- Approximately \$5 M of external funds have been secured from both Sound Transit and the Washington State Department of Transportation which have been leveraged with local funding;
- A completely new primary supply watermain between 132nd Ave NE and 114th Ave NE has been fully designed and is ready to be bid for construction concurrent to or prior to the corridor improvements;
- Construction ready sets of plans for the remaining corridor elements are complete;
- And lastly, there is an engaged business community through the creation of the Construction Advisory Group (CAG) and robust community outreach developed for the corridor.

As of May, 2013, approximately \$10,301,000 has been expended on the accomplishments of the project as follows:

	Storm Drain	Undergrounding	Sidewalk	Signal 132 nd	Signal 114 th	Signal 124 th	Total by Category
	SD 25	ST 75	NM 51	TR 78	TR 79	TR 80	
Design/ROW Services	60,619	200,433	1,144,823	520,470	467,962	304,834	\$ 2,699,141
In-house Engineering	46,682	229,598	513,617	164,287	211,470	145,538	\$ 1,311,192
Right of Way	-	328,435	1,596,761	81,683	-	-	\$ 2,006,879
Inspection & Testing	-	307,377	180,493	81,924	69,272	54,625	\$ 693,691
Construction	-	975,921	1,366,183	371,194	587,970	288,831	\$ 3,590,099
Total by project	\$ 107,301	\$ 2,041,764	\$4,801,877	\$ 1,219,558	\$ 1,336,674	\$ 793,828	\$ 10,301,002

Budget Update

Now that right-of-way acquisition and the underground conversion have been physically completed, staff recently updated the scope, schedule and budget for completing the project. Several large elements of the project had not been updated over the years as ROW acquisition was occurring. That has now been done and there are not sufficient funds allocated to the project to complete it. As a result, staff needs to update the City Council on the status of the project and to provide options for consideration on how to proceed.

Throughout the development of the project, a number of complicating factors have been brought to the Council with discussions of the potential impacts. However staff did not request budget increases from the Council as a result of these issues for two main reasons. First, it was hoped that the bidding climate during the Recession might allow enough savings to cover the gaps (Attachment D). And second, since there was still a large fund balance, staff did not want

additional monies remaining "idle" in the 85th Street project while other projects needed money. This resulted in all new NE 85th budget requests accumulating at the end of the project. Under our new capital project management system, that will change.

Some of the complicating issues were:

- Termination of the original underperforming design consultant in 2008 and destruction of his work product by a fire requiring the work to be redone;
- Extensive delays and additional costs experienced in the property acquisition process involving approximately 100 property owners;
- Unanticipated final costs for the Underground Conversion; and
- Uncertainty and fluctuations in bids brought about through the recession of 2007-2010.

In addition, other factors have impacted the project in both cost and schedule:

- PW did not propose budget adjustments for each active project within the overall corridor project through the CIP processes throughout the project duration given that the overall project funding had not been expended; and
- Delays and performance by franchise utilities in underground conversion design and construction.

Updated Estimates

Staff has analyzed project revenues and anticipated costs to complete, and with each issue documented opportunities for improvements. In May of 2013, the Project is markedly different in both timing and scope than was envisioned in 2007. A comparison of the original project schedule to that anticipated at completion is shown in Attachments E1 and E2. A comparison of the original project budget estimates is summarized in the following table.

Expenditures - By Project		CIP - - Expenses ⁽¹⁾	Revised Estimate	Variance:
Surface Water Improvements	SD 25	621,800	371,687	250,113
Underground conversion	ST 75	1,665,000	2,691,475	(1,026,475)
Sidewalks, landscaping and lighting	NM 51	4,372,287	7,666,468	(3,294,181)
Intersection Improvements at 132nd Ave	TR 78	2,564,400	2,149,850	414,550
Intersection Improvements at 114th Ave	TR 79	2,562,000	1,336,675	1,225,325
Intersection Improvements at 124th Ave	TR 80	1,687,300	2,022,304	(335,004)
Overlay	ST 06	1,122,000	1,468,040	(346,040)
Subtotal per improvements		\$ 14,594,787	\$ 17,706,499	\$ (3,111,712)

(1) Combination of the 2013-2018 CIP adopted Dec 2012 plus 85th Street corridor projects previously funded through the CIP process

The CIP identified \$14,595,000 in funding for the Corridor improvements; however, the actual revised funding is \$14,110,000. This difference is due to an error in calculating the available

Sound Transit funding as a percentage of project costs in the CIP rather than a fixed dollar amount per the contract. The following table summarizes the current CIP and revised estimates by project and by funding source.

Funding by Source:	Initial CIP - - Funding ⁽¹⁾	Revised Funding Estimate	Variance:
General Fund	7,598,587	7,600,967	2,380
Impact Fees	1,399,300	1,399,300	-
Sound Transit	4,222,000	3,734,460	(487,540)
Surface Water	1,374,900	1,374,900	-
			-
Subtotal:	\$ 14,594,787	\$ 14,109,627	\$ (485,160)
Subtotal of expenditures by Project from above			
			\$ (3,111,712)
GRAND TOTAL ⁽²⁾ :			\$ (3,596,872)
(1) Combination of the 2013-2018 CIP adopted Dec 2012 plus 85th Street corridor projects previously funded through the CIP process			
(2) The \$3,596,872 deficit is a combination of the projected increase in Project cost and known lower Sound Transit funding			

Estimate to complete

With a number of project elements now constructed, a different bid climate, and design of the remaining elements complete, staff and their consultant have updated expenditure estimates to accomplish the overall Corridor improvements as envisioned. Including all associated costs, the Corridor estimate is approximately \$17,707,000 or about \$3,600,000 above the current funding authorization.

		Revised Funding Estimate*	2013 Estimate of Project Costs**	Surplus/(deficit)
Surface Water Improvements	SD 25	621,800	371,687	250,113
Underground conversion	ST 75	1,817,000	2,691,475	(874,475)
Sidewalks, landscaping and lighting	NM 51	4,142,510	7,666,468	(3,523,958)
Intersection Improvements at 132 nd Ave	TR 78	2,135,578	2,149,850	(14,272)
Intersection Improvements at 114 th Ave	TR 79	2,624,100	1,336,675	1,287,425
Intersection Improvements at 124 th Ave	TR 80	1,646,639	2,022,304	(375,665)
Overlay	ST 06	1,122,000	1,468,040	(346,040)
Subtotal per Improvement		\$ 14,109,627	\$ 17,706,499	\$ (3,596,872)

*Revised Funding Estimate is a combination of the known lower Sound Transit funding and concomitance revenue received

**Incomplete projects re-engineered and adjusted for inflation; Projects ST75 & TR 79 are completed

Additionally, due to limitations on how certain funding can be spent (e.g. surface water funding cannot be spent on right of way, etc.) the total shortfall for the complete project by funding source is as follows:

General Government	3,226,657
Impact Fees	351,805
Surface Water Utility Fund	18,410

The "Gap"

A number of factors contributed to the projected shortfall.

Past expenditure factors impacting the Project:		
		Comments
Expenditure:		
GSA Expenditures	1,095,298	Portion of consultant costs incurred from termination and fire damage
ROW acquisition	926,224	Additional expenses incurred to acquire ROW
Underground Conversion	874,475	Actual project cost greater than budget
Expenditure Subtotal:	\$ 2,895,997	
New expenditure factors impacting the Project:		
		Comments
Expenditure:		
ADA Changes	249,055	Impact of federal regulation changes, Project includes 44 ADA ramps
Art 1% of Construction Projects	58,166	Sound Transit spent their funding for art without producing an art feature
Engineering & Inspection costs	1,000,268	Project scope and schedule changed. Impact of project delay over 6 years
Expenditure Subtotal before inflation applied:	\$ 1,307,489	
Inflation adjustment	\$ 1,110,000	Impact of inflation not recognized in the CIP
Expenditure Subtotal with inflation:	\$ 2,417,489	
TOTAL of Expenditure Factors impacting the Project:	\$ 5,313,486	
Sound Transit Revenue error	485,160	Described Earlier
Total Project Shortfall	\$ 5,798,646	
Factors positively impacting the project:		
Recognize efficiencies	(1,287,425)	Savings from TR79 signal project
Re-apportion to watermain	(700,000)	Reflect appropriate allocation of costs based on revised estimates to the watermain project
	3,811,221	

Inflation was not added to uncompleted projects during the last three updates of the CIP because the bid climate was favorable, as compared to the assumptions that were contained in the initial project budget estimates. Given that, and that there was substantial funding remaining in the overall project's bottom line, staff, in reports to Council, stated the intention to request additional budget based on actual bids when they would be awarded. The intent was

to leave funds that would otherwise have been programmed to offset inflation in the 85th Street Corridor Project for other projects since the Corridor project was being delayed due to R/W acquisition difficulties. Unfortunately, the bid climate was not sufficiently favorable to erase the costs of inflation and other elements of the project cost increases. Project delays are shown in Attachment F. The updated project is now ready for the bidding of its final elements.

Completion Options

At this point, staff is seeking City Council direction on whether to add funding, down-scope the Project, or a combination thereof to complete the Corridor.

Elements that remain incomplete include the construction of sidewalks, curb, and gutter along NE 85th Street, intersection improvements at 124th Ave NE and 132nd Ave NE, completion of the watermain, and completion of the storm drain improvements and the final paving. Due to the projected revenue shortfall to complete the Corridor, staff has prepared options for Council consideration.

A. Option 1 - Complete the Project as originally envisioned: Additional need of \$3,226,657 from General Government Sources. Seek TIB funding first. (Staff Recommendation)

Details of necessary funding by Project are as follows:

		Option 1		
		Complete as Envisioned		
		Funding Necessary		
		Surplus/(deficit)		
		Gen Govt	Utility (Surface Water)	TOTAL:
Surface Water Improvements	SD 25	-	250,113	250,113
Underground conversion	ST 75	(741,610)	(132,865)	(874,475)
Sidewalks, landscaping and lighting	NM 51	(3,581,744)	57,786	(3,523,958)
Intersection Improvements at 132 nd Ave	TR 78	72,556	(86,828)	(14,272)
Intersection Improvements at 114 th Ave	TR 79	1,290,131	(2,706)	1,287,425
Intersection Improvements at 124 th Ave	TR 80	(271,755)	(103,910)	(375,665)
Overlay	ST 06	(346,040)	-	(346,040)
Total per improvements		\$ (3,578,462)	\$ (18,410)	\$ (3,596,872)

1. Components of the Project that remain to be completed:
 - All signal related improvements including 124th Ave NE and 132nd Ave NE which are intersection improvements to support ITS
 - ADA compliant Sidewalks and crossings, landscaping and lighting on both sides of NE 85th Street from 120th Ave NE to 132nd Ave NE

- Roadway resurfacing NE 85th St (PCI is 27, Kirkland standard is 70)
- Stormwater controls to improve water quality to Forbes Lake

2. Pros

- Overall Corridor vision is realized
- Maximize use of external funding
- Engaged Construction Advisory Group
- Example of long range planning efforts being realized during current 2035 comp plan public engagement period
- Reduced impact on community during completion of construction of all Project components

3. Cons

- Need additional Funding (offset by TIB grant if awarded)
 - General Government 3,226,657
 - Impact Fees 351,805
 - Surface Water Utility 18,410
- Opportunity cost to other capital projects competing for City funding

B. Option 2 - Down Scope project while maximizing the use of external funding: Additional need of \$1,257,610 from the General Government Sources. Fund remainder of project over time in future CIPs.

Details of available funding and expenditures for the revised Project are as follows (also included as Attachment G):

		Revenue (Estimate)			Option 2 Keep external \$ ESTIMATED COST			Funding Necessary Surplus/(Deficit)		
		FINANCE								
		Gen Govt	Utility (Surface Water)	TOTAL:	Gen Govt	Utility (Surface Water)	TOTAL:	Gen Govt	Utility (Surface Water)	TOTAL:
Surface Water Improvements	SD 25	-	621,800	621,800		371,687	371,687	-	250,113	250,113
Underground conversion	ST 75	1,817,000	-	1,817,000	2,558,610	132,865	2,691,475	(741,610)	(132,865)	(874,475)
Sidewalks, landscaping and lighting	NM 51	3,524,010	618,500	4,142,510	5,136,707	489,947	5,626,654	(1,612,697)	128,553	(1,484,144)
Intersection Improvements at 132 nd Ave	TR 78	2,090,078	45,500	2,135,578	2,017,522	132,328	2,149,850	72,556	(86,828)	(14,272)
Intersection Improvements at 114 th Ave	TR 79	2,565,400	58,700	2,624,100	1,275,269	61,406	1,336,675	1,290,131	(2,706)	1,287,425
Intersection Improvements at 124 th Ave	TR 80	1,616,239	30,400	1,646,639	1,887,994	134,311	2,022,305	(271,755)	(103,911)	(375,666)
Overlay	ST 06	1,122,000	-	1,122,000	1,468,040		1,468,040	(346,040)	-	(346,040)
Total per improvements		\$ 12,734,727	\$ 1,374,900	\$ 14,109,627	\$ 14,344,142	\$ 1,322,544	\$ 15,666,686	\$ (1,609,415)	\$ 52,356	\$ (1,557,059)

1. Components of the Project that will be completed

- All signal related improvements including 124th Ave NE and 132nd Ave NE which are intersection improvements to support ITS
- ADA compliant ramps at intersections, no continuous sidewalks or lighting
- Curb and gutter to support roadway resurfacing NE 85th St (PCI is 27, Kirkland standard is 70)
- Stormwater controls to improve water quality to Forbes Lake

2. Components of Project that will compete for funding through future CIP updates:

- ADA compliant sidewalks, street lighting and landscaping - \$2,657,755 in today's dollars. Components will be completed as a stand-alone project, economies of scale gained from the combined project will not be realized on this portion of the project and therefore the project will cost more.

3. Pros

- Maximize use of external funding
 - Sound Transit contribution 3,492,116
 - WSDOT contribution 1,122,000
- Supports Congestion Mitigation and Air Quality (CMAQ) grant received for subsequent ITS Project along the corridor ~ \$531,100 (separate project)
- Transportation and roadway improvements realized
- All property necessary will be acquired to support projects in the future

4. Cons

- Need additional Funding - \$1,557,059
 - General Government 1,257,610
 - Impact Fees 351,805
 - Surface Water funds returned (52,356)
- Overall corridor vision not yet realized
- No continuous sidewalk along NE 85th St
- Opportunity cost to other capital projects competing for City funding
- Future need of \$2,657,755 (for a total project of \$5,167,966 in today's dollars)

C. Option 3 – Stop projects funded with General Government revenue: Additional need of \$192,069 from the General Government Sources to close out project. Fund remainder of the project over time in future CIPs.

1. Components of the Project that have been completed:

- Sidewalks on both sides of 124th Ave NE from NE 80th St to NE 90th St, 114th Ave Intersection
- Underground utility conversion between 120th and 128th
- Property acquisition complete

2. Pros

- Will allow staff to reprioritize projects through upcoming CIP update
- Will allow staff opportunity to seek additional grant funding based on the project's "shovel ready" status
- Minimizes immediate funding need
- Property has been acquired for future improvements

3. Cons

- Need additional Funding to close out what has been completed and finish utility Projects – \$1,324,891

- General Government 192,069
- Water Utility 1,324,891
- Surface Water funding sufficient
- External funding lost or at risk - \$2,557,297
 - Sound Transit 1,435,297
 - WSDOT Overlay 1,122,000
- Improvements to accommodate CMAQ ITS grant of \$531,100 will not be completed; therefore, funding must be returned
- Corridor vision not fully realized
- Need to address non ADA compliant existing ramps and sidewalks
- Redevelopment along the corridor will match existing inadequate roadway cross section design
- Future costs will be greater

Depending upon the timing of future elements of the project and whether we could retain the outside funding from Sound Transit and WSDOT, the future cost could range from an additional \$4M to \$7M.

Funding Options

Utilities

The Water and Surface Water utilities have adequate reserves to fund the additional costs attributed to those functions in each option. There are no immediate impacts to the 2013-2014 utilities CIP projects and impacts, if any, will be factored into the next CIP update process.

General Government

Potential sources for the General Government share of costs includes a portion of one or more of the following:

- Compete for a Transportation Improvement Board Grant (Between \$1M and \$2M).
- Capital Contingency Reserve – The reserve balance is \$4.8 million, including the \$2.1 million replenishment that occurred in March 2013.
- REET Reserves not currently programmed in the CIP - The actual 2012 REET 1 receipts exceeded the budget by over \$2.0 million, which has yet to be appropriated for CIP projects. This balance is in excess of REET 1 reserve needs and is eligible for this purpose.
- Year to date sales tax receipts through May 2013 exceed last year's results by \$900,000. The 2013 budget was based on the prior year per Council policy, so these funds are not currently appropriated.
- New Transportation Impact fee reserves are available to fund the impact fee eligible portion of \$351,805.
- Debt financing
- Reprioritized CIP funding - The City 2013-2018 Transportation Capital Improvement Program consists of the following unrestricted funded projects:
 - Annual Street Preservation Program
 - Sidewalk Maintenance Program for 2013 -2014
 - NE 120th Street Roadway Extension (East Section)
 - Annual Striping Program
 - Juanita Drive Corridor Study
 - 100th Ave NE Corridor Study

- Crosswalk Upgrade Program
- Annual Sidewalk Maintenance Program
- Park Lane Pedestrian Corridor Enhancements Phase II
- JFK Non-Motorized Program
- 100th Ave NE/NE 132nd Street Intersection Improvements
- Kirkland ITS Implementation Phase IIC
- Citywide Safety & Traffic Flow Improvements
- Purchase of a Milling Machine

The Milling Machine budgeted at \$500,000 is the lowest priority on the list. The other projects on the current funded list consist of four grant projects (NE 120th St, Park Lane, Kirkland ITS and Citywide Safety & Traffic Flow), important initiative projects (Street Maintenance Levy, Juanita Drive, and JFK Non-Motorized), essential annual programs (Annual Street Preservation Program and the Annual Striping Program), or are already under contract.

Staff recommendation – Proceed with full project after seeking TIB grant

The staff recommendation is to proceed with the full project given its importance to the City, community expectations, and the significant amounts of outside money the full project leverages. Staff recommends that the City first seek a Transportation Improvement Board (TIB) grant this year, prior to proceeding with bids on the whole project. With City Council concurrence, staff will submit a TIB grant application for the NE 85th Street Corridor Project under its current Urban Arterials Program (UAP). The estimated grant request amount will be between \$1M and \$2M in order to maximize the City's competitiveness in the selection process. The application deadline is August 23, and the award selection results will be available near the end of November, 2013.

In order to comply with TIB grant eligibility requirements, the advertisement for contractor bids on the NE 85th Street Corridor Project must occur after the grant selection is made. If selected to receive TIB grant funding, the plans, specifications and a certified engineer's estimate will be presented to TIB staff for immediate approval and its concurrence to advertise for contractor bids. With TIB grant funding, the Project would be advertised as soon as mid-December, followed by a bid opening in mid-January and a City Council award action in February, 2014. Staff would also bring back a proposed financing proposal to cover the rest of the funding gap to the Council in December. Note that the cost numbers provided in this memo are still estimates. Staff will not have final numbers until the project actually goes to bid and completes construction. Under this scenario, construction would begin in March 2014 and be complete by spring of 2015, followed by a complete street overlay during the summer of 2015.

If not selected for TIB funding, the Project would still be advertised in December. Without the benefit of additional grant funding, the City Council will be presented with options and a recommendation as to what to award, based on actual contractor pricing and available city funding. Bid documents will likely be structured to provide bid alternates to allow Council to make choices among scope and schedules. Staff would then bring back a final financing proposal to accomplish the project based on the Council's decisions.

Staff requests City Council concurrence with the recommendation to advertise the NE 85th Street Corridor Project in December after the results of the TIB grant selection process is known.

Lessons Learned

The 85th Street Corridor project demonstrates why Public Works has changed the way we manage large capital projects. At the Council Retreat on June 17, 2013, new systems for managing capital projects were presented and can be found at *Capital Project Management Improvements*.

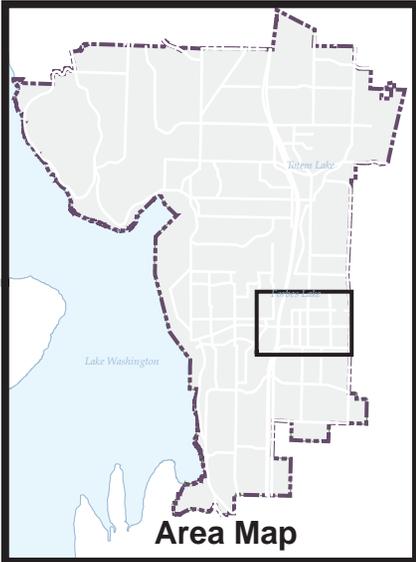
In summary, new systems for managing large capital projects include:

- establishment of a Steering Committee
- improved coordination with Finance
- development of improved monitoring tools for comparing expenses against budget
- improved claims management
- appropriate use of eminent domain
- improved and more timely reporting to Council
- inclusion of all active projects in each CIP update revised to reflect current information such as inflation

Since the 85th Street Corridor project still has major elements to complete, a Steering Committee has been established including the City Manager, Finance Director, Public Works Director and staff. A new monitoring system has been put in place to evaluate the percent budget spent against the percent of the work actually accomplished every month. Any deviations will be found at an early stage in the project allowing for appropriate adjustments before they accumulate. For example, in hindsight a Steering Committee could have provided guidance on a more appropriate use of the eminent domain authority provided by the Council, which may have resulted in better schedule adherence with lower inflation costs to the entire project. Processes for claims management, use of contingency, and approvals of change orders have also been revised to provide more oversight. Going forward, the 85th Street Corridor project budget will be revised to reflect inflation at each CIP update, and any other unanticipated costs so they do not accumulate at the end of the project. The Public Works/Parks/Human Services Council Committee will receive periodic reports, as will the full Council during CIP Updates and at project authorization milestones.

History of NE 85th Street

April	2001	NE 85th Street sub-area plan adopted
April	2003	Council approves Sound Transit Route 540 project
		Creation of Rose Hill business district advisory group
October	2003	Community completes scope of desired corridor improvements
		Sound Transit agrees to Community scope of improvements
		City of Kirkland provides funding for project starting in 2004
November	2004	City of Kirkland initiates public outreach
December	2004	Completion of Environmental Process/30% design by Sound Transit
		Kirkland assumes project lead role
January	2005	Design Consultant selection by City of Kirkland
March	2005	Zoning Code amendments update
August	2005	Undergrounding Utilities brought to Council
June	2006	Decision to include underground conversion in project
		Draft Condemnation Ordinance
September	2006	Amendment of the 2006-2011 CIP to include Undergrounding utilities
August	2007	Inter-local Agreement between Kirkland/Sound Transit signed
January	2008	First right of way packages sent (27 properties)
February	2008	Access Control issues to Transportation Commission
March	2008	Terminated project consultant due to non-performance
December	2009	Right of way acquisition update
February	2010	Undergrounding 100% Design
		Roadway 30% Design
May	2010	Transfer of SR 908 to Local Jurisdictions Effective 6/10/2010
		Estimated \$1.1 Mill in State funding for overlay
June	2010	Council authorizes Condemnation Ordinance #4245
October	2010	Acquisition update
		Project Schedule update
November	2010	Condemnation Update
February	2011	Intersection improvements NE 85th St/114th Ave NE - Award Contract
October	2011	Authorization to bid utility underground conversion
November	2011	Video Detection - Accept Work
December	2011	Utility Underground conversion - Award Contract
June	2012	NE 85th St./114th Ave NE intersection improvements - Accept work
		Acquisition complete for all parcels associated with Phase I of the project
July	2012	NE 85th Street Watermain Replacement - Authorize Funding
August	2012	Rose Hill Business District Sidewalks - Award Contract



Vicinity Map
**NE 85th Street Corridor Improvements
Watermain Replacement**

NE 85TH Street Corridor Improvements Before/After Photos

124th Ave NE Sidewalks (NM 0051 – Phase 1)



NE 85TH Street Corridor Improvements Before/After Photos

85th & 114th Intersection Improvements (TR 0079)

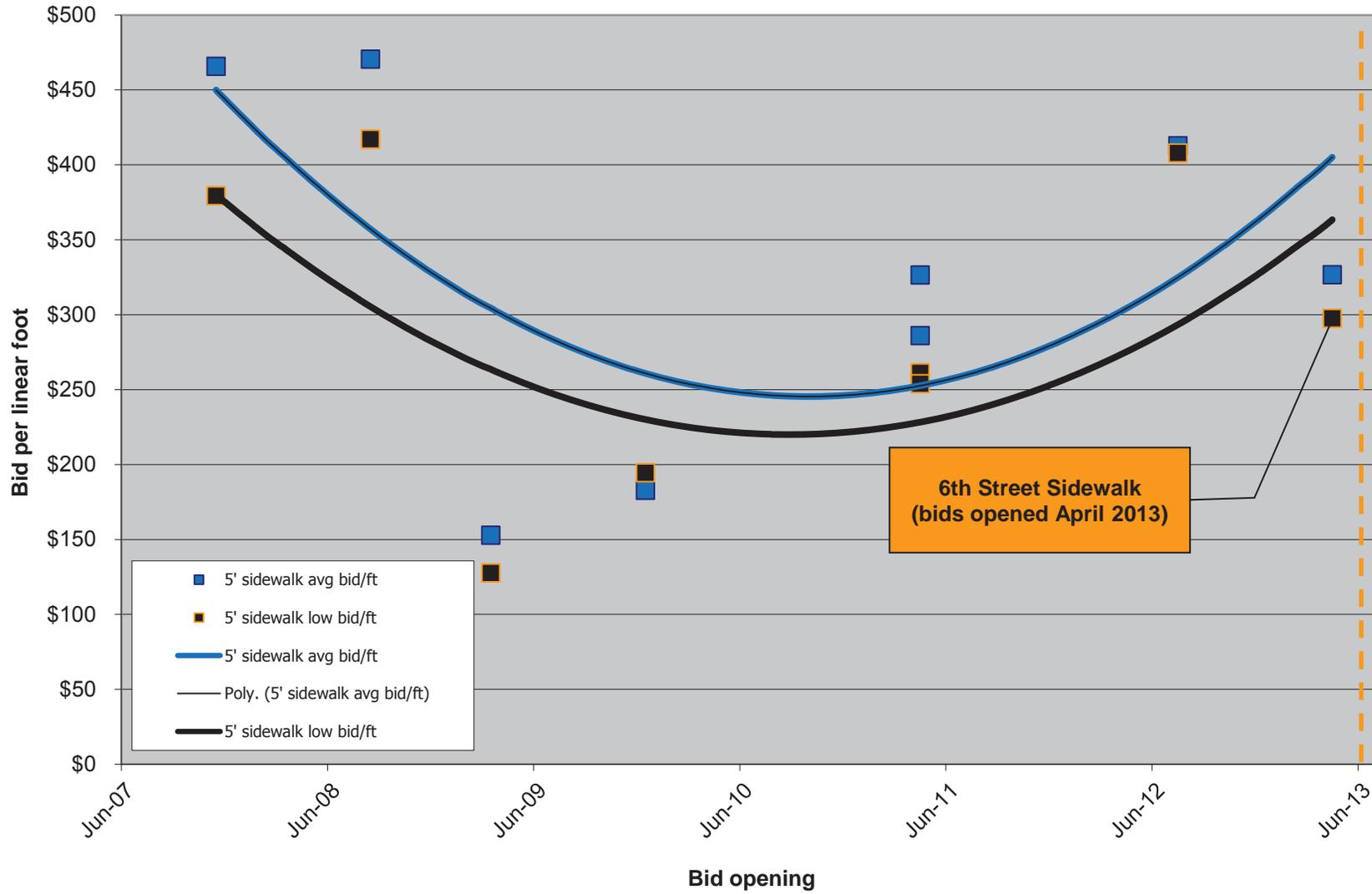


NE 85TH Street Corridor Improvements Before/After Photos

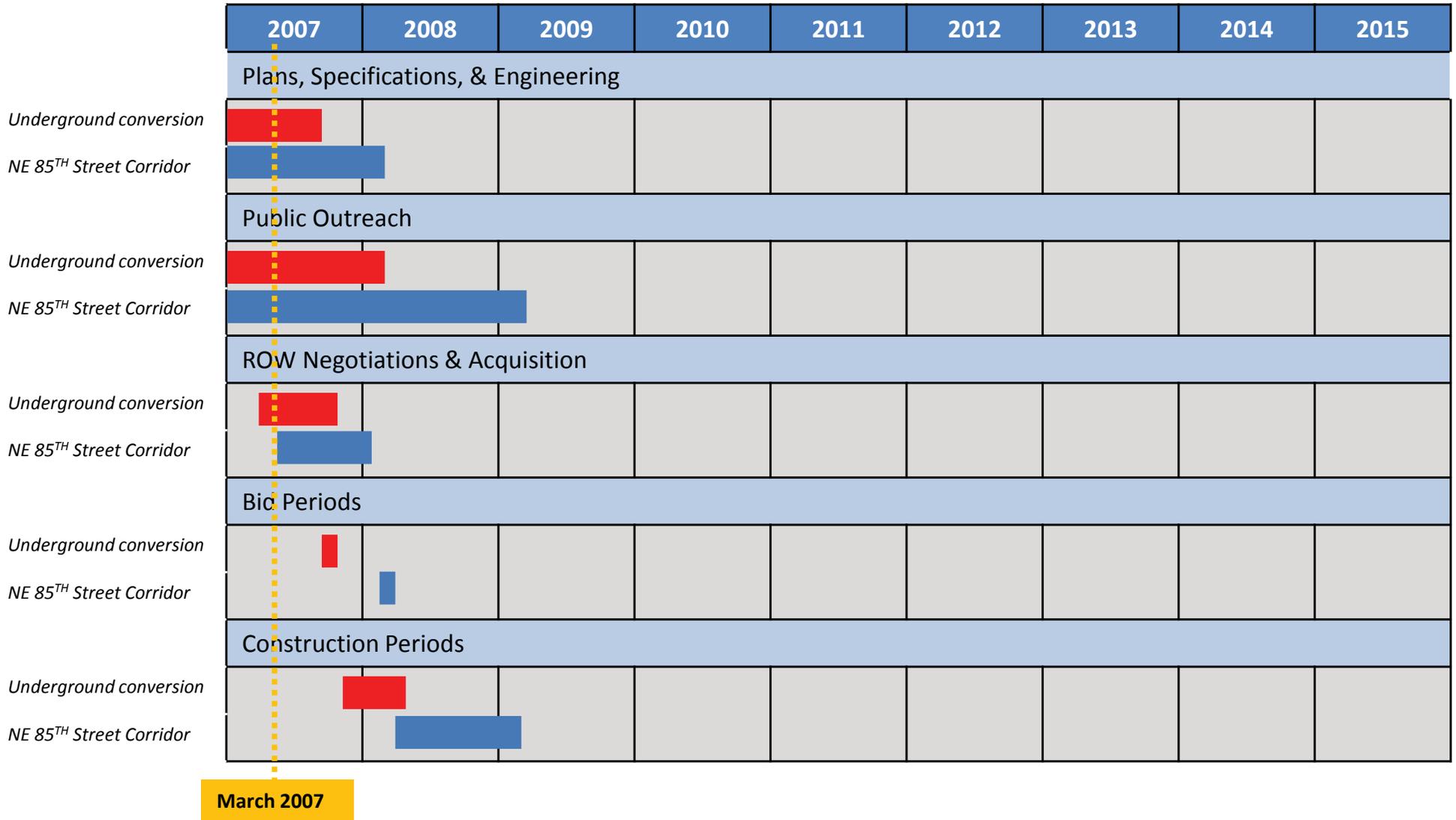
NE 85th Street Undergrounding (ST 0075)



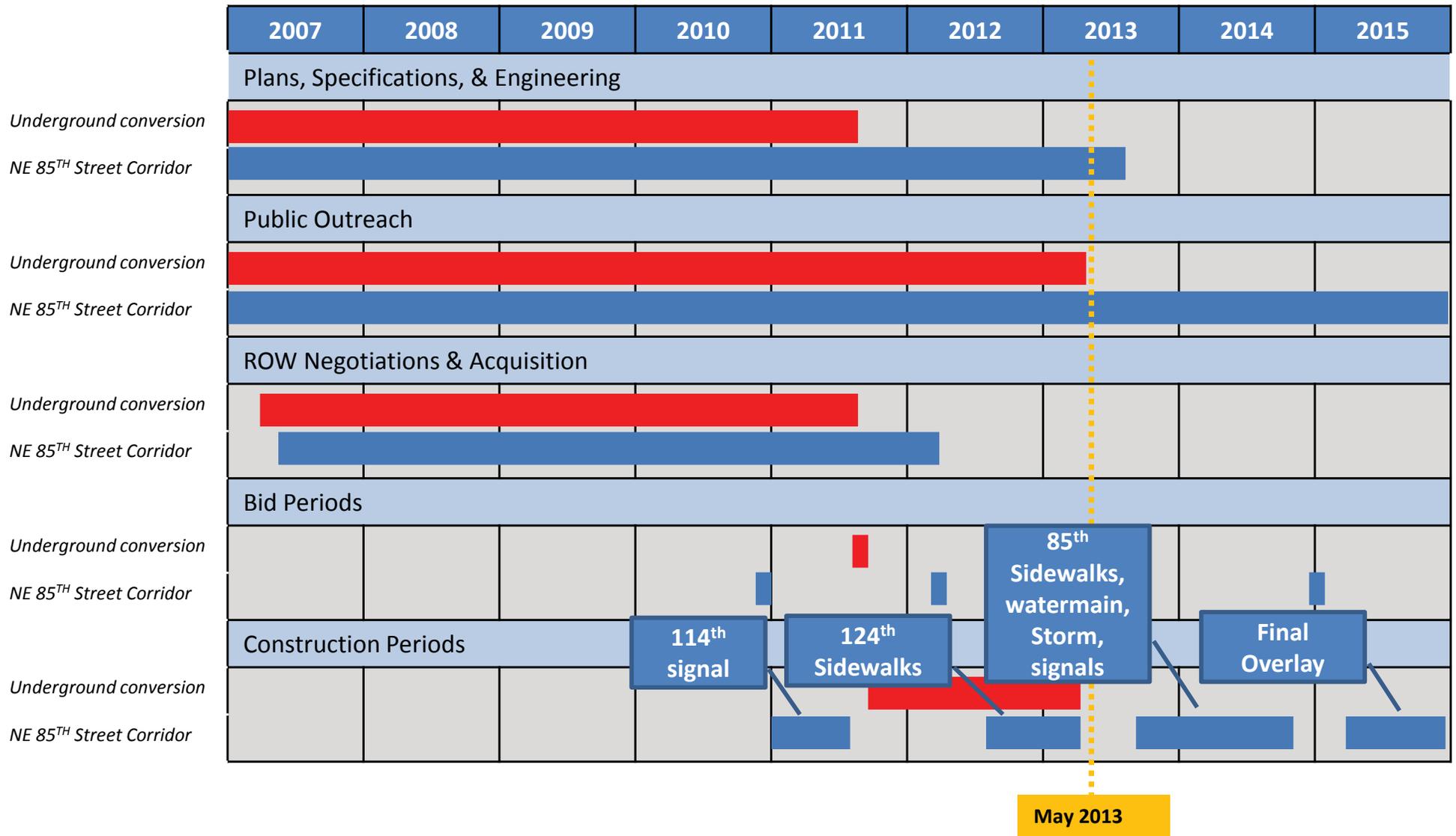
Historical Comparison of Sidewalk Bids 2007-2013



Schedule for Underground Conversion and Sidewalk Projects



Schedule for Underground Conversion and Sidewalk Projects



Details of available funding and expenditures by Option

Option 1 ~ Complete as Envisioned

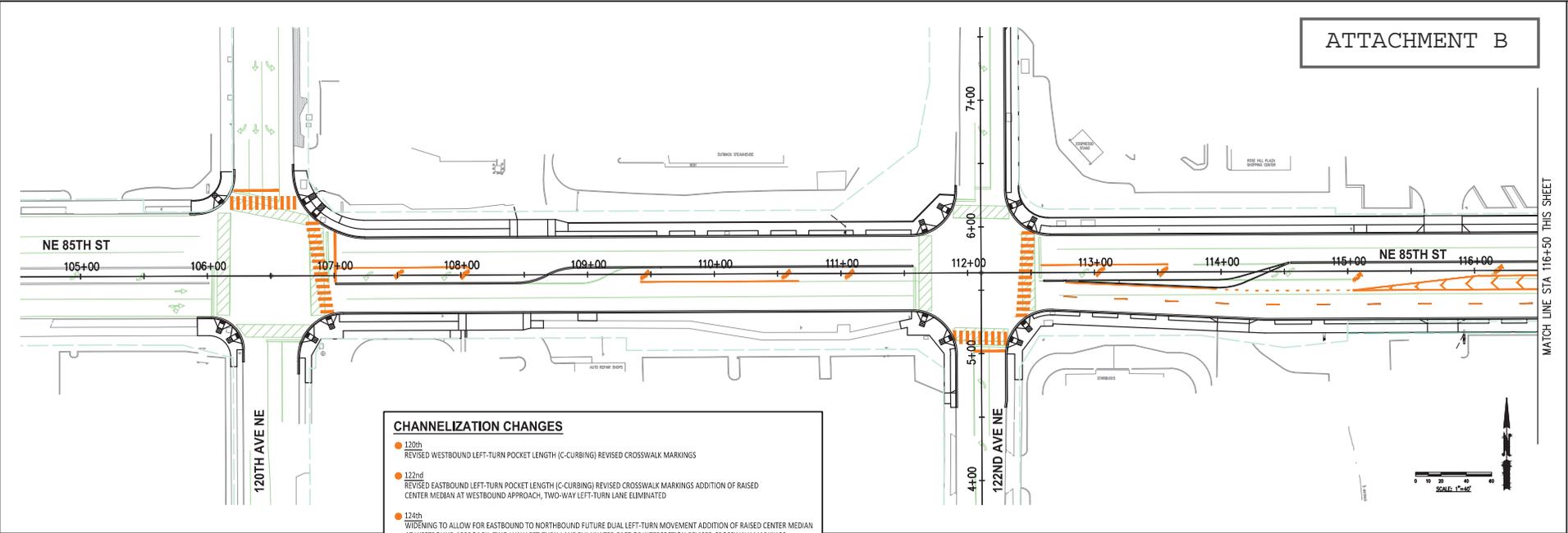
		Revenue (Estimate)			Option 1			Funding Necessary		
		FINANCE			Complete as Envisioned			ESTIMATED COST		
		Surplus/(deficit)			ESTIMATED COST			Surplus/(deficit)		
		Gen Govt	Utility (Surface Water)	TOTAL:	Gen Govt	Utility (Surface Water)	TOTAL:	Gen Govt	Utility (Surface Water)	TOTAL:
Surface Water Improvements	SD 25		621,800	621,800		371,687	371,687	-	250,113	250,113
Underground conversion	ST 75	1,817,000		1,817,000	2,558,610	132,865	2,691,475	(741,610)	(132,865)	(874,475)
Sidewalks, landscaping and lighting	NM 51	3,524,010	618,500	4,142,510	7,105,754	560,714	7,666,468	(3,581,744)	57,786	(3,523,958)
Intersection Improvements at 132 nd Ave	TR 78	2,090,078	45,500	2,135,578	2,017,522	132,328	2,149,850	72,556	(86,828)	(14,272)
Intersection Improvements at 114 th Ave	TR 79	2,565,400	58,700	2,624,100	1,275,269	61,406	1,336,675	1,290,131	(2,706)	1,287,425
Intersection Improvements at 124 th Ave	TR 80	1,616,239	30,400	1,646,639	1,887,994	134,310	2,022,304	(271,755)	(103,910)	(375,665)
Overlay	ST 06	1,122,000		1,122,000	1,468,040		1,468,040	(346,040)	-	(346,040)
Total per improvements		\$ 12,734,727	\$ 1,374,900	\$ 14,109,627	\$ 16,313,189	\$ 1,393,310	\$ 17,706,499	\$ (3,578,462)	\$ (18,410)	\$ (3,596,872)

Option 2 ~ Keep External Funding

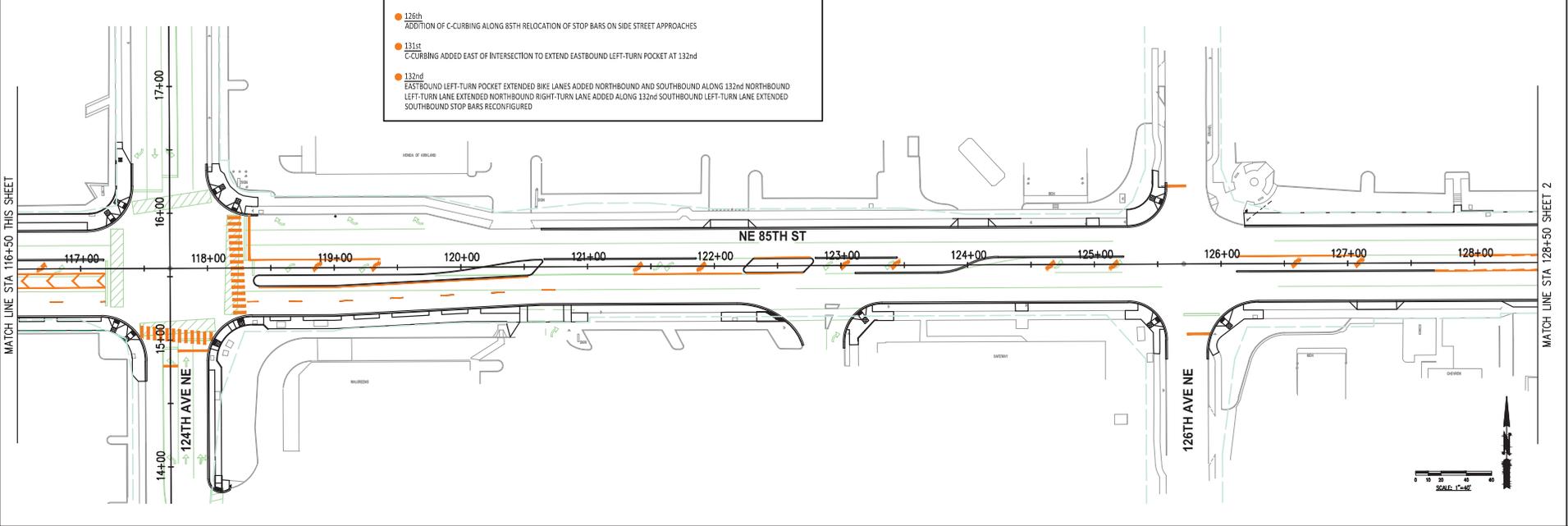
		Revenue (Estimate)			Option 2			Funding Necessary		
		FINANCE			Keep external \$			ESTIMATED COST		
		Surplus/(Deficit)			ESTIMATED COST			Surplus/(Deficit)		
		Gen Govt	Utility (Surface Water)	TOTAL:	Gen Govt	Utility (Surface Water)	TOTAL:	Gen Govt	Utility (Surface Water)	TOTAL:
Surface Water Improvements	SD 25	-	621,800	621,800		371,687	371,687	-	250,113	250,113
Underground conversion	ST 75	1,817,000	-	1,817,000	2,558,610	132,865	2,691,475	(741,610)	(132,865)	(874,475)
Sidewalks, landscaping and lighting	NM 51	3,524,010	618,500	4,142,510	5,136,707	489,947	5,626,654	(1,612,697)	128,553	(1,484,144)
Intersection Improvements at 132 nd Ave	TR 78	2,090,078	45,500	2,135,578	2,017,522	132,328	2,149,850	72,556	(86,828)	(14,272)
Intersection Improvements at 114 th Ave	TR 79	2,565,400	58,700	2,624,100	1,275,269	61,406	1,336,675	1,290,131	(2,706)	1,287,425
Intersection Improvements at 124 th Ave	TR 80	1,616,239	30,400	1,646,639	1,887,994	134,311	2,022,305	(271,755)	(103,911)	(375,666)
Overlay	ST 06	1,122,000	-	1,122,000	1,468,040		1,468,040	(346,040)	-	(346,040)
Total per improvements		\$ 12,734,727	\$ 1,374,900	\$ 14,109,627	\$ 14,344,142	\$ 1,322,544	\$ 15,666,686	\$ (1,609,415)	\$ 52,356	\$ (1,557,059)

ATTACHMENT B

KPG
Kirkland Planning Group
November 2013



- CHANNELIZATION CHANGES**
- 120th
REVISED WESTBOUND LEFT-TURN POCKET LENGTH (C-CURBING) REVISED CROSSWALK MARKINGS
 - 122nd
REVISED EASTBOUND LEFT-TURN POCKET LENGTH (C-CURBING) REVISED CROSSWALK MARKINGS ADDITION OF RAISED CENTER MEDIAN AT WESTBOUND APPROACH, TWO-WAY LEFT-TURN LANE ELIMINATED
 - 124th
WIDENING TO ALLOW FOR EASTBOUND TO NORTHBOUND FUTURE DUAL LEFT-TURN MOVEMENT ADDITION OF RAISED CENTER MEDIAN AT WESTBOUND APPROACH, TWO-WAY LEFT-TURN LANE ELIMINATED EAST OF INTERSECTION REVISED CROSSWALK MARKINGS
 - 126th
ADDITION OF C-CURBING ALONG 85TH RELOCATION OF STOP BARS ON SIDE STREET APPROACHES
 - 131st
C-CURBING ADDED EAST OF INTERSECTION TO EXTEND EASTBOUND LEFT-TURN POCKET AT 132nd
 - 132nd
EASTBOUND LEFT-TURN POCKET EXTENDED BIKE LANES ADDED NORTHBOUND AND SOUTHBOUND ALONG 132nd NORTHBOUND LEFT-TURN LANE EXTENDED NORTHBOUND RIGHT-TURN LANE ADDED ALONG 132nd SOUTHBOUND LEFT-TURN LANE EXTENDED SOUTHBOUND STOP BARS RECONFIGURED



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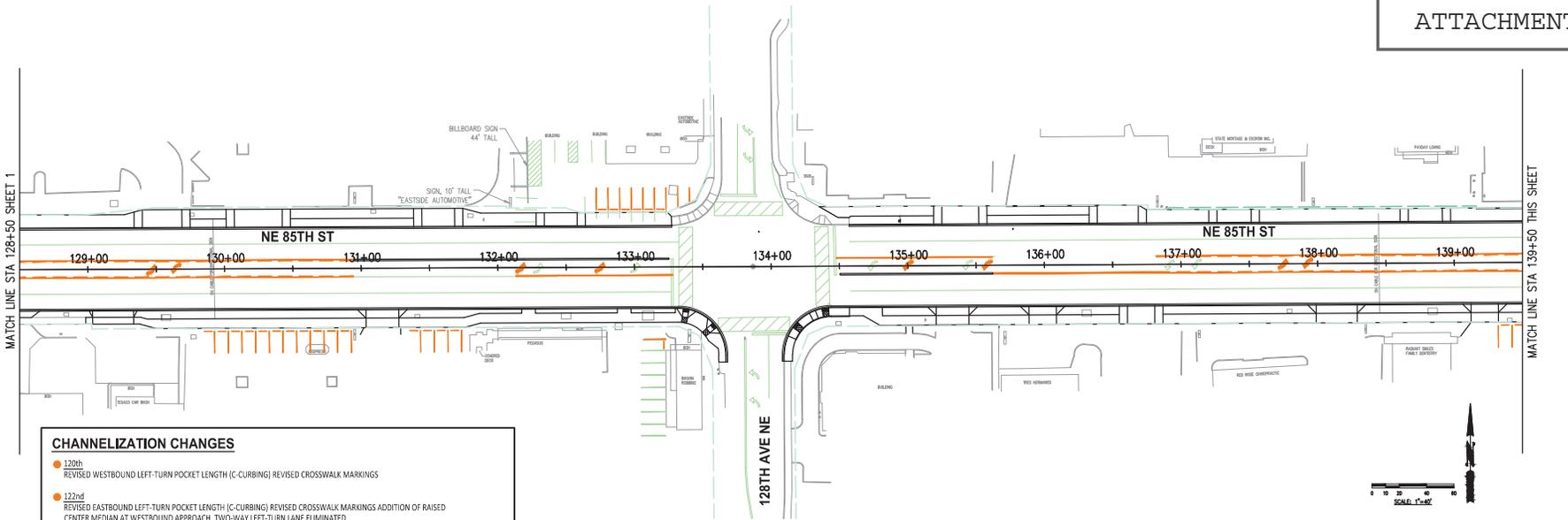
MATCH LINE STA 116+50 THIS SHEET

MATCH LINE STA 128+50 SHEET 2

City of Kirkland - NE 85th Street Improvements
NE 85th Street (SR 908)
Sheet 1

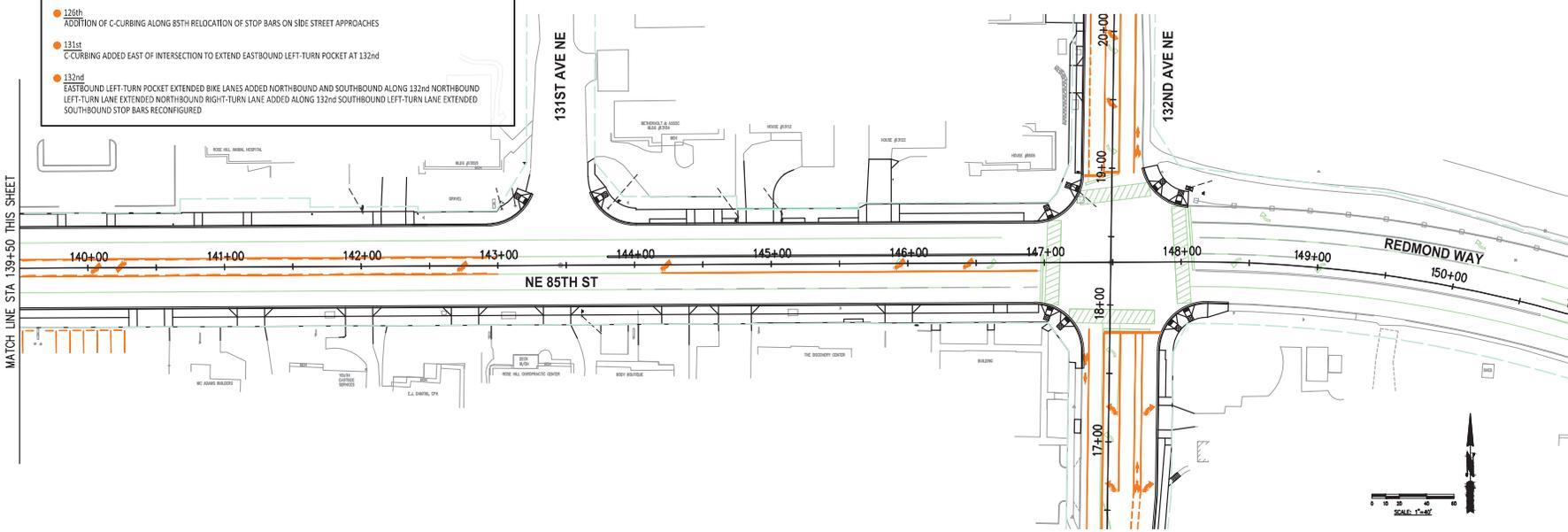


ATTACHMENT B



CHANNELIZATION CHANGES

- 122th
REVISED WESTBOUND LEFT-TURN POCKET LENGTH (C-CURBING) REVISED CROSSWALK MARKINGS
- 122nd
REVISED EASTBOUND LEFT-TURN POCKET LENGTH (C-CURBING) REVISED CROSSWALK MARKINGS ADDITION OF RAISED CENTER MEDIAN AT WESTBOUND APPROACH, TWO-WAY LEFT-TURN LANE ELIMINATED
- 124th
WIDENING TO ALLOW FOR EASTBOUND TO NORTHBOUND FUTURE DUAL LEFT-TURN MOVEMENT ADDITION OF RAISED CENTER MEDIAN AT WESTBOUND APPROACH, TWO-WAY LEFT-TURN LANE ELIMINATED EAST OF INTERSECTION REVISED CROSSWALK MARKINGS
- 126th
ADDITION OF C-CURBING ALONG 85TH RELOCATION OF STOP BARS ON SIDE STREET APPROACHES
- 131st
C-CURBING ADDED EAST OF INTERSECTION TO EXTEND EASTBOUND LEFT-TURN POCKET AT 132nd
- 132nd
EASTBOUND LEFT-TURN POCKET EXTENDED BIKE LANES ADDED NORTHBOUND AND SOUTHBOUND ALONG 132nd NORTHBOUND LEFT-TURN LANE EXTENDED NORTHBOUND RIGHT-TURN LANE ADDED ALONG 132nd SOUTHBOUND LEFT-TURN LANE EXTENDED SOUTHBOUND STOP BARS RECONFIGURED



FISCAL NOTE

CITY OF KIRKLAND

Source of Request							
Pam Bissonnette, Interim Public Works Director							
Description of Request							
Request for using \$776,657 from REET 1 Reserves to fund the budget shortfall for NE 85th Street Corridor projects as identified in the attached staff memo.							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$776,657 from REET 1 Reserve. This reserve is able to fully fund this request.							
Recommended Funding Source(s)							
Reserve	Description	2014 Est End Balance	Prior Auth. 2013-14 Uses	Prior Auth. 2013-14 Additions	Amount This Request	Revised 2014 End Balance	2014 Target
	REET 1 Reserve	4,507,512	297,031	0	776,657	3,433,824	1,071,000
	Prior Authorized Uses of REET 1 Reserves: Totem Lake Master Plan (\$38,000) and Public Safety Building Bid Alternates (\$259,031).						
Revenue/Exp Savings							
Other Source							
Other Information							

Prepared By	Neil Kruse, Senior Financial Analyst	Date	November 25, 2013
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**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: Eric Shields, AICP, Planning Director
Date: November 16, 2013
Subject: Growing Transit Communities Partnership Compact

RECOMMENDATION

Approve the Growing Transit Communities Partnership Compact by adopting the attached resolution which authorizes the City Manager to sign the Compact.

BACKGROUND**City Council Review and Direction**

On date September 17, 2013, representatives of the Puget Sound Regional Council made a presentation to the City Council about the Growing Transit Communities Partnership (GTC). The presenters mentioned that one aspect of the program involves a compact that cities may voluntarily enter into agreeing to undertake transit supportive measures. The City Council expressed an interest in adopting the compact.

Growing Transit Communities Partnership

The purpose of the Growing Transit Communities Partnership is to convene a wide variety of public and private community stakeholders to develop best practices and recommendations to address some of the greatest barriers to implementing the region's framework growth plans—VISION 2040, Transportation 2040, and the Regional Economic Strategy—and secure equitable outcomes for all of the region's communities. A central project deliverable—the Growing Transit Communities Compact—was approved by the GTC Oversight Committee at its meeting on July 12, 2013. At its September 26 meeting the PSRC Executive Board authorized PSRC's Executive Director to sign on to the Growing Transit Communities Compact.

Through a data-driven, 18-month process involving monthly task force meetings, consultant support, and continuous public review and comment, the Growing Transit Communities (GTC) Partnership, represented by over 40 public, private, and non-profit members, developed recommendations for best practices and new tools and resources to address three overarching goals that advance regional goals and implement adopted plans:

- Attract more of the region's residential and employment growth near high-capacity transit

- Provide housing choices affordable to a full range of incomes near high-capacity transit
- Increase access to opportunity for existing and future community members in transit communities

The key elements of the Growing Transit Communities Strategy are in three component parts:

- A Regional Compact
- Recommended Strategies and Actions
- Individual Work Plans

Compact. The Compact is a statement of continued commitment for its signatories to work collaboratively to implement the region's adopted plans for growth. It calls for a continuing regional effort involving the region's diverse partners beyond the life of the grant, and clearly recognizes an acute need for additional resources to maintain and expand public transportation, as well as resources and tools to create and preserve affordable housing. The Compact does not obligate partners to implement all recommendations developed as part of the GTC work program, but rather to consider and adopt tools that fit best with community or organizational needs and available resources. The PSRC Executive Board is being asked to authorize the Executive Director to sign on to the Compact. See Attachment A.

Toolkit. The GTC partners developed a toolkit of Recommended Strategies and Actions to respond to each of the three regional goals described above. The toolkit includes 24 strategies and 204 detailed recommendations that identify actions for public, private, nonprofit, and other partners. Several actions address the need to develop new resources to implement existing plans and strategies.

The Recommended Strategies and Actions are intended to provide a menu of potential actions that partners throughout the region, including PSRC, should consider and take over time to make progress towards the goals. Among the project partners there is mutual understanding that some tools may work in some locations, and that each partner retains flexibility and discretion in pursuing the strategies that will work best in specific locations. The toolkit and recommended edits approved by the GTC Oversight Committee can be viewed or downloaded at: <http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/>.

Work Plans. These are local government, agency, or organization-specific work plans, developed individually and defining short- and medium-term actions that can implement relevant elements of the Strategy.

Attachments

1. Letter from chairs
2. GTC Executive Summary
3. GTC Compact



October 1, 2013

Dear Partners and Interested Parties,

The Growing Transit Communities Partnership, a broad coalition of stakeholders from the public, private and nonprofit sectors, came together in 2010 to identify what will be needed to create the sustainable, equitable communities envisioned in adopted regional plans and supported by the region's commitment of nearly \$20 Billion in high-capacity transit investments. These plans and investments present a once-in-a-lifetime opportunity to shape the region and ensure that transportation improvements support sustainable development and foster vibrant, healthy neighborhoods for all.

This summer, following an extensive 18-month collaborative process, the Partnership adopted the *Growing Transit Communities Strategy*. This document presents consensus approaches to how we want to develop in the region's high-capacity and high frequency transit areas, and what tools and resources we need to implement the region's adopted plans with a focus on three overarching goals:

- Attract more of the region's residential and employment growth near high-capacity transit
- Provide housing choices affordable to a full range of incomes near high-capacity transit
- Increase access to opportunity for existing and future community members in transit communities

The goals and recommendations in the *Growing Transit Communities Strategy* are wide-ranging, developed with the recognition that some approaches may work in some locations but not in others, and that each partner retains flexibility to pursue the actions most appropriate to local needs and conditions. The region's continued success will require an ongoing, dedicated partnership of a wide variety of public, private, non-profit, and community stakeholders.

We invite you to be an implementation partner by signing the *Growing Transit Communities Compact*, a regional pledge for ongoing collaboration to implement the goals and strategies of the *Growing Transit Communities Strategy*. Only with the continued involvement from a broad spectrum of public, private and nonprofit agencies and organizations can we succeed in supporting and growing thriving and equitable transit communities across our region.

We look forward to working with you in this process. For more information, please contact Ben Bakkenta, Program Manager, Puget Sound Regional Council at bbakkenta@psrc.org or 206-971-3286.

Sincerely,

A handwritten signature in blue ink that reads "J. W. Brown".

Josh Brown, Chair, Oversight Committee
Commissioner, Kitsap County

A handwritten signature in blue ink that reads "Tony To".

Tony To, Vice-Chair, Oversight Committee
Executive Director, HomeSight



Growing Transit Communities Strategy

Executive Summary

Our region has a shared vision for a sustainable future that will benefit our people, our prosperity, and our planet. VISION 2040, the central Puget Sound region's long-range plan for growth, transportation, and economic development, describes the commitments, actions, and stewardship needed over many decades by many stakeholders to achieve far-reaching goals. As the region grows to 5 million people—a more than 30 percent increase—by the year 2040, a key goal calls for growth within existing urban areas and especially in compact, walkable communities that are linked by transit.

The region's recent commitments to invest over \$15 billion in high-capacity transit (light rail, bus rapid transit, express bus, streetcar, and commuter rail) present an once-in-a-lifetime opportunity to locate housing, jobs, and services close to these transit investments, and to do so in a way that benefits surrounding communities. A region-wide coalition of businesses, developers, local governments, transit agencies, and nonprofit organizations—the Growing Transit Communities Partnership—spent three years working together to create solutions that will encourage high-quality, equitable development around rapid transit.

The Challenges

Growth, as envisioned in VISION 2040, should benefit all people by increasing economic development and access to jobs, expanding housing and transportation choices, promoting neighborhood character and vitality, and improving public health and environmental quality. But, this is easier said than done. In particular, this growth may magnify several challenges currently facing the region:



Living in and working in walkable, transit-served communities. Recent market studies show that there is significant unmet demand for housing and jobs located within walking distance of transit. Many people want to live and work in compact, complete, and connected communities, but investments in transit and in transit station areas have fallen behind. Attracting growth to transit communities will require policies to encourage more housing and jobs near transit along with investments in the infrastructure and services for a growing population.



Housing choices for low and moderate income households near transit. Forty-three percent of the region's households make less than 80 percent of the area median income. However, most new market-rate housing that is accessible to transit is unaffordable to these households. With new investment in transit communities, many lower-cost units are at risk of displacement. For the lowest income households, many of whom are transit dependent, the supply of subsidized housing is far short of the need. Building mixed-income communities that meet these needs will require improved strategies to minimize displacement, and preserve and produce diverse housing types affordable to a full range of incomes.



Equitable access to opportunity for all the region's residents. Analysis of indicators across the region reveals that too many people do not have access to education, employment, mobility, health, and neighborhood services and amenities. These community resources are the building blocks that create the opportunity to succeed and thrive in life. Transit communities, with their access to the region's jobs, institutions, and services are critical focal points for achieving greater equity for the region's diverse residents. As these communities grow through public and private investment, equitable development will require targeted community improvements and strategies to connect existing and future residents to greater regional resources.

Why Now?

In the last decade, central Puget Sound voters have approved a series of high-capacity light rail and other transit investments—a commitment of approximately \$15 billion—that will serve the region’s most densely populated and diverse communities for decades to come. These investments present an once-in-a-lifetime opportunity to support and improve existing communities and meet regional goals through strategies to make great places for people to live and work. In order to do this, the region must:

Leverage transit investment to build sustainable communities. Transit investments, such as light rail, streetcars, commuter rail, and bus rapid transit, create value by connecting communities to the larger region. Transit communities are the best opportunity for the region to become more sustainable, prosperous, and equitable.

Create new resources and tools. Current resources available to governmental and non-governmental agencies alike are not enough. New tools and funding sources will be necessary to meet infrastructure, economic development, housing, and other community needs.

Work together across the region and across sectors. It will take collaboration among a wide spectrum of public, private, and nonprofit agencies and organizations working together to promote thriving and equitable transit communities. There are roles for everyone in this process.



The Strategy

How will this all be accomplished? The Growing Transit Communities Strategy calls for regional and local actions that respond to the challenges and opportunities in transit communities and represent major steps toward implementing the growth strategy in VISION 2040. The Strategy was developed by the Growing Transit Communities Partnership, an advisory body of various public, private, and nonprofit agencies and organizations working together to promote successful transit communities. The Growing Transit Communities Partnership, funded by a three-year grant from the federal Partnership for Sustainable Communities and housed at the Puget Sound Regional Council, established three main goals for the Strategy:

- *Attract more of the region’s residential and employment growth near high-capacity transit*
- *Provide housing choices affordable to a full range of incomes near high-capacity transit*
- *Increase access to opportunity for existing and future community members in transit communities*

Toolkit of Strategies and Actions

Twenty-four strategies, guided by a People + Place Implementation Typology, constitute the “playbook” for the Growing Transit Communities Strategy. From overarching regional approaches to local and individual actions, together these provide a set of coordinated steps toward ensuring a prosperous, sustainable, and equitable future.

The Strategy presents 24 strategies recommended by the Growing Transit Communities Partnership and includes specific actions for PSRC, transit agencies, local governments, and other regional partners. The recommendations address the three main goals for transit communities. As a whole, the strategies are a call to action for partners across the region to redouble efforts to create great urban places and build equitable communities around transit. Fully recognizing the strong policy foundation embodied in regional and local plans, as well as the innovative work in implementing those plans to date, the Partnership makes these recommendations as a challenge to do more than is being doing today.

The Toolkit of Strategies and Actions fall into four groupings:

The **Foundation Strategies** recommend a regional and local framework for ongoing work to support transit communities. Modeled on the relationships and values at the heart of the Growing Transit Communities Partnership, these strategies envision an ongoing regional effort involving a variety of partners and community members in decision making and implementation at all levels.

The **Strategies to Attract Housing and Employment Growth** recommend actions to make great urban places that are attractive to households and businesses, remove barriers to development, and support development in emerging markets.

The **Strategies to Provide Affordable Housing Choices** recommended actions to define and quantify housing needs, preserve existing affordable housing and supply new housing choices, and capitalize on the value created by the private market—enhanced by transit investments—in order to achieve the broadest range of affordability in transit communities.

The **Strategies to Increase Access to Opportunity** recommend actions to understand regional disparities in access to opportunity, identify existing and potential new resources and tools to meet community needs, and build support for equitable opportunities through education, coalitions, and leadership.



1. Establish a regional program to support thriving and equitable transit communities
2. Build partnerships and promote collaboration
3. Engage effectively with community stakeholders
4. Build capacity for community engagement
5. Evaluate and monitor impacts and outcomes



6. Conduct station area planning
7. Use land efficiently in transit communities
8. Locate, design, and provide access to transit stations to support TOD
9. Adopt innovative parking tools
10. Invest in infrastructure and public realm improvements



11. Assess current and future housing needs in transit communities
12. Minimize displacement through preservation and replacement
13. Increase housing support transit-dependent populations
14. Implement a TOD property acquisition fund
15. Expand value capture financing as a tool for infrastructure and affordable housing
16. Make surplus public lands available for affordable housing
17. Leverage market value through incentives
18. Implement regional fair housing assessment



19. Assess community needs
20. Invest in environmental and public health
21. Invest in economic vitality and opportunity
22. Invest in equitable mobility options
23. Invest in equitable access to high quality education
24. Invest in public safety in transit communities

Successful implementation will require shared commitment and collaboration among governments, major stakeholders, and community members. There are roles for many different regional and local partners, each with a distinct jurisdiction, authority, and mission. Consistent with those roles, all are asked to use the Toolkit of Strategies and Actions as a “playbook”

for taking action to advance the regional vision of creating thriving and equitable transit communities in a manner that is a best fit to each community.

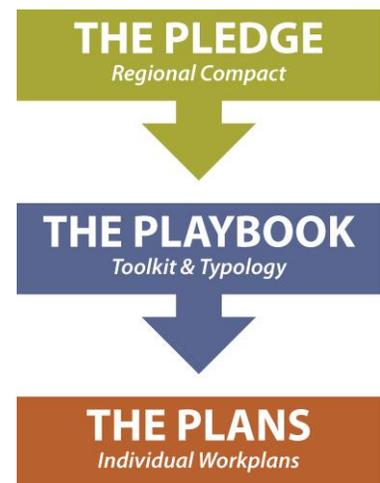
People + Place Implementation Typology

No two transit communities are alike. Accordingly, there is no one-size-fits-all approach to the strategies that will help a transit community thrive and grow with equitable outcomes for current and future community members. The Strategy presents the People + Place Implementation Typology as a regional framework for local implementation. Working with stakeholders from each of three major light rail corridors, the Growing Transit Communities Partnership analyzed conditions in 74 study areas as a basis for a set of locally tailored recommendations. Based on indicators of the physical, economic, and social conditions in each transit community, the results of this typology analysis suggest eight Implementation Approaches. Key strategies and investments address the needs and opportunities in different communities, while also advancing regional and corridor-wide goals. The Implementation Approaches and typology analysis are intended to complement and inform existing regional and, especially, local plans as they are implemented, evaluated, and refined in the coming years.



The Next Steps

The Growing Transit Communities Strategy includes a three-part implementation plan to promote thriving and equitable transit communities in the central Puget Sound region. The **Regional Compact** affirms the support of a variety of partners from throughout the region for the Partnership's work and a commitment to work toward regional goals by implementing the Strategy. The **Toolkit of Strategies and Actions** and the **People + Place Implementation Typology**, as described above and detailed in the body of this report, include 24 recommended strategies, eight implementation approaches, and corridor specific priorities that will guide an evolving approach to transit communities. The **Individual Work Plans** are local government, agency, or organization specific work plans, to be developed individually and in consultation with PSRC staff, which define short- and medium-term actions that can implement the Strategy. The nature and format of the Individual Work Plans will vary to reflect the diversity of public and private partners, legislative and decision-making processes, and actions adopted.



By working together, the central Puget Sound region can achieve its vision for a sustainable future that advances our people, our prosperity, and our planet. The Growing Transit Communities Strategy lays out essential tools and actions to get us there.



September 2013. For more information on the Growing Transit Communities Strategy, please visit www.psrc.org.

RESOLUTION R-5024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY CITY MANAGER TO EXECUTE THE GROWING TRANSIT COMMUNITIES COMPACT ON BEHALF OF THE CITY OF KIRKLAND.

WHEREAS, the central Puget Sound region has adopted VISION 2040, a long-range to integrate land use, economic and transportation decisions in order to meet the needs of current and future generations, achieve economic prosperity with social equity, and support a healthy environment; and

WHEREAS, VISION 2040 includes among its goals (1) maintaining a prosperous and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and a high quality of life, and (2) focusing growth within already urbanized areas to create walkable, compact, and transit oriented communities, and (3) meeting housing needs through preservation and expansion of a range of affordable, healthy and safe housing choices; and

WHEREAS, the voters of the central Puget Sound region have committed to a \$15 billion investment in light rail, commuter rail, bus rapid transit and local streetcar service that creates a once in a lifetime opportunity to plan for and support the growth of communities near high capacity transit; and

WHEREAS, transit-oriented development is a land use pattern with many social, economic, and environmental benefits, including more sustainable and efficient use of urban land, support for regional and local economies, reduced combined housing and transportation costs per household, and improved access and mobility for residents; and

WHEREAS, the Growing Transit Communities Partnership was formed as a diverse coalition of governmental and nongovernmental partners that was funded by a grant from the federal Partnership for Sustainable Communities for the express purpose of leveraging regional transit investments to create thriving and equitable transit communities around light rail and other high capacity transit stations; and

WHEREAS, progress toward creating equitable transit communities will depend on active participation from a full range of partners over the long term, including transit agencies, businesses,

non-profit organizations, as well as local jurisdictions and the Puget Sound Regional Council; and

WHEREAS, the Growing Transit Communities Partnership has developed the Growing Transit Communities Strategy that recommends adoption of specific actions and tools by regional and local governments, by both public and private stakeholders, in order to create, grow, and enhance equitable transit communities throughout the region; and

WHEREAS, it is in the interest of elected officials; public agencies; leaders of and for affordable housing, communities and neighborhoods, business, education, the environment, philanthropy, finance, real estate, and transportation to cooperatively engage in the work related to the Growing Transit Communities Strategy for its successful completion; and

WHEREAS, the Growing Transit Communities Strategy will be managed by the Puget Sound Regional Council, but one specific local action recommended in the Strategy is the adoption of the Growing Transit Communities Compact by local jurisdictions;

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

Section 1. This Resolution is established to acknowledge the support and need for coordinating efforts to successfully implement the Growing Transit Communities Strategy.

Section 2. The City Manager is authorized to sign the Growing Transit Communities Compact on behalf of the City of Kirkland substantially in the form attached as Exhibit A.

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

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

MAYOR

Attest:

City Clerk



Growing Transit Communities Compact

Preamble

VISION 2040 was approved as the central Puget Sound region's plan for sustainable development following a broad-based, collaborative planning process. Central Puget Sound region voters also approved a series of high-capacity light rail and transit projects—a commitment of approximately \$15 billion—that will serve the region's most densely populated and diverse communities for decades to come. These investments present a once-in-a-lifetime opportunity to shape the region's urban form and ensure that transportation improvements support sustainable development and foster vibrant, healthy neighborhoods for all.

Recognizing what this unprecedented opportunity means for the region and its residents, a broad coalition of stakeholders came together to identify what will be needed to create the sustainable, equitable communities envisioned in the region's plans. The result was the Growing Transit Communities Partnership.

The Growing Transit Communities Partnership produced the Growing Transit Communities Strategy as a tool to implement VISION 2040 and local comprehensive plans adopted under the state Growth Management Act, and which is supported by this Compact. Its goals and recommendations are wide-ranging, developed with the recognition that some tools and approaches may work in some locations but not in others, and that each partner retains flexibility and discretion in pursuing the strategies most appropriate to local needs and conditions. However, the envisioned outcomes, consistent with VISION 2040, require an ongoing dedicated partnership of many interests, including cities, counties, transit agencies, businesses and employers, housing authorities, public health agencies, affordable housing providers, educational institutions, community-based organizations, and development interests.

And while the Compact is not legally binding and does not mandate adoption of any particular policies or actions, it expresses the need for many and diverse partners to work together over time to achieve its goals, recognizing that opportunities for success cannot be achieved unless we work together.

Therefore, as signatories to the Compact, we commit ourselves to working in partnership to achieve the goals and strategies in this Compact, while respecting the diversity of interests, perspectives, and responsibilities throughout the region.

Whereas the central Puget Sound region has adopted VISION 2040, with the following vision statement:

Our vision for the future advances the ideals of our people, our prosperity, and our planet. As we work toward achieving the region's vision, we must protect the environment, support and create vibrant, livable, and healthy communities, offer economic opportunities for all, provide safe and efficient mobility, and use our resources wisely and efficiently. Land use, economic, and transportation decisions will be integrated in a manner that supports a healthy environment, addresses global climate change, achieves social equity, and is attentive to the needs of future generations.

and;

Whereas the central Puget Sound region is expected to add 1.3 million people and 1.1 million jobs by the year 2040; and

Whereas VISION 2040 includes among its goals (1) maintaining a prosperous and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and a high quality of life, and (2) focusing growth within already urbanized areas to create walkable, compact, and transit oriented communities, and (3) meeting housing needs through preservation and expansion of a range of affordable, healthy and safe housing choices; and

Whereas the voters of the central Puget Sound region have committed to a \$15 billion investment in light rail, commuter rail, bus rapid transit and local streetcar service that creates a once-in-a-lifetime opportunity to plan for and support the growth of communities near high capacity transit; and

Whereas in 2010 the region adopted Transportation 2040, a long-range transportation plan designed to implement VISION 2040 that calls for implementation of an aggressive transit strategy to keep up with increasing population and employment growth, including completion of Sound Transit 2 projects, additional Link light rail extensions to Everett, Tacoma, and Redmond, and local transit service increases of more than 100 percent in peak periods and over 80 percent in off-peak periods; and

Whereas The Regional Economic Strategy recognizes that transportation investments must address the diverse needs of the region's economy and support key employment sectors, provide more convenient and varied transportation options, and improve travel reliability to maintain and enhance quality of life in the region for workers and support local businesses; and

Whereas approximately 45% of households currently residing in proximity to existing and planned light rail corridors are moderately or severely housing cost burdened; and

Whereas current income distribution for the region shows 13% of households earn between 0-30% of the area median income, 12% of households earn between 30-50% of the area median income, and 18% of households earn between 50-80% of the area median income; and

Whereas new market-rate housing trends and subsidized housing resources are not providing sufficient housing choices in transit communities for households earning under 80% of the area median income; and

Whereas the combined cost burden of housing plus transportation can be substantially reduced by locating affordable housing opportunities in proximity to transit; and

Whereas the report “Equity, Opportunity, and Sustainability in the Central Puget Sound Region” identifies a widespread pattern within the region of unequal household access to educational, economic, transportation, environmental health, and neighborhood resources; and

Whereas many communities that are now or may be served by high-capacity transit are home to low-income and minority households and small locally- and minority-owned businesses that are at a potentially higher risk of displacement due to a range of factors; and

Whereas transit-oriented development is a land use pattern with many social, economic, and environmental benefits, including more sustainable and efficient use of urban land, support for regional and local economies, reduced combined housing and transportation costs per household, and improved access and mobility for residents; and

Whereas the Growing Transit Communities Partnership, a diverse coalition of governmental and nongovernmental partners, was funded by a grant from the federal Partnership for Sustainable Communities for the express purpose of helping to implement VISION 2040 by leveraging regional transit investments to create thriving and equitable transit communities around light rail and other high-capacity transit stations; and

Whereas the Equity Network Steering Committee has defined equity to mean that all people can attain the resources and opportunities that improve their quality of life and enable them to reach their full potential; and

Whereas the Growing Transit Communities Partnership defines equitable transit communities as follows:

Equitable transit communities are mixed-use, transit-served neighborhoods that provide housing and transportation choices, and greater social and economic opportunity for current and future residents. Although defined by a half-mile walking distance around high-capacity transit stations, they exist within the context of larger neighborhoods with existing residents and businesses.

These communities promote local community and economic development by providing housing types at a range of densities and affordability levels, commercial and retail spaces, community services and other amenities integrated into safe, walkable neighborhoods.

Successful equitable transit communities are created through inclusive planning and decision-making processes, resulting in development outcomes that accommodate future residential and employment growth, increase opportunity and mobility for existing communities, and enhance public health for socially and economically diverse populations

Whereas Growing Transit Communities Partners recognize that transit communities throughout the region will have unique roles, functions, and opportunities, and will develop with different uses at varying intensities; and

Whereas creating vibrant transit-oriented communities can be substantially advanced through the development of additional tools and funding for infrastructure improvements in communities along transit corridors; and

Whereas Growing Transit Communities Partners believe that progress toward creating equitable transit communities will depend on active participation from a full range of partners over the long term, including transit agencies, businesses, non-profit organizations, as well as local jurisdictions and the Puget Sound Regional Council; and

Whereas the Growing Transit Communities Partnership has developed a Toolkit of Strategies and Actions that recommend adoption of specific actions and tools by regional and local governments, by both public and private stakeholders, in order to create, grow, and enhance equitable transit communities throughout the region; and

Whereas updates to local comprehensive plans and development regulations, transit agency plans, and the refinement of regional growth and transportation plans present continuing opportunities to implement the Toolkit of Strategies and Actions;

Now, therefore, the signatories to this Regional Compact:

Agree that the region's long-range growth management, economic, environmental, and transportation goals depend heavily on continued investment in more and better public transportation services ; and

Acknowledge the acute need for additional resources and tools to create and preserve affordable housing throughout the region; and

Recognize that cities and counties will require new resources to create the critical physical and social infrastructure that will support growth, including transportation, utilities, recreation, and public services; and

Agree that progress toward equitable transit communities requires a cooperative, regional approach with diverse partners across governmental and nongovernmental sectors that supports and builds upon existing and ongoing planning efforts by regional and local governments and transit agencies; and

Commit to build upon the work of the Growing Transit Communities Partnership through the promotion of equitable transit communities in light rail station areas and transit nodes located within the region's three long-range light rail transit corridors, and around transit nodes outside these corridors in other parts of the region; and

Recognize that each corridor is at a different stage of high-capacity transit system development, and that future stations may be identified and sited that should also be considered under this Compact; and

Understand that this Compact is designed to express the intent of diverse partners to work together toward common goals, with specific actions identified by partners appropriate to their roles and responsibilities; and

Recognize that the policies and programs promoted by the Growing Transit Communities Partnership may also benefit community development around other transit investments and corridors, including but not limited to bus rapid transit, streetcar, commuter rail, intercity express bus, and ferries; and

Support a continuing process of collaboration and coordinated action to advance the development of equitable transit communities, as guided by the following goals, signatories to this Compact will strive to:

Attract more of the region's residential and employment growth to high capacity transit communities.

VISION 2040 calls for a compact pattern of growth within the Urban Growth Area, particularly in regional and subregional centers served by high capacity transit. The Growing Transit Communities work program has demonstrated that the region's light rail corridors alone have the potential to support this vision by attracting at least 25% of the housing growth and 35% of the employment growth expected in the region through the year 2040. Attracting additional TOD market demand to other regional corridors that are served by other types of high capacity transit is also essential. To advance the Regional Growth Strategy adopted in VISION 2040, promote economic development, and realize the multiple public benefits of compact growth around rapid transit investments, the signatories to this Compact will strive to:

- Use a full range of tools, investments, and economic development strategies, to attract the potential demand for residential and commercial transit oriented development within transit communities consistent with and in furtherance of regional policies and plans, and
- Plan for and promote residential and employment densities within transit communities that support ridership potential and contribute to accommodating growth needs within each high-capacity transit corridor.

Additional transit communities along the region's other high-capacity transit mode corridors will also attract significant portions of future residential and employment growth.

Provide housing choices affordable to a full range of incomes near high-capacity transit.

Adopted regional policy recognizes housing as a basic human need and calls for local policies and tools that provide for an adequate supply of housing affordable at all income levels, to meet the diverse needs of both current and future residents. Region-wide, affordable housing need is defined by current household incomes, where 18% of households earn between 50% and 80% of AMI, 12% earn between 30% and 50% of AMI, and 13% earn less than 30% of AMI. In transit communities, projected need for affordable housing is higher, especially for households in the lowest income range due to their greater reliance on transit. Depending on local market conditions, efforts to meet that need will focus on new housing, housing preservation, or combined strategies.

In order to meet a substantial portion of this need within walking distance of rapid transit services, the signatories to this Compact will strive to:

- Use a full range of housing preservation tools to maintain the existing level of affordable housing within each transit community, and
- Use a full range of housing production tools and incentives to provide sufficient affordable housing choices for all economic and demographic groups within transit corridors, including new housing in the region's transit communities collectively that is proportional to region-wide need or greater to serve transit-dependent households.

These goals apply to the region's transit corridors collectively, and do not suggest a specific desired outcome for any individual transit community. Further, fully attaining these goals will require new tools, resources, and subsidies beyond those that exist today.

Increase access to opportunity for existing and future residents of transit communities.

Adopted regional policy recognizes the need to address the diverse housing, transportation and economic needs of current and future residents so that all people may prosper as the region grows. This requires special attention to communities that lack access to transportation choices, quality schools, and other social and physical neighborhood components that allow community members to thrive and succeed.

In order to more equitably meet the needs of all residents of the region, the signatories to this Compact will strive to:

- Improve access to opportunity in the transit corridors through targeted investments that meet the needs of residents and businesses in communities with limited access to opportunity, targeted affordable housing investments in communities with good access to opportunity, and transit connections linking areas with good access to opportunity and areas with limited access to opportunity.
- Use a full range of community engagement strategies to increase the involvement of diverse and historically under-represented groups in transit community development, empower communities to influence decisions at all levels of government, and ensure opportunities for participation throughout decision-making processes.

In order to maximize this historic opportunity, show regional leadership, and act as a national model of how diverse stakeholders can make transformative decisions that advance a region's goals for its people, its prosperity, and the planet, the signatories to this Compact pledge to work individually and collaboratively toward the goals described above, and toward the implementation of the Growing Transit Communities Strategy, as appropriate to each jurisdiction and organization. PSRC will periodically convene representatives of Compact signatories as an Advisory Committee to evaluate the region's progress over time toward achieving equitable transit communities. PSRC's regional monitoring program will track progress of implementing and achieving the goals described in this compact.

Signatories to the Growing Transit Communities Compact

_____ Name, Title, Organization	_____ Date



For more information on the Growing Transit Communities Partnership, please contact Program Manager Ben Bakkenta (bbakkenta@psrc.org or 206-971-3286) or visit the Growing Transit Communities website at <http://www.psrc.org/growth/growing-transit-communities/>



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

MEMORANDUM

To: Kurt Triplett
From: Jennifer Schroder, CPRP, Director
Date: November 25, 2013
Subject: Kirkland Performance Center Funding Request

RECOMMENDATION

That City Council considers reimbursing Kirkland Performance Center \$15,000 for the storage loft that was installed in the Kirkland Performance Center.

BACKGROUND DISCUSSION

On November 18, 2013, the City Council received a letter from Daniel Mayer, Executive Director of Kirkland Performance Center (KPC), requesting \$15,000 toward the cost of building a storage loft for the facility. The total project cost came to approximately \$22,000, which included in-kind donation of \$6,000 for architectural services. The amount requested represents most of the out-of-pocket expense incurred by KPC.

Jeff Cole, KPC Board member and Treasurer, addressed the Council on November 19th, to clarify the storage loft was already in place and built without including the City's review. However, once KPC was made aware of the requirement, they applied for a building permit.

The City Council requested that a resolution be prepared and brought forward for Council consideration to reimburse KPC \$15,000 along with options to fund the request. Council also requested information on KPC's fiscal status.

Kirkland Performance Center Fiscal Status

KPC's 2012 Income Statement was presented to the City Council on October 15th, and showed a net operating income in the amount of \$61,998. Mr. Mayer noted in the presentation that the net income was realized as surplus before depreciation.

The January – September, 2013 Income Statement (attached) shows a year-to-date net operating loss of (\$166,096). Much of this is due to a reduction in contributed income from

donors. Depending on the success of year end fund raising, KPC anticipates the year-end deficit to be between \$15,000 and \$40,000. Reimbursement from the City for the storage loft will help close this gap.

Kirkland Performance Center Use and Occupancy Agreement

The agreement between the City and KPC does allow for improvements to the facility. The process KPC should have followed per the agreement is the following:

IX. IMPROVEMENTS, ALTERATIONS AND ADDITIONS TO THE PREMISES.

A. Tenant Improvements. KPC may make Tenant Improvements to the Premises with the consent of the City. If an Event of Default occurs, if KPC fails to perform its duties under this Agreement, or if this Agreement expires, terminates, or is otherwise not renewed, all KPC-provided or owned Tenant Improvements on the Premises shall remain in place and shall automatically and without further notice or act by the City and without compensation to KPC become the property of the City.

B. Other Improvements, Alterations and Additions. KPC shall not alter any structural features of the Premises without City approval. KPC, at its sole expense, may redecorate any interior surface of walls, ceilings, windows and doors.

C. Waiver of Artistic Rights. In the event that KPC installs an art work in the Premises that will incorporate such work into the Premises in such a way that removing such work may subject it to destruction, distortion, mutilation or other modification, KPC shall require the artist to waive any rights under federal or state law (including without limitation the Visual Artists Rights Act and the New York Arts and Cultural Affairs Law) with respect to the consequences of removing all or part of such work from the Premises. The waiver must be in writing, be signed by the City, KPC and the artist, be approved as to form by the City Attorney, and be recorded. The waiver must specifically identify the art work and the uses to which it applies.

The KPC staff and Board have acknowledged that the KPC did not follow the appropriate process. They have been working diligently with the City to retroactively permit the work. When that effort is complete, the building will have a fully code-compliant and permitted storage loft that does add to the overall value of the facility. Therefore staff believes that a reimbursement of up to \$15,000 of the cost is reasonable.

Funding

Should Council approve the request, staff recommends one-time use of the Council Special Projects Reserve fund in the amount of \$15,000. The fiscal note is attached for reference.

Attachments

- KPC Funding Request
- KPC 2013 YTD Financial Statement
- KPC October 15th Staff Memo
- Fiscal Note
- Resolution



November 18, 2013

Mayor Joan McBride and the Kirkland City Council
City of Kirkland
123 Fifth Ave.
Kirkland, WA 98033

Dear Mayor McBride and City Council Members:

I am writing today to request your financial assistance with a capital improvement project, specifically a storage loft installed in the Kirkland Performance Center. This loft was necessary to enable our organization to responsibly operate its business in this facility owned by the City of Kirkland.

Kirkland Performance Center appreciates its partnership with the City of Kirkland. Fifteen years ago KPC opened its doors with a clear mandate—provide a central meeting place for the community to gather and enjoy the performing arts. Over the years KPC has taken this mandate seriously and has provided a gathering place for more than 750,000 guests.

This partnership is evident in our collaboration on the facility. The City of Kirkland owns the building and KPC operates the facility under a long term lease. We work together to ensure that KPC has a fully functioning facility to operate its business.

Although the theater space was new construction, the offices and dressing rooms were squeezed into the former King County Library space. A wise decision was made to privilege construction funds to create a world class performance space but this has constrained our administrative offices since we opened the facility.

Our facility has very limited storage space. Equipment storage and areas able to absorb the weight of organizational records and documents are essential. Our solution for the first decade was to use a small HVAC access space above the left side of the lobby. About four years ago, the Kirkland Fire Department informed us that we could not use this space because it was not intended for storage and was not rated for the weight of paper files. We needed an inexpensive solution and our options were limited because of space constraints. A decision was made to

build a storage loft on stage right capable of solving the storage problem while maintaining safety and compliance with the city codes.

In short, the original structure did not incorporate adequate storage areas. Under accounting rules we must retain all employee records and payroll information. Additionally we are required to save all ticket stubs for a number of years and these take up considerable space. We keep auction materials that are used annually as well as props and decorations for performances that we present including holiday shows. Also, our storage contains our archives of programs, organization history, board minutes and construction documents that are used regularly.

An important step in building this loft was working with Greg McDonald, one of the original architects of the building. He created drawings and contracted an engineer who reviewed them and these two professionals worked with us through the permitting process. Also, the loft required electrical work and a sprinkler system both of which were reviewed and approved by the city. These many systems were accomplished over a fairly long timeline so that we could accommodate the expenses; this project was necessitated by the immediate order that we move all materials out of the building's attic but we were not able to raise any funds for this project but rather have been forced to try to finance this from already stretched operating expenses. KPC has spent in excess of \$20,000.00 on the materials, labor, permits and subcontractors required to complete this storage loft.

We are asking for the City of Kirkland to support this capital project that is necessary for KPC to operate as a business for the benefit of all the citizens of Kirkland. Specifically, we are requesting \$15,000 towards the total project costs approximately \$22,000 to construct the storage loft for the facility.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Mayer", with a long horizontal flourish extending to the right.

Daniel Y. Mayer
Executive Director

Kirkland Performance Center
Unaudited Income Statement
for Jan 1, 2013 - Sep 30, 2013

Income	
Earned Income	
Presented Ticket Revenue	198,845
Other Earned Income	
Rentals	151,405
Box Office	45,149
Concessions	46,908
Other	<u>10,030</u>
Other Earned Income	<u>253,491</u>
Total Earned Income	452,336
Individual Contributed Income	149,568
Other Contributed Income	
Corporate	43,177
Foundation	15,015
Government	95,976
Auction	-
Inkind	<u>11,645</u>
Total Other Contributed Income	<u>165,813</u>
Total Contributed Income	315,381
Total Operating Income	767,717
Personnel Expenses	479,453
Program Expenses	264,978
Other Expenses	<u>189,382</u>
Total Operating Expenses	933,813
Net Operating Income	<u>(166,096)</u>

Council Meeting: 10/15/2013
Agenda: Honors and Proclamations
Item #: 5. V.



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

MEMORANDUM

To: Kurt Triplett, City Manager
From: Jennifer Schroder, Director
Date: October 4, 2013
Subject: KIRKLAND PERFORMANCE CENTER PRESENTATION

RECOMMENDATION:

That the City Council receives a presentation on the Kirkland Performance Center operations by Executive Director Dan Mayer.

BACKGROUND DISCUSSION:

Attached is the annual report from Day Mayer, which provides an overview of the 2012-2013 season, upcoming 2013-2014 season, and includes the 2012 financial summary.

In 2008, the City renewed the 10 year lease with Kirkland Performance Center (KPC) for operations of the facility. The City contributes to the operations of the KPC in several ways:

- As the landlord of the facility, the City has certain obligations with respect to the structural components of the facility. These obligations are primarily limited to maintaining the roof, the exterior walls, the foundation, the facility's HVAC system and elevator, as well as the testing and repair of the theater's fire suppression system.
- The City incurs costs related to annual property insurance.
- The City returns to KPC one hundred percent (100%) of the admissions taxes collected from KPC event ticket sales. This was granted for the first 10 year lease with KPC. In 2012 the Council extended this refund through the end of the existing lease on June 30, 2018. The tax rate is 5% on top of ticket sales.
- The City allocates one time funds each year to assist in program operations of KPC. These funds assist the KPC operating budget and ability to program the facility. The City has contributed one time funds of \$50,000 for the years 2004-2009 and in 2010 this amount was reduced to \$34,000. For 2013-2014 Council approved the same level of

\$34,000 per year. This allocation is considered Outside Agency Support. KPC applies for these funds every year.

- The City provides the lease to KPC rent free. In the initial lease, the consideration of value of Kirkland Performance Center's contributions to the development of the performing arts, as well as to maintain and operate the building was value enough to waive any rent requirement. This was extended to the second ten year lease. This is similar to the lease the City currently has with the Bellevue YMCA to operate the KTUB, and Youth Eastside Services in operating services out of the Forbes House at Juanita Beach. The City has historically recognized the leveraged value of the leasing city facilities for minimal or no cost, in exchange for services to Kirkland citizens. In the case of the KPC, not only does it provide a venue for performing arts for citizens, it has a regional draw, impacting the economics of downtown restaurants and businesses.

Attachments:

Attachment A: KPC Annual Report

Attachment B: List of Board of Directors

Attachment C: 2012 Financial Summary



October 1, 2013

Mayor Joan McBride and the Kirkland City Council
City of Kirkland
123 Fifth Ave.
Kirkland, WA 98033

Dear Mayor McBride and City Council Members:

On behalf of the Board of Directors, staff, and patrons of Kirkland Performance Center, thank you for the opportunity to present this annual update on the "State of the Arts" at KPC.

As you may know, our 2013-2014 Season marks KPC's **15th Anniversary** of bringing great performances to the Eastside. Our origins are a monument to the power of a small group of citizens working together towards a common vision: to create a local home for the performing arts, and a gathering place for shared experiences. Our success and growth has been the continuation of that vision, achieved with the involvement, support, and dedication of the entire community.

KPC is much more than the bricks and mortar of our building. Each year, we literally search the globe to bring great performers from around the country and around the world to our stage. Through our *Spotlight* education program, KPC's impact extends well beyond our stage. Often for the first time in their lives, local students are given an opportunity to experience live music, theater, and dance. In addition to our special student matinees, we bring artists into the schools, offer in-school performances, youth-centered workshops, and more.

Two years ago, KPC adopted a dynamic new model of booking new programs year-round, to supplement the core performances which are booked about a year in advance. This model gives us the flexibility to attract great performers who may be travelling through the region to play larger venues, or who have added new stops to a tour on relatively short notice. This model has also allowed us to offer programs outside the typical September-May season. For instance, we were able to schedule a June performance with jazz/blues sensation Madeline Peyroux, who was travelling from California to Vancouver to perform at the Vancouver Jazz Festival. The practice of year-round booking has allowed us to be more responsive to market trends, and to present a wider and better-known range of artists to local audiences. We are thus able to bring a truly diverse range of programming to Kirkland audiences, while maintaining a strong, independent artistic identity.

This new programming model emerged from a strategic planning process, which identified a need to offer more shows to younger and more diverse audiences. We are currently in the second year of our three-year organizational Strategic Plan, and we are currently developing new, targeted strategic plan specifically for our "Spotlight" arts education program.

Retrospective on our 2012-2013 Season

During the 2012-2013 Season, Kirkland Performance Center brought more than **100 performances** to our stage. Highlights included, but are not limited to:

- Legendary composer and pianist Philip Glass, with local cora player Foday Musa Suso

(continued)

- Zakir Hussain, Indian tabla player and classical musician widely known as “the most famous percussionist in the world.”
- Folk legend Peter Yarrow, of Peter, Paul & Mary
- Grammy-nominated American vocal band quartet The Four Freshmen
- Legendary humorist/pianist Mark Russell
- Jazz superstar Jane Monheit and violinist/fiddler Mark O’Connor
- TV’s “Survivorman,” Les Stroud, who presented a multi-media adventure with live music.
- Jazz/blues sensation Madeline Peyroux
- The Glenn Miller Orchestra
- Science comedian and children’s entertainer Doktor Kaboom!
- Folk/Pop star Lisa Loeb
- Classical/experimental octet Eighth Blackbird
- Famed jazz trio Medeski, Martin & Wood in a rare all-acoustic set
- Rahim AlHaj & Ancient Sounds, a fusion of traditional Middle Eastern and South Asian music
- Renowned Hawaiian/slack-key guitarist Makana
- The Popovich Comedy Pet Theater
- Celtic music stars Solas and Alsdair Fraser & Natalie Haas
- Guitar virtuosos Kevin Eubanks and Stanley Jordan

Our Upcoming 2013 - 2014 Season

KPC’s **15th Anniversary Season** began on September 21st with a family-friendly performance by famed sleight-of-hand magician John Carney, as seen on Late Night with David Letterman. It is appropriate that the season kicked off with a magic show—after all, the performing arts are a very real kind of magic, sparking the wonder full of transformative potential for individuals and communities. As ever, our season’s programming strikes a perfect balance of well-known favorites, emerging talent and the best in all-ages programming.

Due to our relationships with artists, we are proud to be able to bring back well-loved performers who enjoy performing at KPC as much as our patrons delight in seeing these artists. These “repeat performances” help brand KPC and Kirkland as a home for your favorite artists in diverse genres. Returning favorites include: Gary Stroutsos, John Carney, Celtic favorites Gaelic Storm and Solas, Mark Russell, the Brothers Four, Dr. Kaboom! and more.

The upcoming 2013 – 2014 Season features many highlights, including:

- Headliners, including an encore solo piano performance with Philip Glass (widely considered the greatest living American composer) and Country/Folk star Kathy Mattea
- World Music, with such diverse performers such as: Afro-Cuban Jazz superstar Omar Sosa, Antonio Zambujo (Portugese Fado), Marcio Faraco (Bossa Nova/Jazz) and more.
- Leading Celtic musicians such as Gaelic Storm, Solas, the Tannahill Weavers, and Maria Doyle Kennedy
- Family programs including: Dr. Kaboom!, Owl & Pussycat, We’re Going on a Bear Hunt!
- Classical/Instrumental: The Richter Uzur Duo; The Portland Cello Project; Dublin Guitar Quartet.
- Contemporary dance, including: Arpan: Yavanika: Veiled Perspectives (a dance performance reflecting on womens’ identity across cultures); Khambatta Dance Company, and more.

Partnerships with Local Arts Organizations

KPC was founded with a mission to provide a home for other Eastside and regional arts organizations. We have also continued to maintain strong relationships with the local and regional arts community by providing a high quality venue and professional support services, allowing a dozen producing partner companies to regularly present their work in our state-of-the-art theater. Local partners over the past year include:

- Seattle International Film Festival (SIFF)
- Seattle Repertory Jazz Orchestra
- Kirkland-based Studio East's StoryBook Theater
- Lyric Light Opera
- Seattle Shakespeare Company
- Master Chorus Eastside
- Washington Wind Symphony

Ongoing efforts such as Namasté Kirkland, an outreach initiative to highlight artists of South Asian origins. In addition to serving the South Asian community, these performances shine a light on the Subcontinent's rich tradition of expression through the performing arts. This is just one element of a broader effort to build partnerships with local communities across ethnic, religious and linguistic lines. We have similarly reached out to members of local Eastern European, Central Asian and East Asian communities through performances such as Iveria: Georgian National Song & Dance Ensemble, the upcoming Ukranian ensemble Dakha Brakha, and Korean jazz sensation Youn Sun Nah.

KPC's dynamic approach to programming and outreach ensures has ensured our expanded calendar will responsively present programming specifically relevant to Eastside audiences, while maintaining a strong, independent artistic identity. We actively engage and shine a light on the cultural traditions of the diverse populations that make their home on the Eastside.

In addition to the performances we host, individual and corporate renters benefit from our state-of-the-art auditorium for dance recitals, graduations, product launches with national media, corporate meetings, and much more. During the past year, our to a diverse range community groups. KPC is an integral part of the artistic and economic fabric of our Eastside community. As such, people come from around the region to Kirkland, which strengthens all aspects of our local economy.

Education Programs

Exposure to live, professional performing arts provides an education that cannot be replicated in a textbook, video, or recording. The performing arts keep and convey culture and history, stimulate creativity, and spark the imagination. At a time when funding for arts programs in the public schools are rapidly diminishing, young people need the creativity, self-expression, and cross-cultural awareness that the performing arts have the unique capacity to convey.

Spotlight, KPC's signature education initiative, displays the wonder of art and creativity to thousands of children and young adults (More than 4,500 K-12 students in 2012-13 alone). At a time when public schools have been forced to cut or reduce performing arts programs, demand for KPC programming has grown exponentially. KPC remains the only organization in East King County connecting community members with leading professional performing artists from around the world. Also, during our 2012-13 Season, KPC was able to provide scholarship tickets to more than 600 K-12 students—more than a 500% increase from the prior year.

Below are just few examples of the arts education programs we offered over the past year:

- School Matinees featuring Seattle Shakespeare’s *Romeo and Juliet*, with facilitated post-performance discussions. Ruth Schemmel, E.L.L. teacher of Redmond High School, said of one performance, *“The majority of my students are economically disadvantaged. They were moved to tears. For the first time in their lives, they felt a direct emotional response to the play. One student who cried during the performance has been suspended multiple times and is failing many classes. He was moved—they all were.”*
- Les Stroud, TV’s “Survivorman,” led a hands-on teen filmmaking and documentary workshop facilitated by KPC, with participants from Kirkland Teen Union Building
- 80 local elementary school students performed with Norman Foote, an internationally acclaimed musician, puppeteer and songwriter;
- Northwest physical theatre company UMO Ensemble offered student workshops as an extension of their KPC student performances, which taught young people how to analyze and adapt stories into stage productions. This season, UMO featured “Red Tiger Tales,” which brought traditional Chinese folk tales to life on the stage through acrobatics, theater, and storytelling.

Spotlight works with KPC’s unique roster of Presented Artists to bring one-of-a-kind educational programs into local schools. In addition, KPC develops supporting materials that help teachers connect the performing arts with the Washington State curricula. KPC is the only organization in East King County connecting students and community members with professional, internationally acclaimed performing artists. Spotlight programs include:

- In-School Residencies;
- Daytime matinees at KPC;
- Performing opportunities for students with national touring artists;
- Master classes for adults; and
- Cultural outreach to diverse communities through specific performances.

Kirkland-area schools served include Lake Washington High School, Rosa Parks Elementary School, BEST High School, Peter Kirk Elementary, Totem Preschool, Carl Sandburg Elementary, Lakeview Elementary, Eastside Preparatory School, Environmental & Adventure School, Northstar Junior High, Holy Family Parish School, Kamiakin Jr. High and Redmond High School, among others.

In 2013, we welcomed Dr. Traci Pierce, Superintendent of the Lake Washington School District, as a member of our Board of Directors. Dr. Pierce is actively involved in helping KPC shape our programs in collaboration with educators, to more effectively link the performing arts with various aspects of the Washington State Curriculum.

We look forward to teacher trainings and assembly shows throughout the school year. We have also established a School Bus Fund to provide free or low-cost transportation to school matinees for students and schools for whom a lack of transportation may be a barrier to participation in KPC programs. To fund this initiative, KPC was one of a handful of local nonprofits to be selected by Groupon Gives to reach out to their customers to ask for designated funding for the KPC School Bus Fund, which was matched by Groupon.

FY2012 was a turn-around year for KPC. With a few generous one-time charitable gifts, we were able to realize a surplus before depreciation of nearly \$60,000. Like so many others in our community, the very dedicated donors who gave above and beyond in 2012 value the power of the arts to change lives and impact their community for good. With their support we were able to program our most ambitious season yet, one that saw more than 60 performances in KPC's presented season. Momentum continues to build, as we anticipate a 30% increase in ticket sales from 2012. Recent strategy changes in our marketing have yielded some immediate impressive results, notably hitting a new single-day sales record of \$30,000 during our now annual No Fee Sale. Increased revenue and community support have enabled us to invest in our theater and programs. This has allowed us to spend more on well-known "headliner" artists like Lisa Loeb, Philip Glass, "Survivorman" Les Stroud, and Madeleine Peyroux—events that draw patrons from around the region..

Facility Maintenance and Improvements

As stewards of our state-of-the-art theater, we invest a great deal of time and money in maintaining and improving our building, so that it can be a facility that our entire community can enjoy and take pride in. We've just completed building an extension to our stage which will allow for a "dance floor" and more interactive uses of our stage. We're updating our sound system with new state of the art microphones to improve both the performers and audiences experience of our venue. We've also put in new carpet and repaired the aging auditorium seats, in addition to regular painting, repairs to walls and floor, and ongoing beautification and maintenance projects.

Board of Directors

KPC is proud of its growing and diverse Board of Directors. Led by Board President Bill Schultheis, this cadre of 25 community leaders works tirelessly to advance the mission of KPC. Our board includes representatives from Boeing, Wells Fargo Investments, Microsoft, and many other local business, as well as other community members who believe in the transformative potential of the performing arts.

The board-led Auction Committee has worked tirelessly planning our upcoming "Affair for the Arts" **15th Anniversary Celebration** and Gala/Auction on Saturday, October 19th at the Hyatt Regency Bellevue. This event will honor the Past Presidents of the KPC Board of Directors (we hope to see all of you there!) with our annual *Champion of the Arts Award*. A roster of Board Members is attached.

City Support / Conclusion

As we celebrate our landmark 15th Anniversary Season, we are truly grateful for the sustained and sustaining support we receive from the City of Kirkland. I'm sure we can all agree that the performing arts are invaluable to our community. As a practical matter, there is a considerable cost associated with bringing world-class performing artists and arts education to the people of our community. The funding we receive from the City of Kirkland has been a key element in our strong and continuing success over the past fifteen years. We believe that the returns are manifold on the City's investment in KPC. The cultural, economic, and educational fabric of our community is immeasurably stronger because of our partnership with the City of Kirkland. On behalf of all of us who believe in the power of the performing arts and arts education, I thank you for your time, vision, and support.

Sincerely,



Daniel Y. Mayer
Executive Director

**KIRKLAND PERFORMANCE CENTER
2013 Board of Directors**

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Officers

President

Bill Schultheis

Investment Counselor, Soundmark Wealth Management

Immediate Past President

Kristin Olson

Shareholder, O'Shea Barnard Martin & Olson PS

President Elect

Kathe Fowler

Community Leader

Vice President

Santos Contreras

Owner, Contreras & Associates

Treasurer

Lauret Ballsun

President, LBC Pharmaceutical Professionals, LLC

Secretary

Susan Raunig

Community Leader

Officers At-Large

Dodi Briscoe

Career Coach, UW Foster School of Business

Jeff Cole

Director of Corporate Real Estate, Parkplace

Kevin Harrang

Director, Business Development MetaJure, Inc.

Doreen Marchione

Deputy Mayor, City of Kirkland

Members

David Alskog

Partner, Livengood, Fitzgerald & Alskog

Kathy Feek

Art Consultant, Evergreen Hospital

David Feller

*Senior Vice President, Investments
Wells Fargo Advisors, LLC*

Jason Filippini

Finance Operations, Amazon

Ron Gompertz

Sr. Program Manager, Microsoft

Kevin M. Hughes

Government Relations, Hughes and Associates

Ben Lee

Senior Project Manager, The Boeing Company

Tim Mushin

Owner, Clocktower Media

Joyce Paul Poursabian

Artistic Director, Arpan

Dr. Traci Pierce

Superintendent, Lake Washington School District

Latha Sambamurti

Arts Advocate/Community Member

Beth M. Strosky

Attorney

Kay Taylor

VP Marketing & Communications, Evergreen Healthcare

Mike Tenhulzen

Owner, Tenhulzen Residential

Kathy Terhune

Realtor, John L. Scott Real Estate

Kirkland Performance Center Unaudited Balance Sheet

	Dec 31 2012	Dec 31 2011	\$Var
Assets			
Cash			
Operating Checking	23,807	79,708	(55,901)
Operating Savings	16,000	35,151	(19,151)
Total Cash	39,807	114,859	(75,052)
A/R			
Donations	81,155	96,382	(15,227)
Rentals, etc.	11,353	15,227	(3,874)
Total A/R	92,508	111,609	(19,101)
Other Current Assets	26,615	42,728	(16,113)
Endowment Assets	675,285	704,039	(28,754)
Fixed Assets	1,836,551	1,948,953	(112,402)
Total Assets	2,670,766	2,922,188	(251,422)
Liabilities & Net Assets			
A/P			
Credit Cards	4,865	524	4,341
Other Current Liabilities	32,150	38,579	(6,429)
Deferred Revenue	40,188	99,515	(59,327)
Line of Credit	79,640	100,000	(20,360)
Total Liabilities	219,452	273,449	(53,997)
Net Assets	2,451,314	2,648,739	(197,425)
Total Liabilities & Net Assets	2,670,766	2,922,188	(251,422)

Kirkland Performance Center Unaudited Income Statement

	2012
Income	
Earned Income	
Presented Ticket Revenue	268,805
Other Earned Income	409,490
Total Earned Income	678,295
Individual Contributed Income	261,813
Other Contributed Income	401,850
Total Contributed Income	663,663
Total Operating Income	1,341,958
Personnel Expenses	619,976
Program Expenses	468,790
Other Expenses	191,194
Total Operating Expenses	1,279,960
Net Operating Income	61,998

Council Meeting: 10/15/2013
Agenda: Honors and Proclamations
Item #: 5. b.

**CITY OF KIRKLAND**

Department of Parks & Community Services

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

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Jennifer Schroder, Director
Date: October 4, 2013
Subject: Kirkland Performance Center's 15-year Anniversary

RECOMMENDATION

That the Mayor proclaims the Kirkland Performance Center's 2013-2014 Season as "The Year of the Performing Arts," celebrating 15 years of bringing great performances to the City of Kirkland.

BACKGROUND DISCUSSION

June 2013, marked the 15th anniversary of the partnership between the City of Kirkland and the Kirkland Performance Center (KPC). Over the last 15 years, KPC has welcomed over one million guests and is a cultural hub in our community, bringing more than 110 diverse, high-quality performances to its stage each year. Much more information about KPC is included in the annual report the Council which is also on the October 15th Council agenda.

Attached is a proclamation to celebrate the Kirkland Performance Center's success in bringing great performances to the City of Kirkland for 15 years. KPC Executive Director Dan Mayer will be in attendance accept the proclamation on October 15th, following his annual presentation to the Council.



A PROCLAMATION OF THE CITY OF KIRKLAND

Proclaiming the Kirkland Performance Center's 2013-2014 Season as "The Year of Performing Arts" and Celebrating 15 Years of Great Performances in the City of Kirkland, Washington

WHEREAS, support for the artistic and cultural development of the City of Kirkland and its residents fulfills an important public purpose; and,

WHEREAS, the Kirkland Performance Center provides great performances and an essential gathering space for the presentation of artistic and cultural events, and thereby accomplishes this important public purpose; and,

WHEREAS, the Kirkland Performance Center reaches out to enrich the cultural lives of Kirkland youth by subsidizing transportation to performances among its many community activities; and,

WHEREAS, through its partnerships with local hotels and other businesses, the Kirkland Performance Center supports the local economy and brings visitors to our city; and,

WHEREAS, June 2013, marks the 15th anniversary of the partnership between the City of Kirkland and the Kirkland Performance Center; and,

WHEREAS, the Kirkland Performance Center has welcomed over one million guests in the past fifteen years; and,

WHEREAS, the Kirkland Performance Center is a cultural hub in our community, bringing more than 110 diverse, high-quality performances to the stage each year; and

WHEREAS, the Kirkland Performance Center is a force for economic development, attracting new visitors and shining a light on all that Kirkland has to offer,

NOW, THEREFORE, I, Joan McBride, Mayor of Kirkland, do hereby proclaim Kirkland Performance Center's 2013-2014 Season as "The Year of the Performing Arts" in Kirkland, Washington and encourage community members to attend one of the many outstanding performances being held this season.

Signed this 15th day of October, 2013

Joan McBride, Mayor

FISCAL NOTE

CITY OF KIRKLAND

Source of Request							
Jennifer Schroder, Director of Parks & Community Services							
Description of Request							
Request for \$15,000 from the Council Special Projects Reserve to provide funding for reimbursing the Kirkland Performance Center for installation of a storage loft at the KPC facility.							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$15,000 of the Council Special Projects Reserve. The reserve is able to fully fund this request.							
Recommended Funding Source(s)							
<i>Reserve</i>	Description	2014 Est End Balance	Prior Auth. 2013-14 Uses	Prior Auth. 2013-14 Additions	Amount This Request	Revised 2014 End Balance	2014 Target
	Council Special Projects Rsv.	250,000	78,628	0	15,000	156,372	250,000
	2013-14 Prior Authorized Use of Council Special Projects Reserve: \$71,628 to fund Human Services Option #2 and \$7,000 for the 4th of July Fireworks.						
<i>Revenue/Exp Savings</i>							
<i>Other Source</i>							
Other Information							

Prepared By	Neil Kruse, Senior Financial Analyst	Date	November 25, 2013
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RESOLUTION R-5025

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE EXPENDITURE OF \$15,000 FROM COUNCIL CONTINGENCY FUNDS FOR THE SUPPORT OF A KIRKLAND PERFORMANCE CENTER CAPITAL PROJECT.

WHEREAS, the Kirkland Performance Center facility belongs to the City and is operated as a performing arts center by a Washington nonprofit corporation, also known as the Kirkland Performance Center (KPC); and

WHEREAS, KPC has constructed a storage loft in the facility for equipment and record storage at a total cost of approximately \$22,000; and

WHEREAS, KPC has requested the City Council to authorize the expenditure of City funds to the support the capital investment made by KPC; and

WHEREAS, the City Council appreciates the necessity and value of the capital improvement made to the facility and desires to support the capital investment made by KPC;

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

Section 1. The expenditure of \$15,000 from Council contingency funds is authorized to support the construction of a storage loft by KPC, a capital project, at the Kirkland Performance Center facility.

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

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

MAYOR

Attest:

City Clerk

**CITY OF KIRKLAND**

City Manager's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Lorrie McKay, Intergovernmental Relations Manager

Date: November 25, 2013

Subject: CITY OF KIRKLAND DRAFT 2014 STATE LEGISLATIVE AGENDA

RECOMMENDATION:

It is recommended that the City Council reviews the proposed draft 2014 Legislative Agenda (Attachment A) and provides comments to staff, so that a final agenda may be adopted at the January 7, 2014 Council meeting. An annotated version of the proposed draft agenda (Attachment B) is included, providing explanatory information for some agenda items. A draft Resolution adopting the agenda is also included (Attachment E) and Council may also provide suggestions or edits to the Resolution.

BACKGROUND DISCUSSION:

The DRAFT Legislative Agenda consists of the City's proposed top legislative priorities, as well as selected priority items of our ally organizations which the City may support. The top legislative priority items on the agenda are the primary focus for the City's Intergovernmental Relations Manager and contracted lobbyists during session. With regard to the selected "support" items, formal City support is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

The City Council's Legislative Committee, consisting of Mayor McBride, Deputy Mayor Marchione and Councilmember Asher, convened in late September to start the process of mapping out a preliminary draft of the City's 2014 legislative priorities. As part of this process, the Legislative Committee also began holding their annual legislative breakfast meetings with the Senators and Representatives of the 45th, 48th and 1st legislative districts.

The legislative breakfasts provide a forum for thanking delegation members for their support of Kirkland's past priorities (Attachment C) and to discuss issues identified on the City's preliminary draft Legislative Agenda (Attachment D). With passing a transportation investment package still unresolved in 2013, a primary focus of the breakfast meetings has been the transportation package and how it might be passed by the end of 2013. A transportation revenue package is among the City's 2013 legislative priorities and is proposed as a 2014 priority as well.

The 2014 legislative session is a short, 60-day session that begins on Monday, January 13 and ends on Thursday, March 13.

As in the past, the City's legislative priorities proposed for 2014 are formatted and categorized first by several general principles that promote the Council's goals and protect the city's ability to provide basic municipal services to its citizens. A series of proposed specific legislative priorities follow the principles.

A majority of the proposed 2014 legislative priorities align closely with the top legislative priorities of the Association of Washington Cities (AWC). These priorities are critical to the fiscal health of municipal

governments across the state, and whose legislative success, given the short session, is best supported through broad collaborative efforts. For example, in addition to including support for a statewide transportation revenue package, the Legislative Committee proposes support for restoring funding to the Public Works Assistance Account; restoring local liquor revenue sharing formulas; sharing marijuana revenue with cities for public safety purposes; and harmonizing medical marijuana regulations with recreational marijuana regulations. The Legislative Committee proposes carrying over two priorities from the City's 2013 legislative agenda specific to the City of Kirkland. One of those is support for \$5 million in funding for the next phase of the I-405 / NE 132 Interchange ramp. The other is to continue to advocate for state financial assistance and other tools that further the development of the Cross Kirkland Corridor.

Development of the Draft Proposed 2014 Legislative Agenda

The process for developing the next session's legislative agenda always begins in the preceding year. The Intergovernmental Relations Manager keeps a running list of "legislative ideas" (from Councilmembers, Legislators, staff, etc.) for consideration in the next legislative session. In June, directors and managers of City departments are specifically requested to submit legislative ideas that they'd like considered. The City's Legislative Committee is convened in September to review and prioritize the list of ideas in to a preliminary draft Legislative Agenda, which the Committee reviews and discusses with the City's legislative delegation at the annual legislative breakfast meetings.

Throughout November, based on feedback received on the preliminary draft, staff make revisions and prepare the review draft of the proposed Legislative Agenda for the full Council's review and discussion at its December meeting. After receiving the City Council's feedback and recommended edits in December, a final Legislative Agenda is prepared for review and adoption at the Council's first regular meeting in January. Councilmembers, staff and contract lobbyists then advocate for Agenda items during the Session.

Kirkland's Legislative Review Process During Session

Proposed bills are introduced (daily through the first cut-off anticipated in mid-February) in either the Senate or House or both. The City's legislative lobbyist forwards relevant bills to intergovernmental staff for review with department(s) and subject-matter experts to determine potential impacts to the City. This process also includes making an initial recommendation to intergovernmental staff on City's position (Support/Oppose/Neutral) on a given bill. From there, intergovernmental staff bring bills, reports and recommendations to the Council's Legislative Committee for consideration, discussion and validation of staff recommendation. The Legislative Committee's decisions are guided by the legislative agenda's general principles as well as the City Council's Goals. Intergovernmental staff then communicate the City's position on bills to out legislative lobbyist, Council Members and Department Directors.

If, during the session, a proposed bill (of concern to the City) is determined to be beyond the scope of the legislative agenda's general principles or not in sync with the Council Goals, then the Legislative Committee will bring the bill before the full Council for consideration and discussion at its next regular council meeting.

The City's State Legislative Delegation

Three legislative districts – 45th, 48th and 1st – have significant portions within the City of Kirkland. The 45th Legislative District is represented by Senator Andy Hill, Representatives Larry Springer and Roger Goodman. The 48th Legislative District is represented by Senator Rodney Tom, Representative Ross Hunter and Representative Cyrus Habib. The 1st Legislative District is represented by Senator Rosemary McAuliffe, Representatives Luis Moscoso and Derek Stanford.

The State Budget Outlook

The Washington State Economic and Revenue Forecast Council released quarterly figures on November 20th, updating the revenue projections for the previous biennium and the current biennium. As a result of continued slow economic growth, not much has changed with the revenue picture since the State adopted its budget last spring.

The November revenue forecast shows the State's projected General Fund revenue increasing slightly - by \$25 million - compared to the previous forecast in September. The Council increased its revenue forecast by \$16 million for the current biennium (2013-15). Meanwhile, it increased the forecast by \$9 million for the previous biennium (2011-13), which ended June 30. General Fund collections are projected to total \$33.0 billion for the current two-year budget cycle, which began July 1 and ends June 30, 2015.

The forecast did not assume any additional revenue associated with the implementation of the legalization of marijuana. Implementation of this initiative is set to go into effect beginning in 2014.

Gov. Inslee's 2013-15 supplemental budget proposal will be rolled out during the third week of December.

The next revenue forecast is scheduled for release on Feb. 19, 2014.

State Lobbyists

Majken Ryherd and Jim Richards of Waypoint Consulting, who were retained by contract to serve as Kirkland's State lobbyists, have assisted staff with the development of the proposed draft agenda. Majken and Jim also participated in the legislative breakfasts.

After receiving the City Council's feedback and edits, a final Legislative Agenda will be prepared for adoption at the Council's January 7, 2014 regular meeting.

- Attachments:
- A. Review Draft - Proposed 2014 Legislative Agenda
 - B. Annotated Review Draft - Proposed 2014 Legislative Agenda
 - C. List of Recent Legislative Support and Tools
 - D. Preliminary Draft 2014 Legislative Agenda prepared for Legislative Breakfasts
 - E. Draft Resolution of the City Council Approving the 2014 Legislative Agenda



CITY OF KIRKLAND 2014 LEGISLATIVE AGENDA – REVIEW DRAFT

General Principles

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

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- Defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes.
- Oppose legislation that proposes lending products or practices that adversely impact the middle class and the poor.

City of Kirkland 2014 Legislative Priorities

1. Kirkland supports providing state and local transportation revenue to maintain infrastructure investments, fund transit agencies and complete projects that enhance economic vitality.
2. Kirkland supports \$5 million in funding for the next phase of the I-405 / NE 132 Interchange ramp design and for the I-405 / NE 132 Interchange to be included in any statewide transportation package.
3. Kirkland supports continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor and implement multiple uses including recreation and transportation.
4. Kirkland supports restoring funding to the Public Works Assistance Account that was swept in 2013.
5. Kirkland supports restoring local liquor revenue sharing formulas in order to adequately fund public safety and other local impacts of liquor consumption.
6. Kirkland supports sharing marijuana revenue to address public safety needs and other local impacts.
7. Kirkland supports harmonizing medical marijuana regulations to reflect recreational marijuana regulations.



CITY OF KIRKLAND 2014 LEGISLATIVE SUPPORT AGENDA – REVIEW DRAFT

Kirkland generally supports the policy principles of the items below, however, formal City support is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

2014 Legislative Support

Legislation on Kirkland's Support agenda from 2013

- Supports providing cities with financing options to support public/private partnerships.
- Support brown grease to energy conversion legislation and programs.
- Support legislation providing for the safe collection and disposal of unwanted drugs from residential sources through a producer provided and funded product stewardship program.
- Support an amendment to RCW 46.68.090 that would allocate gas tax revenues between counties and cities based on a per capita allocation rather than the current fixed percentages.

Additionally, Kirkland supports selected items of the 2014 legislative agendas for the following organizations:

Association of Washington Cities

Ensure fiscal sustainability and flexibility

- Restore local liquor revenue sharing to the historic revenue sharing formulas.
- Share new marijuana revenue.

Foster and invest in infrastructure and economic development

- Fund transportation needs now, including providing new local transportation options.
- Halt and refrain from raiding infrastructure funds like the Public Works Trust Fund and Model Toxics Control Accounts and build them back to health

Transportation Issues

Eastside Transportation Partnership

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Transportation Choices Coalition

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Washington Bikes (formerly Bicycle Alliance of Washington)

- Investments that get Washingtonians where they want to go via safe routes to schools, complete streets, and trails and bikeways.
- Reducing student transportation costs by increasing safe routes to schools
- Addressing intersection safety, including clarifying how cars should cross bike lanes at intersections, approving bike head signals for everyday use(traffic lights), and consolidating groups of cyclists to pass through intersections

Human Services Issues

Eastside Human Services Forum

- **Increase Access to Basic Needs:**
 - Support local option investments in public transportation that are sustainable, flexible, and distributed directly to public transit agencies to meet local and regional priorities.
- **Prevent and End Homelessness:**
 - Protect the State investment in the Housing Trust Fund by continuing to make new investments in 2014 that address the growing need for homes affordable to low-income families and individuals. Strengthen the process for identifying which programs are funded, to reflect equity principles and sound investments.
 - Repeal sunset of document recording fees. If the document recording fees are not extended beyond 2015, King County homeless housing programs will face a \$6.6 million reduction.
- **Support the Most Vulnerable Older Adults and People with Disabilities:**
 - Maintain the investment in Family Caregiver Support.
 - Expand community based respite for family care givers.

Washington Low Income Housing Alliance

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Environmental Issues

Environmental Priorities Coalition

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Northwest Product Stewardship Council

- While the NPSC does not develop a legislative agenda, the NPSC does advocate in support of the principles of product stewardship and producer responsibility in policies and legislation.

Water Issues

WRIA 8

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Cascade Water Alliance

- **High Efficiency Toilet Legislation:** Cascade proposes a measure that would require By January 1, 2014, toilets sold or installed in this state must be high efficiency toilets that go beyond the current standard (1.6 gallons per flush) and use less than 1.3 gallons per flush,

which would, if every home in the US replaced old toilets with new high efficiency toilets would save more than 900 billion gallons of water per year.

Public Safety Issues

Washington Association of Sheriffs and Police Chiefs

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Washington Fire Chiefs Association

- All Risk Mobilization (HB 1126)
- Oppose Ambulance Billing Direct to Patient (HB 1263)
- Wildland Fire Prevention Act/Ready, Set, Go (HB 1127)
- Raise EMS Levy Cap to \$.75 (HB 1136)
- Regional Fire Authority Bills:
 - Allowing municipality to form RFA (HB 1654)

Parks Issues

Washington Recreation and Parks Association

- Protect WWRP funding in 2014 Capital Budget
- Support Department of Revenue (DOR) request legislation on "Amusement and Recreation Services" sales taxes
- Advocate for key "Safe and Healthy Communities" needs, local funding, and "lid removal" in any Transportation Investment Package worked on in late 2013 or 2014
- Support general-obligation bonds to restore a prior-year diversion of funds from the Recreation Resource Account (RRA)



**CITY OF KIRKLAND
2014 LEGISLATIVE AGENDA – ANNOTATED – REVIEW DRAFT**

General Principles

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

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- Defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes.

At this time the State does not have the software or process to accommodate Kirkland's Business License requirements. A system replacement is anticipated for 2017.

The City of Kirkland has concerns about the impacts that this proposal would have on the City's Business License Program which are detailed as follows:

1. *The current Business Licensing Service process does not support Kirkland's Business License fee structure.*
 2. *Moving to the State Business Licensing Service would require changing Kirkland process from monthly renewals dependent on the month the business opened to all business licenses expiring on December 31 and then renewing all at the same time. Processing approximately 7,000 licenses at one time is not within Kirkland's capabilities with the current software and staff.*
 3. *The State Business Licensing Service requires additional fees to businesses for both new applications and renewals.*
 4. *There is an additional cost incurred by the City for credit card processing fees; a fixed fee at 2.5% for all sales as opposed to current city average cost of 1.8%.*
 5. *Record keeping is uncertain; Kirkland is required to retain the detailed information on the application whereas for the Business Licensing Service, the individual City application is considered an endorsement with records expunged after 120 days.*
 6. *Processing all Business License payments through the State Business Licensing Service will create a delay in payments being received and require additional reconciliation with the applications processed.*
- Oppose legislation that proposes lending products or practices that adversely impact the middle class and the poor.

City of Kirkland 2014 Legislative Priorities

- 1. Kirkland supports providing state and local transportation revenue to maintain infrastructure investments, fund transit agencies and complete projects that enhance economic vitality.**

While a statewide transportation revenue package was not passed during the regular 2013 session, the City Council's Legislative Committee has maintained communication and pressure on its local delegation, the Senate's Transportation Committee held a statewide listening tour over the summer culminating in a proposal that was released on November 8.

Legislative leadership negotiations have continued and the statewide transportation revenue package remains in play with 5-corners negotiating meeting scheduled for Monday, Dec. 2.

- 2. Kirkland supports \$5 million in funding for the next phase of the I-405 / NE 132 Interchange ramp design and for the I-405 / NE 132 Interchange to be included in any statewide transportation package.**

Originally, the NE 132nd Interchange project was funded at \$60 million in the 2005 Transportation Partnership Funding Budget and slated for construction in 2018. Funds were originally prioritized because the Totem Lake Designated Urban Center is an integral part in the City's and State's plan to revitalize this area to boost economic development and create jobs. The project is currently partially funded by WSDOT in 2025. Plans for the new interchange are currently at about 5% completion. In 2013, the City of Kirkland prioritized seeking funding to move this critical improvement forward.

WSDOT estimates the total construction cost to be on the order of \$90 million. As a designated urban center, Totem Lake is supposed to be prioritized in both regional and state transportation plans. Improving access to and through the Totem Lake area has been identified by a number of groups that have studied the Totem Lake area as a major need in order to spur economic development and ease existing congestion. Delaying additional funding until 2025 will jeopardize much needed economic development in the area. Given the importance of this project to the local and regional economy, the City requested \$5 million in funding for the next phase of the NE 132nd Interchange ramp design.

The City's request for \$5 million for the next phase of the NE 132nd Interchange ramp design was included in the House version of the package during the regular session and was also included the Senate proposal that was released November 8.

- 3. Kirkland supports continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor and implement multiple uses including recreation and transportation.**

Kirkland's 5.75 mile long segment of the Eastside Rail Corridor is the most densely populated segment along the entire 42 mile corridor. The Cross Kirkland Corridor (CKC) directly connects to eight of the City's 13 neighborhoods. 14 parks and seven public schools are within 2000 feet of the corridor and it connects to over 20 miles of bicycle lanes on Kirkland arterials.

At its southern end, the CKC is situated at SR 520 and I-405, providing easy access and connections to the Yarrow Bay Business District, the cities of Bellevue, Seattle and Redmond. The CKC literally runs through the City's light industrial and technology zone known as the Par Mac Business District. At its northern end, the CKC connects the Totem Lake Designated Urban Center to the rest of the City and to the region.

Currently there are 1,100 Kirkland located businesses within 2,000 feet of the CKC with 11,000 employees, including several of the largest businesses – Evergreen Health, Google, Nintendo, and Astronics. With its planned multi-modal transportation capabilities, the CKC can be expected to serve as a magnet for new development, both residential and commercial, over the next 20 years. In the Totem Lake Urban Center alone, approximately 20,000 employees and 4,000 new residents are forecasted by 2035, many of whom are likely to be accommodated on property bordering or within easy access to the corridor.

4. Kirkland supports restoring funding to the Public Works Assistance Account that was swept in 2013.

The Public Works Assistance Account is commonly referred to as the Public Works Trust Fund.

5. Kirkland supports restoring local liquor revenue sharing formulas in order to adequately fund public safety and other local impacts of liquor consumption.

In its 2012 session, the Legislature permanently diverted \$10 million of liquor taxes from local governments and removed the revenue sharing system for liquor profits.

6. Kirkland supports sharing marijuana revenue to address public safety needs and other local impacts.

7. Kirkland supports harmonizing medical marijuana regulations to reflect recreational marijuana regulations.



CITY OF KIRKLAND

2014 LEGISLATIVE SUPPORT AGENDA – ANNOTATED – REVIEW DRAFT

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Transportation Issues

Eastside Transportation Partnership

- *(As of November 27th, there is not yet a draft 2014 agenda available from ETP)*

Transportation Choices Coalition

- *(As of November 27th, there is not yet a draft 2014 agenda available from TCC)*

Washington Bikes (formerly Bicycle Alliance of Washington)

- Investments that get Washingtonians where they want to go via safe routes to schools, complete streets, and trails and bikeways.
- Reducing student transportation costs by increasing safe routes to schools
- Addressing intersection safety, including clarifying how cars should cross bike lanes at intersections, approving bike head signals for everyday use(traffic lights), and consolidating groups of cyclists to pass through intersections

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Washington Low Income Housing Alliance

- *(As of November 27th, there is not yet a draft 2014 agenda available from LIHA)*

Environmental Issues

Environmental Priorities Coalition

- *(As of November 27th, there is not yet a draft 2014 agenda available from EPC)*

Northwest Product Stewardship Council

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Water Issues

WRIA 8

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Cascade Water Alliance

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Public Safety Issues

Washington Association of Sheriffs and Police Chiefs

- *(As of November 27th, there is not yet a draft 2014 agenda available from WASPC)*

Washington Fire Chiefs Association

- All Risk Mobilization (HB 1126)

Under RCW 43.43.961, the Fire Service Resource Mobilization Plan is implemented to provide personnel, equipment, and other logistical resources from around the state when a wildland fire or other emergency exceeds the firefighting capacity of local jurisdictions. The types of emergencies that may require state mobilization include wildland fires, earthquakes, floods, spread of contagious disease, and other disasters that local districts are unable to fully handle on their own.

An Assistant Attorney General opinion recently reinterpreted the governing RCW regarding state fire service mobilization. The opinion stated that the governing RCW should be interpreted to limit state mobilization to only incidents directly involving fire. This interpretation defeats the purpose of state fire service mobilization and would eliminate coordinated response of the various local fire districts to disasters such as floods, earthquakes, rescues, and pandemics.

The proposed legislation would remedy this narrow interpretation by codifying existing practice with respect to state mobilization, and does so without expanding the use of mobilization for purposes other than those already identified in both state and federal disaster response policies, including "other disasters of unprecedented size," as outlined in RCW 43.43.961.

- Oppose Ambulance Billing Direct to Patient (HB 1263)

At the close of 2012, staff determined this item to be consistent with City policy and recommends Council support. A more accurate title might be "Oppose insurance direct payment to patient for transport costs." The WFCA's intent behind this legislative priority is to draft a bill that would mandate insurers pay the fee for ambulance transport directly to the transport provider (including public fire/EMS entities), or send payment to the order of both the patient and transport provider.

The problem that the WFCA is trying to address is one that exists nationally, and that has begun to surface in the state of Washington, where the amount that an ambulance transport provider bills to insurers is being paid directly to the patient and the patient is not releasing the payment to the transport provider. This in turns creates a collection issue for the transport provider which requires significant staff hours to resolve. Additionally, receiving direct payment for transport has the effect of encouraging the use of the emergency medical response system for non-medical reasons.

- Raise EMS Levy Cap to \$.75 (HB 1136)

This bill would raise the cap for EMS levies from \$.50 per \$1,000 of assessed valuation to \$.75. Any increase would still be subject to voter approval, but the increase would allow another tool for local governments with respect to public safety funding.

All fire service organization in Washington State, including the Washington State Council of Firefighters, the Washington Fire Commissioners Association, and the Washington State Firefighters Association, are joining with the Fire Chiefs in support of this legislation.

- **Regional Fire Authority Bills:**

- Allowing municipality to form RFA (HB 1654)

Since 2007 there have been several successful RFAs created in Washington but current law isn't feasible for every jurisdiction. Allowing single cities to form RFAs will streamline the process for future consolidation and regionalization by removing or reducing existing obstacles.

The creation of a single city RFA allows the fire department budget to be isolated and not affected by competing priorities or requests for services. It also allows for a singular mission; one that routinely is expressed by voters as a top priority.

The governing body of the RFA may include elected city officials and/or independently elected fire commissioners, it's up to the voters and the planning committee.

Allows for the establishment of a Fire Benefit Charge (FBC).

Regional Fire Authorities have separate funding sources; real property taxes and fire benefit charges. The city, in turn, will experience a reduction of their taxing authority. However, because most jurisdictions fund their fire departments with more than just the property tax dollars that would go to a regional fire protection services authority, creating such an authority could free up funds to pay for police and other services

Parks Issues

Washington Recreation and Parks Association

- Protect WWRP funding in 2014 Capital Budget
- Support Department of Revenue (DOR) request legislation on "Amusement and Recreation Services" sales taxes
- Advocate for key "Safe and Healthy Communities" needs, local funding, and "lid removal" in any Transportation Investment Package worked on in late 2013 or 2014
- Support general-obligation bonds to restore a prior-year diversion of funds from the Recreation Resource Account (RRA)



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

October, 2013

Recent Legislative Tools and Support

Legend
 S = Sponsor
 CS = Co-sponsor
 Y = Yea
 R = Requested Letter
 L = Signed Letter

Sen. Tom	Sen. Hill	Sen. McAuliffe	Rep. Hunter	Rep. Habib	Rep. Springer	Rep. Goodman	Rep. Moscoso	Rep. Stanford
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<p>SB 5505 (2011)</p> <ul style="list-style-type: none"> In avoiding a redundant census, this legislation saved Kirkland tax-payers an estimated \$225,000. 	<table border="1"> <tr> <td>Y</td><td>S</td><td>Y</td><td>Y</td><td></td><td>Y</td><td>Y</td><td>Y</td><td>Y</td> </tr> </table> <p><i>SB 5505 – Allowed the use of the 2010 federal census data to determine the resident population of its annexed area.</i></p>	Y	S	Y	Y		Y	Y	Y	Y
Y	S	Y	Y		Y	Y	Y	Y		
<p>HB 1953 (2011)</p> <ul style="list-style-type: none"> The City's 2013-14 budget includes a total of \$505,455 of REET funds dedicated to operations and maintenance (O&M) costs in the Street Operating division of Public Works and the Parks department, addressing needs of facilities that were cut during the recession. <ul style="list-style-type: none"> \$320,116 dedicated to Street Operating public grounds O&M. \$185,339 dedicated to Parks Maintenance. \$61,350 currently proposed by City Manager to purchase a wood chipper for parks O&M and for emergency operations. 	<table border="1"> <tr> <td></td><td>Y</td><td>Y</td><td>Y</td><td></td><td>S</td><td>Y</td><td>Y</td><td>Y</td> </tr> </table> <p><i>HB 1953 – Provided cities and counties with the option of using a portion of their annual Real Estate Excise Tax revenues toward maintenance and operating needs of existing parks and roads.</i></p>		Y	Y	Y		S	Y	Y	Y
	Y	Y	Y		S	Y	Y	Y		
<p>HB 1382 (2011)</p> <ul style="list-style-type: none"> It is critically important to the City of Kirkland that I-405 be operated efficiently and that the I-405 Master Plan be completed. This legislation helps accomplish both of these goals. 	<table border="1"> <tr> <td>Y</td><td>Y</td><td>Y</td><td>CS</td><td></td><td>CS</td><td>Y</td><td>Y</td><td>Y</td> </tr> </table> <p><i>HB 1382 – Allowed the use of express toll lanes in the I-405 corridor.</i></p>	Y	Y	Y	CS		CS	Y	Y	Y
Y	Y	Y	CS		CS	Y	Y	Y		
<p>Letter: Preservation of Annexation Sales Tax Credit (2012)</p> <ul style="list-style-type: none"> The State Annexation Sales Tax Credit provides approximately \$3.4 million annually (or about \$34M over the authorized ten year period) for city services delivery. 	<table border="1"> <tr> <td>L</td><td>L</td><td>L</td><td>R</td><td></td><td>L</td><td>L</td><td>L</td><td>L</td> </tr> </table> <p><i>Preservation of the State Annexation Sales Tax Credit (2012)</i></p>	L	L	L	R		L	L	L	L
L	L	L	R		L	L	L	L		
<p>SB 6470 (2012)</p> <ul style="list-style-type: none"> This funding tool is currently being evaluated to fund the recommendations of the City's Fire Strategic Plan. 	<table border="1"> <tr> <td>Y</td><td>Y</td><td>S</td><td>Y</td><td></td><td>Y</td><td>Y</td><td>Y</td><td>Y</td> </tr> </table> <p><i>SB 6470 – Authorized benefit charges for the enhancement of fire protection services.</i></p>	Y	Y	S	Y		Y	Y	Y	Y
Y	Y	S	Y		Y	Y	Y	Y		
<p>HB 1398 (2012)</p> <ul style="list-style-type: none"> After amending its Municipal Code in order to implement HB 1398, the City approved two requests for impact fee exemptions. In both cases the City was able to exempt 80% of the Park and Transportation impact fees (nearly \$200,000) for affordable housing projects being constructed by non-profit housing developers. 	<table border="1"> <tr> <td>Y</td><td>Y</td><td>Y</td><td>Y</td><td></td><td>CS</td><td>Y</td><td>Y</td><td>Y</td> </tr> </table> <p><i>HB 1398 – Eliminated cities' obligation to pay impact fees from qualifying public funds when exempting low-income housing from impact fee requirements.</i></p>	Y	Y	Y	Y		CS	Y	Y	Y
Y	Y	Y	Y		CS	Y	Y	Y		
<p>SB 5110 (2013)</p> <ul style="list-style-type: none"> The City has not yet had a purchase to allow it to utilize this tool. Procurement is watching for opportunities. 	<table border="1"> <tr> <td>S</td><td>CS</td><td>CS</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td> </tr> </table> <p><i>SB 5110 – Allows the option to award contracts to vendors whose pre-tax bid unit price is lowest.</i></p>	S	CS	CS	Y	Y	Y	Y	Y	Y
S	CS	CS	Y	Y	Y	Y	Y	Y		
<p>Cross Kirkland Corridor support and assistance</p> <ul style="list-style-type: none"> ✓ \$2M for trail development (2012) ✓ \$1.3M for a pedestrian connection to the SKP&R (2013) ✓ \$500,000 in WWRP funding assistance for acquisition (2013) 	<table border="1"> <tr> <td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td> </tr> </table> <p><i>ESB 5127 – Jobs Now Act</i> <i>ESSB 5035 – Capital Budget</i> – WWRP</p>	Y	Y	Y	Y	Y	Y	Y	Y	Y
Y	Y	Y	Y	Y	Y	Y	Y	Y		



CITY OF KIRKLAND 2014 LEGISLATIVE AGENDA

General Principles

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

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- Defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes.
- Oppose legislation that proposes lending products or practices that adversely impact the middle class and the poor.

City of Kirkland 2014 Legislative Priorities

1. Kirkland supports providing state and local transportation revenue to maintain infrastructure investments, fund transit agencies and complete projects that enhance economic vitality.
2. Kirkland supports \$5 million in funding for the next phase of the I-405 / NE 132 Interchange ramp design and for the I-405 / NE 132 Interchange to be included in any statewide transportation package.
3. Kirkland supports continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor and implement multiple uses including recreation and transportation.
4. Kirkland supports restoring funding to the Public Works Assistance Account that was swept in 2013.
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6. Kirkland supports sharing marijuana revenue to address public safety needs and other local impacts.
7. Kirkland supports harmonizing medical marijuana regulations to reflect recreational marijuana regulations.

RESOLUTION R-XXXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING A CITY OF KIRKLAND LEGISLATIVE AGENDA TO BE ADDRESSED TO THE 2014 SESSION OF THE STATE LEGISLATURE.

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

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

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

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

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

WHEREAS, the Kirkland City Council seeks to defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes; and

WHEREAS, the Kirkland City Council opposes legislation that proposes lending products or practices that adversely impact the middle class and the poor; and

WHEREAS, the Kirkland City Council believes it appropriate to set forth its position as to issues affecting local government operations coming before the State Legislature during its 2014 session, including issues which the City Council requests the State Legislature to consider;

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

Section 1. The "General Principles" and "City of Kirkland 2014 Legislative Priorities" set forth in the "City of Kirkland 2014 Legislative Agenda" attached as Exhibit A and by this reference incorporated, are adopted as Kirkland's recommendation to the 2014 Session of the State Legislature.

Section 2. The "2014 Legislative Support Agenda" attached as Exhibit B and incorporated by reference, is adopted as reflecting the City's support of the policy principles underlying selected priority legislative items of the City's ally organizations. Formal City support of items on this list is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

Section 3. The City administration shall transmit the 2014 Legislative Agenda, including any subsequent changes or updates, to members of the State Legislature representing the legislative districts in which Kirkland is located, together with other members of the State Legislature and to the Association of Washington Cities, the Sound Cities Association and other ally organizations.

Passed by majority vote of the Kirkland City Council in open meeting this 7th day of January, 2014.

Signed in authentication thereof this 7th day of January, 2014.

MAYOR

Attest:

City Clerk



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: Joan Lieberman-Brill, AICP, Senior Planner
Paul Stewart, AICP, Deputy Planning Director
Eric Shields, AICP, Planning Director

Date: November 26, 2013

Subject: 2013 City Initiated Comprehensive Plan Amendments (CAM13-01249)

RECOMMENDATION

Adopt enclosed ordinance 4428 amending the Comprehensive Plan, consistent with the recommendation of the Planning Commission and Houghton Community Council (Attachment 1):

BACKGROUND DISCUSSION

All amendments are included as exhibits to the ordinance.

Each year staff proposes amendments to the Comprehensive Plan as appropriate. On October 24, 2013 the Planning Commission (PC) and Houghton Community Council (HCC) held a joint public hearing on the 2013 Comprehensive Plan Amendments, and both bodies unanimously recommended adoption. Attachment 1 to this memorandum is the PC recommendation. This year the amendments only revise the Capital Facilities and Transportation Elements of the Plan, to bring the Capital Facilities Plan into consistency with the adjusted 2013 – 2018 Capital Improvement Program.

A detailed summary of the proposed amendments is available in the joint PC and HCC October 24 public hearing [memorandum](#). Changes, deletions and additions are highlighted in **red** in the October 24 memo.

SEPA Compliance

These Comprehensive Plan changes comply with the State Environmental Policy Act (SEPA). The SEPA Determination of Nonsignificance may also be viewed by following this link to the October 24 joint public hearing [memo](#). Attachment 6 to that memorandum is the SEPA checklist.

Additional Changes

Changes since the joint public hearing are indicated in Attachment 2 to this memorandum. These are a result of the adjustments made to the Transportation Capital Improvement Program since October 24, 2013. Those added since the public hearing are noted in **blue**.

Following City Council action, the amendments will be considered by the HCC at its January 27, 2014 meeting.

Attachments:

1. Planning Commission Recommendation
2. Summary of Revisions to Project Descriptions for the 2022 Transportation Project List (Funded – Unfunded)

cc: CAM13-01249
Planning Commission
Houghton Community Council
Kirkland Neighborhood Associations
Kirkland Alliance of Neighborhoods
Kirkland Chamber of Commerce
Mail List

**CITY OF KIRKLAND**

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

123 FIFTH AVENUE, KIRKLAND, WA 98033

425.587.3225 - www.kirklandwa.gov

MEMORANDUM

DATE: November 26, 2013

To: Kirkland City Council

FROM: Jon Pascal, Chair, Kirkland Planning Commission

SUBJECT: Recommendation to Adopt the 2013 City Initiated Comprehensive Plan Amendments (CAM13-01249)

Introduction

We are pleased to submit the recommended annual city initiated Comprehensive Plan Amendments for 2013 for consideration by the City Council.

This effort culminates the work started with the preparation of the mid-biennial 2013-2014 budget and the update to the 2013-2018 Capital Improvement Program (CIP), necessitating updates to the Capital Facilities (CFP) and Transportation Element chapters of the Plan to bring them into consistency with the revised CIP.

Revisions to the Transportation and Capital Facilities Elements are the only changes to the Comprehensive Plan this year, to incorporate the adjusted 2013 - 2018 CIP into the Capital Facilities Plan. Pursuant to the GMA, the CIP and CFP/Transportation Element must be consistent. Both the CIP and CFP are scheduled to be adopted on December 10 by the City Council. The Capital Facilities Element, as mandated by GMA, supports the land use plan with funded projects to meet our adopted levels of service. The Transportation Element is being revised to reflect the changes in the CFP.

No new state legislation or Kirkland policy initiatives are incorporated into the Plan this year. A major update will occur in 2015 with the adoption of the GMA 2035 Plan. All amendments are included as attachments to Ordinance 4428.

All of the Comprehensive Plan amendments within the jurisdiction of the Houghton Community Council (HCC) were reviewed and recommended for approval by the Community Council, at the joint Planning Commission (PC) and HCC public hearing on October 24.

The Planning Commission and Houghton Community Council unanimously recommend adoption of the 2013 Comprehensive Plan amendments.

Background

Links to the staff memorandum, minutes, and audio recording for the joint PC and HCC public hearing associated with the city initiated amendments, are provided below (the memorandum was the same for both advisory bodies):

October 24, 2013 joint PC/HCC public hearing [memo](#), [audio](#) and [minutes](#)

SEPA Compliance

The State Environmental Policy Act (SEPA) Determination of Nonsignificance may be viewed by following this link to the October 24 joint public hearing [memo](#), Attachment 6.

Public Process & Participation

Notice of the public hearing was provided to the Seattle Times, the Neighborhood Associations and Kirkland Alliance of Neighborhoods. In addition, notice was sent to the Kirkland Chamber of Commerce.

No study sessions were held on this project.

At the joint hearing, no one spoke or submitted comments.

cc: CAM13-01249
Planning Commission
Houghton Community Council
Kirkland Neighborhood Associations
Kirkland Alliance of Neighborhoods
Kirkland Chamber of Commerce
Mail List

Table T-5
REVISIONS 2012 to 2013

Blue: Changes made after October 24 public hearing (11/19/13)

Non-motorized Improvements

NM20-1	Reintroduced
NM20-3	Changed from “candidate” to “funded”. Removed from NM 8888.
NM20-7	In description, corrected “asphalt” to say “compacted gravel”. Changed “Unfunded” to “Funded”.
NM20-8	Changed from “candidate” to “unfunded”. Removed from NM 8888.
NM20-23	Changed from “candidate” to “unfunded”. Removed from NM 8888.
NM20-25	Reintroduced
NM20-27	Changed “Candidate CIP project” to “Funded CIP project”. Removed from NM 8888.
NM20-30	Reintroduced
NM20-31	Removed – project completed
NM20-32	Changed “Unfunded CIP project” to “Partially funded CIP project”
NM20-33	Reintroduced
NM20-34	Removed – project completed
NM20-43	Location and description clarified.
NM20-44	Revised location (for clarity only)
NM20-49	New
NM20-50	New; added elevator to description.
NM20-51	New
NM20-52	New; changed to funded.
NM20-53	New Removed
NM20-54	New
NM20-55	New
NM20-56	New
NM20-57	Reintroduced to be consistent with CIP
NM20-58	Reintroduced to be consistent with CIP
NM20-59	New

Street Improvements

ST20-7	Changed title from “Replacement” to “Project”
ST20-9	Changed to funded
ST20-22	Changed “Master plan” to “Corridor study”
ST20-23	Changed project number to ST 0083-101
ST20-24	New; location clarified; changed to funded.
ST20-25	New
ST20-26	New; changed to partially funded.
ST20-27	Reintroduced to be consistent with CIP
ST20-28	Reintroduced to be consistent with CIP
ST20-29	Reintroduced to be consistent with CIP

Intersection Improvements

TR20-8	Changed to Developer funded
TR20-11	Added “Unfunded” to the description.
TR20-13	Changed to Developer funded
TR20-15	Changed “Candidate CIP project” to “Partially funded CIP project”
TR20-16	Changed to Developer funded
TR20-17	Changed to Developer funded
TR20-18	Changed to Developer funded
TR20-20	Changed to Developer funded
TR20-21	Changed to Developer funded
TR20-22	Changed to Developer funded
TR20-23	Changed to Developer funded
TR20-24	Changed to Developer funded
TR20-25	Changed to Developer funded
TR20-26	Renumbered; changed to TR20-27 ; changed to Developer funded
TR20-27	Renumbered; changed to TR20-28
TR20-28	Renumbered; changed to TR20-26 ; changed to Developer funded
TR20-32	Reintroduced
TR20-33	Reintroduced
TR20-35	Reintroduced
TR20-37	New; added “Funded CIP project TR 0004 002”.

- TR20-41** Changed “Unfunded” to “Funded”
- TR20-42** Added “Unfunded CIP project TR 0114.”
- TR20-43** New
- TR20-44** New
- TR20-45** New

END

ORDINANCE O-4428

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM13-01249.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission and the Houghton Community Council to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481, as amended, as set forth in the report and recommendation of the Planning Commission and the Houghton Community Council dated November 26, 2013, and bearing Kirkland Department of Planning and Community Development File No. CAM13-01249; and

WHEREAS, prior to making the recommendation the Planning Commission and Houghton Community Council, following notice as required by RCW 35A.63.070, held on October 24, 2013, a joint public hearing on the amendment proposals and considered the comments received at the hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a final determination of nonsignificance, including supporting environmental documents, issued by the responsible official pursuant to WAC 197-11-340 and WAC 197-11-625; and

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

WHEREAS, RCW 36.70A.130, requires the City to review all amendments to the Comprehensive Plan concurrently and no more frequently than once every year;

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

Section 1. Comprehensive Plan Figures and Tables amended: The Comprehensive Plan, Ordinance 3481, as amended, is amended as set forth in Exhibit A attached to this Ordinance and incorporated by reference.

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

Section 3. To the extent that the subject matter of this Ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, the Ordinance shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of the Community Council to disapprove this Ordinance within 60 days of its passage.

Section 4. Except as provided in Section 3, this Ordinance shall be in full force and effect December 23, 2013, after its passage by the 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.

Section 5. A complete copy of this Ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

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

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

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

Table CF - 8
Capital Facilities Plan: Transportation Projects -- 2013-2018

SOURCES OF FUNDS

Revenue Type	Revenue Source	2013	2014	2015	2016	2017	2018	Six-Year Total
Local	Gas Tax	558,000	575,000	592,000	610,000	628,000	647,000	3,610,000
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000
Local	Real Estate Excise Tax	1,424,000	1,467,000	1,445,600	1,556,000	1,602,000	1,651,000	9,145,600
Local	Reserves	549,800	817,500	416,300	480,000	480,000	480,000	3,223,600
Local	Road Levy	3,059,000	2,574,000	2,600,000	2,600,000	2,600,000	2,600,000	16,033,000
Local	Solid Waste	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
Local	Surface Water	800,300	492,700	243,800	444,000	461,300	580,000	3,022,100
Local	Impact Fees	350,000	350,000	350,000	350,000	350,000	350,000	2,100,000
External	Grants	5,867,200	16,971,800	3,769,500				26,608,500
	Subtotal 2013-2018 Fund Sources excluding Park Place & Totem Lake	13,178,300	23,818,000	9,987,200	6,610,000	6,691,300	6,878,000	67,162,800
External	Developer Funded -- Park Place (including Impact Fees)		200,000	1,131,000	933,000	789,400	7,218,000	10,271,400
External	Developer Funded -- Totem Lake (including Impact Fees)		1,500,000	1,500,000				3,000,000
Total Sources		13,178,300	25,518,000	12,618,200	7,543,000	7,480,700	14,096,000	80,434,200

Use of Funds

Funded Projects

Project Number	Project Title	2013	2014	2015	2016	2017	2018	Six-Year Total
ST 0006	Annual Street Preservation Program	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	10,500,000
ST 0006 002	Annual Street Preservation Program-One-time Project	42,500	158,000	1,268,500				1,469,000
ST 0006 003	Street Levy Street Preservation	1,959,000	2,574,000	2,300,000	2,300,000	2,300,000	2,300,000	13,733,000
ST 0055	98th Avenue Bridge	390,000	1,025,000					1,415,000
ST 0057 001	NE 120th Street Roadway Extension (East Section)	556,300	3,085,800					3,642,100
ST 0075	NE 85th Street Utility Conversion	774,700						774,700
ST 0080	Annual Striping Program	300,000	350,000	350,000	350,000	350,000	350,000	2,050,000
ST 0082	Juanita Drive Corridor Study	200,000	80,000					280,000
ST 0083	100th Ave NE Corridor Study	70,000						70,000
ST 8888	Annual Concurrence Street Improvements			482,400	480,000	215,000	852,500	2,029,900
ST 9999	Regional Inter-Agency Coordination	82,000	82,000		82,000	82,000	82,000	492,000
NM 0006 100	Street Levy-Safe School Walk Routes			150,000	150,000	150,000	150,000	600,000
NM 0006 200	Street Levy-Pedestrian Safety	590,000		150,000	150,000	150,000	150,000	1,190,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		70,000		210,000
NM 0024 000	Cross Kirkland Corridor Trail (Interim)	2,158,000	1,239,000					3,397,000
NM 0024 101	Cross Kirkland Corridor Master Plan	350,000	150,000					500,000
NM 0051	Rose Hill Business District Sidewalks	1,156,800	2,985,200					4,142,000
NM 0053	NE 112th Street Sidewalk	291,700						291,700
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
NM 0064 001	Park Lane Pedestrian Corridor Enhancements Phase II	350,000	1,888,900					2,238,900
NM 0073	JEF Non-Motorized Program	75,000	75,000					150,000
NM 0082	6th Street S. Sidewalk	412,000						412,000
NM 0084	South Kirkland TOD/CKC Multi-Modal Connection Ph. 1	246,000	1,054,000					1,300,000
NM 8888	Annual Non-Motorized Program			208,300	605,000	1,043,000	1,043,500	2,899,800
TR 0004 002	Peter Kirk Restroom Renovation	127,400						127,400
TR 0065	6th Street/Kirkland Way Traffic Signal		992,000					992,000
TR 0078	NE 85th St/132nd Ave NE Intersection Improvements	42,000	925,400					967,400
TR 0080	NE 85th St/124th Ave NE Intersection Improvements	31,300	1,223,400					1,254,700
TR 0083	100th Ave NE/NE 132nd Street Intersection Improvements	350,000	350,000	2,501,000				3,201,000
TR 0111 003	Kirkland ITS Implementation Phase IIC	453,000	2,498,000					2,951,000
TR 0113	Citywide Safety & Traffic Flow Improvements	150,600	193,300					343,900
TR 0115	6th Street S./9th Avenue S. Traffic Signal		939,000					939,000
TR 8888	Annual Concurrence Traffic Improvements			475,000	543,000	381,300		1,399,300
	Subtotal 2013-2018 CIP Projects	13,178,300	23,818,000	9,987,200	6,610,000	6,691,300	6,878,000	67,162,800
TR 0056 ⁽¹⁾	NE 85th Street HOV Queue Bypass						841,000	841,000
TR 0082 ⁽¹⁾	Central Way/Park Place Center Traffic Signal			200,000				200,000
TR 0090 ⁽¹⁾	Lake Washington Blvd/NE 38th Place Intersection Improvements					500,000		500,000
TR 0096 ⁽¹⁾	NE 132nd St/124th Ave NE Intersection Improvements						5,713,000	5,713,000
TR 0098 ⁽¹⁾	NE 132nd St/116th Way NE (I-405) Intersection Improvements						300,000	300,000
TR 0103 ⁽¹⁾	Central Way/4th Street Intersection Improvements			31,000				31,000
TR 0104 ⁽¹⁾	6th Street/4th Ave Intersection Improvements			200,000	380,000			580,000
TR 0105 ⁽¹⁾	Central Way/5th Street Intersection Improvements			200,000	364,000			564,000
TR 0106 ⁽¹⁾	6th Street/7th Ave Intersection Improvements					89,400		89,400
TR 0107 ⁽¹⁾	Market Street/15th Ave NE Intersection Improvements					200,000	364,000	564,000
TR 0108 ⁽¹⁾	NE 85th Street/124th Ave NE Intersection Improvements		200,000	500,000	189,000			889,000
	Subtotal Park Place Redevelopment Revenue - Related Projects	-	200,000	1,131,000	933,000	789,400	7,218,000	10,271,400
TR 0109 ⁽²⁾	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements			1,500,000				1,500,000
TR 0110 ⁽²⁾	Totem Lake Plaza/120th Ave NE Intersection Improvements		1,500,000					1,500,000
	Subtotal Totem Lake Mall Redevelopment Revenue - Related Projects	-	1,500,000	1,500,000	-	-	-	3,000,000

SURPLUS (DEFICIT) of Resources

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[^] The transportation capital projects totaling \$67,162,800 for the six-year period 2013-18 constitute the funded portion of the City's six-year transportation capital improvement plan (CIP). Project costs and associated funding beyond 2018 are estimates and do not reflect the City's adopted CIP.

⁽¹⁾ Projects associated with Park Place redevelopment

⁽²⁾ Projects associated with Totem Lake redevelopment

Table CF - 8A
Capital Facilities Plan: Transportation Projects -- 2019-2024

SOURCES OF FUNDS

Revenue Type	Revenue Source	2019	2020	2021	2022	2023	2024	Six-Year Total	Multi-Year Total
Local	Gas Tax	450,000	450,000	450,000	450,000	450,000	450,000	2,700,000	6,310,000
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	3,240,000
Local	Real Estate Excise Tax	900,000	970,000	900,000	970,000	900,000	900,000	5,540,000	14,685,600
Local	Reserves	180,000	180,000	180,000	180,000	180,000	180,000	1,080,000	4,303,600
Local	Road Levy	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	15,600,000	31,633,000
Local	Solid Waste	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000	3,600,000
Local	Surface Water	1,048,700	1,048,700	1,048,700	1,048,700	1,048,700	1,048,700	6,292,200	9,314,300
Local	Impact Fees	391,300	391,300	391,300	391,300	391,300	391,300	2,347,800	4,447,800
External	Grants	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	29,608,500
External	Developer Funded -- Park Place (including Impact Fees)	2,166,400						2,166,400	12,437,800
External	Developer Funded -- Totem Lake (including Impact Fees)			4,000,000				4,000,000	7,000,000
Total Sources		8,806,400	6,710,000	10,640,000	6,710,000	6,640,000	6,640,000	46,146,400	126,580,600

Use of Funds

Funded Projects

Project Number	Project Title	2019	2020	2021	2022	2023	2024	Six-Year Total	Multi-Year Total
ST 0006	Annual Street Preservation Program	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	10,500,000	21,000,000
ST 0006 002	Annual Street Preservation Program-One-time Project								1,469,000
ST 0006 003	Street Levy Street Preservation	2,300,000	2,300,000	2,300,000	2,300,000	2,300,000	2,300,000	13,800,000	27,533,000
ST 0055	98th Avenue Bridge								1,415,000
ST 0057 001	NE 120th Street Roadway Extension (East Section)								3,642,100
ST 0075	NE 85th Street Utility Conversion								774,700
ST 0080	Annual Striping Program	350,000	350,000	350,000	350,000	350,000	350,000	2,100,000	4,150,000
ST 0082	Juanita Drive Corridor Study								280,000
ST 0083	100th Ave NE Corridor Study								70,000
ST 8888	Annual Concurrence Street Improvements		414,000	394,000	414,000	394,000	379,000	2,389,000	4,418,900
ST 9999	Regional Inter-Agency Coordination	82,000	82,000	82,000	82,000	82,000	82,000	492,000	984,000
NM 0006 100	Street Levy-Safe School Walk Routes	150,000	150,000	150,000	150,000	150,000	150,000	900,000	1,500,000
NM 0006 200	Street Levy-Pedestrian Safety	150,000	150,000	150,000	150,000	150,000	150,000	900,000	2,090,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		70,000		210,000	420,000
NM 0024 000	Cross Kirkland Corridor Trail (Interim)								3,397,000
NM 0024 101	Cross Kirkland Corridor Master Plan								500,000
NM 0051	Rose Hill Business District Sidewalks								4,142,000
NM 0053	NE 112th Street Sidewalk								291,700
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	2,400,000
NM 0064 001	Park Lane Pedestrian Corridor Enhancements Phase II								2,238,900
NM 0073	JEF Non-Motorized Program								150,000
NM 0082	6th Street S. Sidewalk								412,000
NM 0084	South Kirkland TOD/CKC Multi-Modal Connection Ph. 1								1,300,000
NM 8888	Annual Non-Motorized Program	800,000	900,000	800,000	900,000	800,000	900,000	5,100,000	7,999,800
TR 0004 002	Peter Kirk Restroom Renovation								127,400
TR 0065	6th Street/Kirkland Way Traffic Signal								992,000
TR 0078	NE 85th St/132nd Ave NE Intersection Improvements								967,400
TR 0080	NE 85th St/124th Ave NE Intersection Improvements								1,254,700
TR 0083	100th Ave NE/NE 132nd Street Intersection Improvements								3,201,000
TR 0111 003	Kirkland ITS Implementation Phase IIC								2,951,000
TR 0113	Citywide Safety & Traffic Flow Improvements								343,900
TR 0115	6th Street S/9th Avenue S. Traffic Signal								939,000
TR 8888	Annual Concurrence Traffic Improvements	394,000	414,000	394,000	414,000	394,000	379,000	2,389,000	3,788,300
Subtotal Future Year Costs		6,640,000	6,710,000	6,640,000	6,710,000	6,640,000	6,640,000	39,980,000	107,142,800
TR 0056 ⁽¹⁾	NE 85th Street HOV Queue Bypass	166,400						166,400	1,007,400
TR 0082 ⁽¹⁾	Central Way/Park Place Center Traffic Signal								200,000
TR 0090 ⁽¹⁾	Lake Washington Blvd/NE 38th Place Intersection Improvements								500,000
TR 0096 ⁽¹⁾	NE 132nd St/124th Ave NE Intersection Improvements	2,000,000						2,000,000	7,713,000
TR 0098 ⁽¹⁾	NE 132nd St/116th Way NE (I-405) Intersection Improvements								300,000
TR 0103 ⁽¹⁾	Central Way/4th Street Intersection Improvements								31,000
TR 0104 ⁽¹⁾	6th Street/4th Ave Intersection Improvements								580,000
TR 0105 ⁽¹⁾	Central Way/5th Street Intersection Improvements								564,000
TR 0106 ⁽¹⁾	6th Street/7th Ave Intersection Improvements								89,400
TR 0107 ⁽¹⁾	Market Street/15th Ave Intersection Improvements								564,000
TR 0108 ⁽¹⁾	NE 85th Street/124th Ave NE Intersection Improvements								889,000
Subtotal Park Place Redevelopment Revenue - Related Projects		2,166,400	-	-	-	-	-	2,166,400	12,437,800
TR 0109 ⁽²⁾	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements			2,000,000				2,000,000	3,500,000
TR 0110 ⁽²⁾	Totem Lake Plaza/120th Ave NE Intersection Improvements			2,000,000				2,000,000	3,500,000
Subtotal Totem Lake Mall Redevelopment Revenue - Related Projects		-	-	4,000,000	-	-	-	4,000,000	7,000,000

SURPLUS (DEFICIT) of Resources

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⁽¹⁾ Projects associated with Park Place redevelopment
⁽²⁾ Projects associated with Totem Lake redevelopment

Table CF - 9
2022 Transportation Projects List (Funded - Unfunded)

Comp Plan ID Number	Project Description	Total Cost ⁽¹⁾	Cip Project Number	Funded in 6-yr CIP	Source Doc ⁽²⁾	Comp Plan Goal	2022 Concurrency Project
NM20-1	Peter Kirk Elementary Sidewalk	\$ 0.5	NM 0034 001	√	C, NM	T-2	
NM20-2	116th Ave NE Nonmotorized Facilities	\$ 3.4	NM 0001		C, NM	T-2	
NM20-3	13th Ave Sidewalk (Phase II)	\$ 0.4	NM 0054		C, NM	T-2	
NM20-4	Crestwoods Park/CKC Ped/Bike Facility	\$ 2.5	NM 0031		C, NM	T-2	
NM20-5	93rd Ave NE Sidewalk	\$ 1.0	NM 0032		C, NM	T-2	
NM20-6	NE 52nd Street Sidewalk	\$ 1.1	NM 0007		C, NM	T-2	
NM20-7	Cross Kirkland Corridor Interim Trail	\$ 3.6	NM 0024	√	C, NM	T-2, T-8	
NM20-8	122nd Avenue NE Sidewalk	\$ 0.9	NM 0055		C, NM	T-2	
NM20-10	NE 100th Street Bike Lane	\$ 1.6	NM 0036		C, NM	T-2	
NM20-11	NE 95th St. Sidewalk (Highlands)	\$ 0.6	NM 0045		C, NM	T-2	
NM20-12	18th Ave West Sidewalk	\$ 2.3	NM 0046		C, NM	T-2	
NM20-13	116th Ave NE Sidewalk (South Rose Hill)	\$ 0.4	NM 0047		C, NM	T-2	
NM20-14	130th Ave NE Sidewalk	\$ 0.8	NM 0037		C, NM	T-2	
NM20-15	NE 90th St. Bicycle/Ped Overpass Across I-405	\$ 3.7	NM 0030		C, NM	T-2	
NM20-16A	NE 90th St Sidewalk (Phase I)	\$ 1.2	NM 0056		C, NM	T-2	
NM20-16B	NE 90th St Sidewalk (Phase II)	\$ 2.6	NM 0026		C, NM	T-2	
NM20-17	NE 60th St Sidewalk	\$ 5.0	NM 0048		C, NM	T-2	
NM20-18	Forbes Valley Pedestrian Facility	\$ 2.0	NM 0041		C, NM	T-2	
NM20-19	NE 126th St NM Facilities	\$ 4.3	NM 0043		C, TL	T-2	
NM20-20	Crosswalk Upgrades (various locations)	\$ 0.2	NM 0012	√	C, NM	T-2	
NM20-21	Annual Pedestrian Improvements (various locations)		various		NM	T-2	
NM20-22	Annual Bicycle Improvements (various locations)		various		NM	T-2	
NM20-23	112th Ave NE Sidewalk	\$ 0.5	NM 0049		C, NM	T-2	
NM20-24	NE 80th St Sidewalk	\$ 0.9	NM 0050		C, NM	T-2	
NM20-25	Rose Hill Business District Sidewalks	\$ 7.9	NM 0051	√	C, NM	T-2	
NM20-26	Kirkland Way Sidewalk	\$ 0.4	NM 0063		C, NM	T-2	
NM20-27	NE 112th St Sidewalk	\$ 0.4	NM 0053	√	C, NM	T-2	
NM20-28	Annual Sidewalk Maintenance Program	\$ 1.2	NM 0057	√	C, NM	T-2	
NM20-29	111th Ave NM/Emergency Access Connection	\$ 2.0	NM 0058		Highlands	T-2	
NM20-30	6th Street S. Sidewalk	\$ 0.3	NM 0059	√	C, NM	T-2	
NM20-32	Park Lane Pedestrian Corridor (Phase II)	\$ 1.3	NM 0064 001	√	C	T-2	
NM20-33	100th Avenue NE Bicycle Lanes	\$ 0.2	NM 0069	√	C	T-2	
NM20-35	Annual Nonmotorized Program	\$ 3.2	NM 8888	√	C	T-2	
NM20-36	NE 104th St Sidewalk	\$ 1.1	NM 0061		C	T-2	
NM20-37	19th Ave Sidewalk	\$ 0.8	NM 0062		C	T-2	
NM20-38	NE 132nd Street Sidewalk	\$ 0.4	NM 0071		C	T-2	
NM20-40	Cross Kirkland Corridor Master Plan	\$ 0.5	NM 0024 101	√	C, NM	T-2, T-8	
NM20-41	NE 132nd Street Sidewalk at Finn Hill Middle School	\$ 0.7	NM 0072		C	T-2	
NM20-42	JEF Non-Motorized Program	\$ 0.2	NM 0073	√	C	T-2	
NM20-43	90th Ave NE Sidewalk	\$ 0.4	NM 0074		C	T-2	
NM20-44	84th Ave NE Sidewalk	\$ 4.1	NM 0075		C	T-2	
NM20-45	NE 140th St Sidewalk - Muir Elem Walk Rt Enhan. Phase 1	\$ 1.1	NM 0076		C	T-2	
NM20-46	NE 140th St Sidewalk - Keller Elem Walk Rt Enhan. - N	\$ 1.2	NM 0077		C	T-2	
NM20-47	NE 140th St Sidewalk - Keller Elem Walk Rt Enhan. - S	\$ 0.7	NM 0078		C	T-2	
NM20-48	NE 140th St Sidewalk - Muir Elem Walk Rt Enhan. Phase 2	\$ 0.6	NM 0079		C	T-2	
NM20-49	Juanita Kingsgate Pedestrian Bridge	\$ 4.5	NM 0080		C, NM	T-2	
NM20-50	South Kirkland TOD/CKC Multi-Modal Connection Phase I	\$ 1.3	NM 0084	√	C, NM	T-2	
NM20-51	CKC to Redmond Central Corridor Regional Connector	\$ 3.7	NM 0081		C, NM	T-2	
NM20-52	6th Street S. Sidewalk	\$ 0.4	NM 0082	√	C, NM	T-2	
NM20-53	7th Avenue S. Sidewalk	\$ 0.3	NM 0083		C, NM	T-2	
NM20-54	South Kirkland TOD/CKC Multi-Modal Connection Phase II	\$ 1.2	NM 0085		C, NM	T-2	
NM20-55	Street Levy - Safe Routes to Schools	\$ 0.6	NM 0006 100	√	C, NM	T-2	
NM20-56	Streets Levy - Pedestrian Safety	\$ 1.2	NM 0006 200	√	C, NM	T-2	
NM20-57	Central Way Pedestrian Enhancements (Phase II South Side)	\$ 0.4	NM 0065	√	C, NM	T-2	
NM20-58	Lakeview School Walk Route	\$ 0.4	NM 0068	√	C, NM	T-2	
NM20-59	Cross Kirkland Corridor Opportunity Fund	\$ 0.5	NM 0024 201		C, NM	T-2	

Subtotal Nonmotorized \$ 82.7

ST20-1	118th Ave NE Roadway Extension	\$ 6.4	ST 0060		C, TL	T-4	
ST20-2	119th Ave NE Roadway Extension	\$ 5.6	ST 0061		C, TL	T-4	
ST20-3	120th Ave NE Roadway Improvements	\$ 9.0	ST 0063		C	T-1, T-4	√
ST20-4	124th Ave NE Roadway Improvements	\$ 10.0	ST 0059		C	T-1, T-4	√
ST20-5	124th Ave NE Roadway Widening Improvements	\$ 30.3	ST 0064		C	T-4	
ST20-6	132nd Ave NE Roadway Improvements	\$ 25.2	ST 0056		C	T-4	
ST20-7	98th Ave NE Bridge Replacement	\$ 10.2	ST 0055	√	C	T-4	
ST20-8	120th Ave NE Roadway Extension	\$ 16.4	ST 0073		TL	T-4	
ST20-9	NE 120th St Roadway Extension (east section)	\$ 6.6	ST 0057 001	√	C	T-1, T-4	√
ST20-10	120th Ave NE/Totem Lake Plaza Roadway Improvements	\$ 3.0	ST 0070		TL	T-4	
ST20-11	NE 130th Street Roadway Extension	\$ 10.0	ST 0062		C	T-4	
ST20-12	NE 120th St Roadway Improvements (west section)	\$ 5.9	ST 0072		TL	T-4	
ST20-13	Annual Street Preservation Program	\$ 10.5	ST 0006	√	C	T-4	
ST20-14	NE 132nd St Rdwy Imprv - Phase I (west section)	\$ 1.4	ST 0077		C, 132	T-4	√
ST20-15	NE 132nd St Rdwy Imprv - Phase II (mid section)	\$ 0.3	ST 0078		C, 132	T-4	√
ST20-16	NE 132nd St Rdwy Imprv - Phase III (east section)	\$ 1.1	ST 0079		C, 132	T-4	√
ST20-17	Annual Striping Program	\$ 2.1	ST 0080	√	C	T-4	
ST20-18	Annual Concurrency Street Improvements	\$ 2.0	ST 8888	√	C	T-4	√
ST20-19	Annual Street Pres Program - One-time Project	\$ 1.1	ST 0006 002	√	C	T-4	
ST20-20	Street Maintenance & Pedestrian Safety	\$ 18.0	ST 0006 003	√	C	T-4	
ST20-21	Totem Lake Area Development Opportunity Program	\$ 0.5	ST 0081		C	T-4	
ST20-22	Juanita Drive Master Plan	\$ 0.3	ST 0082	√	C	T-4	
ST20-23	100th Ave NE Roadway Improvements	\$ 10.0	ST 0083 101		C	T-4	
ST20-24	100th Avenue NE Corridor Study	\$ 0.5	ST 0083 000	√	C	T-4	

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ST20-25	Finn Hill Roadway Emergency Vehicle Access Connections	\$	0.9	ST 0086		C	T-4	
ST20-26	NE 85th Street Utility Undergrounding Conversion	\$	2.7	ST 0075	√	C	T-4	
ST20-27	Regional Inter-Agency Coordination	\$	0.5	ST 9999	√	C	T-4	
ST20-28	Annual Street Preservation Program One Time Capital Purchase	\$	0.5	ST 0006 001	√	C	T-4	
ST20-29	NE 132nd Street Emergency Vehicle Access - Phase I	\$	0.2	ST 0084		C	T-4	

Subtotal Streets \$ 191.2

TR20-1	100th Ave NE/NE 124th St Intersection Improvements	\$	2.2	TR 0084		C	T-4	√
TR20-2	Kirkland Way/CKC Abutment/Intersection Imps	\$	6.9	TR 0067		C	T-4, T-2	
TR20-3	6th Street/Kirkland Way Traffic Signal	\$	0.6	TR 0065		C	T-4	
TR20-4	Totem Lake Blvd/120th Ave NE	\$	2.8	TR 0099		C	T-4	
TR20-5	NE 124th St/I-405 Queue Bypass (EB to SB)	\$	1.7	TR 0057		C	T1 T4 T5	
TR20-6	NE 85th St/120th Ave NE Intersection Improvements	\$	5.3	TR 0088		C	BKR T1 T4	√
TR20-7	NE 85th St/132nd Ave NE Intersection Improvements	\$	1.8	TR 0089		C	BKR T1 T4	
TR20-8	NE 85th St HOV/I-405 Queue Bypass	\$	0.8	TR 0056	Dev	C	T1 T4 T5	√
TR20-9	Lake Wash Blvd/Northup Way Queue Bypass	\$	6.6	TR 0068		C	T-4	
TR20-10.1	NE 116th St/I-405 Queue Bypass	\$	7.3	TR 0072		C	T1 T4 T5	
TR20-10.2	NE 85th St/I-405 Queue Bypass	\$	1.8	TR 0074		C	T1 T4 T5	
TR20-10.3	NE 70th St/I-405 Queue Bypass	\$	1.7	TR 0073		C	T1 T4 T5	
TR20-10.4	NE 124th St/I-405 Queue Bypass (WB to NB)	\$	1.3	TR 0075		C	T1 T4 T5	√
TR20-11.1	Kirkland Ave/Lake Street South					P20	T-4	
TR20-11.2	Lake Street South/2nd Ave South					P20	T-4	
TR20-11.3	Market Street/Central Way					P20	T-4	
TR20-11.4	Market Street/7th Avenue NE					P20	T-4	
TR20-11.5	NE 53rd Street/108th Ave NE					P20	T-4	
TR20-11.6	NE 60th Street/116th Ave NE					P20	T-4	
TR20-11.7	NE 60th Street/132nd Avenue NE					P20	T-4	
TR20-11.8	NE 64th Street/Lake Washington Blvd					P20	T-4	
TR20-11.9	NE 70th Street/120th Avenue NE or 122nd Avenue NE					P20	T-4	
TR20-11.10	NE 80th Street/132nd Avenue NE					P20	T-4	
TR20-11.11	NE 112th Street/124th Avenue NE					P20	T-4	
TR20-11.13	NE 116th Street/124th Avenue NE	\$	1.7	TR 0092		C	T-4	
TR20-11.12	NE 116th Street/118th Avenue NE					P20	T-4	
TR20-11.14	NE 126th Street/132nd Place NE					P20	T-4	
TR20-11.15	NE 128th Street/Totem Lake Blvd					P20	T-4	
TR20-11.16	NE 100th Street/132nd Avenue NE					P20	T-4	
TR20-11.17	Market Street/Forbes Creek Drive					P20	T-4	
TR20-11.18	NE 112th Street/120th Avenue NE					P20	T-4	
TR20-11.19	Totem Lake Blvd/120th Avenue NE					P20	T-4	
TR20-12	NE 70th Street/132nd Ave NE Intersection Imp	\$	4.6	TR 0086		C	T-4	√
TR20-13	Lake Wash Blvd/NE 38th Place Intersection Imp	\$	0.5	TR 0090	Dev	C	T-4	
TR20-14	NE 124th St/124th Ave NE Intersection Imp	\$	3.5	TR 0091		C	T-4	
TR20-15	NE 132nd Street/100th Ave NE Intersection Imp	\$	3.2	TR 0083	√	C	T-4	√
TR20-16	Central Way/Park Place Center Traffic Signal	\$	0.2	TR 0082	Dev	C	T-4	
TR20-17	NE 132nd Street/124th Ave NE Intersection Imp	\$	5.7	TR 0096	Dev	C	T-4	√
TR20-18	NE 132nd Street/116th Way NE Intersection Imp	\$	0.3	TR 0098	Dev	C	T-4	√
TR20-20	Central Way/4th Street Intersection Imp	\$	0.03	TR 0103	Dev	C	T-4	
TR20-21	6th Street/4th Ave Intersection Imp	\$	0.6	TR 0104	Dev	C	T-4	
TR20-22	Central Way/5th Street Intersection Imp	\$	0.6	TR 0105	Dev	C	T-4	
TR20-23	6th Street/7th Ave Intersection Improvements	\$	0.1	TR 0106	Dev	C	T-4	
TR20-24	Market Street/15th Ave Intersection Imp	\$	0.6	TR 0107	Dev	C	T-4	
TR20-25	NE 85th Street/124th Ave NE Intersection Imp	\$	0.9	TR 0108	Dev	C	T-4	
TR20-26	Totem Lake Plaza/Totem Lake Blvd Intersection Imp	\$	1.5	TR 0109	Dev	C	T-4	
TR20-27	NE 132nd St/Juanita HS Access Road Intersection Imp	\$	0.9	TR 0093		C	T-4	
TR20-28	Totem Lake Plaza/120th Ave NE Intersection Imp	\$	1.5	TR 0110	Dev	C	T-4	
TR20-29	NE 132nd St/108th Ave NE Intersection Imp	\$	0.6	TR 0094		C	T-4	
TR20-30	NE 132nd St/Fire Station Access Dr Intersection Imp	\$	0.4	TR 0095		C	T-4	
TR20-31	NE 132nd St/132nd Ave NE Intersection Imp	\$	0.9	TR 0097		C	T-4	
TR20-32	NE 85th Street/132nd Ave NE Intersection Imp (Phase I)	\$	2.2	TR 0078	√	C	T-4	
TR20-33	NE 85th Street/124th Ave NE Intersection Imp	\$	2.0	TR 0080	√	C	T-4	
TR20-34	Annual Concurrence Traffic Improvements	\$	1.4	TR 8888	√	C	T-4	√
TR20-35	Kirkland ITS Improvements - Phase 1	\$	2.0	TR 0111 000	√	C	T-4	
TR20-36	Kirkland ITS Improvements - Phase II	\$	4.1	TR 0111 001		C	T-4	
TR20-37	Peter Kirk Restroom Renovation	\$	0.1	TR 0004 002	√	C	T-4	
TR20-38	Citywide Safety & Traffic Flow Improvements	\$	0.3	TR 0113	√	C	T-4	
TR20-39	6th Street & Central Way Intersection Improvements Phase 2	\$	1.9	TR 0100 100		C	T-4	
TR20-40	Kirkland ITS Improvements - Phase II B	\$	2.6	TR 0111 002		C	T-4	
TR20-41	Kirkland ITS Improvements - Phase II C	\$	2.9	TR 0111 003	√	C	T-4	
TR20-42	Slater Ave NE Traffic Calming - Phase 1	\$	0.3	TR 0114		C	T-4	
TR20-43	6th Street South & 9th Avenue South Traffic Signal	\$	1.0	TR 0115	√	C	T-4	
TR20-44	NE 124th Street/124th Avenue NE Intersection Improvements	\$	1.9	TR 0070	√	C	T-4	
TR20-45	Growth & Transportation Efficiency Center (GTEC) Enhancements	\$	0.7	TR 0102	√	C	T-4	

Subtotal Traffic \$ 92.5

Notes:

- (1) '12 Costs in millions; Funded projects indexed for inflation
- (2) C = CIP, NM = Non-Cap List, P20 = 20 year list, 132 = 132nd Street Masterplan (2008), Highland = Highlands Neighborhood Plan
- DEV Developer Funded

Table CF - 10
2022 Concurrency Transportation Projects List

Comp Plan ID Number	Project Description	Remaining Costs (1)	CIP Project Number	Funded in 6-yr CIP	Source Doc (2)	Comp Plan Goal	2022 Concurrency Project
ST20-3	120th Avenue NE, NE 128th Street to NE 132nd Street	\$ 9.0	ST 0063	No	C	T-1, T-4	√
ST20-4	124th Avenue NE, NE 116th Street to NE 124th Street	\$ 10.0	ST 0059	No	C	T-1, T-4	√
ST20-9	NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE	\$ 5.7	ST 0057-001	Yes	C	T-1, T-4	√
ST20-14	NE 132nd St Rdwy Imprv - Phase I (west section)	\$ 1.4	ST 0077	No	C, 132	T-4	√
ST20-15	NE 132nd St Rdwy Imprv - Phase II (mid section)	\$ 0.3	ST 0078	No	C, 132	T-4	√
ST20-16	NE 132nd St Rdwy Imprv - Phase III (east section)	\$ 1.1	ST 0079	No	C, 132	T-4	√
ST20-18	Annual Concurrency Street Improvements	\$ 4.0	ST 8888	Yes	C	T-4	√
TR20-1	100th Avenue NE / NE 124th Street	\$ 2.2	TR 0084	No	C	T-4	√
TR20-6	NE 85th Street / 120th Avenue NE	\$ 5.3	TR 0088	No	C	BKR, T-1, T-4	√
TR20-8	NE 85th Street and I-405, HOV Queue By-pass east to southbound	\$ 0.8	TR 0056	No	C	T-1, T-4, T-5	√
TR20-10.4	NE 124th Street / I-405 HOV Queue By-pass, westbound to northbound	\$ 1.3	TR 0075	No	C	T-1, T-4, T-5	√
TR20-11.19	Totem Lake Boulevard / 120th Avenue NE.	\$ 1.5	TR 0110	No	C	T-1, T-4, T-5	√
TR20-12	NE 70th Street / 132nd Avenue NE	\$ 4.6	TR 0086	No	C	BKR, T-1, T-4	√
TR20-15	NE 132nd Street / 100th Avenue NE	\$ 3.0	TR 0083	No	C	BKR, T-1, T-4	√
TR20-17	NE 132nd Street / 124 th Avenue NE	\$ 5.7	TR 0096	No	C, 132	T-4	√
TR20-18	NE 132nd Street at 116th Way NE to Totem Lake Blvd / I-405	\$ 0.3	TR 0098	No	C, 132	T-4	√
TR20-34	Annual Concurrency Traffic Improvements	\$ 0.6	TR 8888	Yes	C	T-4	√

CONCURRENCY PROJECT LIST TOTAL (*10 Costs w/o INFLATION) \$ 56.80

Years to attain 2022 network: 2011 -- 2022 = 12 years

AVERAGE ANNUAL CONCURRENCY PROJECT EXPENDITURE \$ 4.73

- Notes:
- (1) Remaining costs with 2010 as "base year"
 - (1) *10 est.; PROJECTS ARE NOT INDEXED FOR INFLATION
 - (2) C = CIP, P20 - 20 year list, 132 = 132nd Street Masterplan (2008)

Table CF - 10B
Capital Facilities Plan: Surface Water Utility Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2013	2014	2015	2016	2017	2018	Six-Year Total
Local	Utility Rates	1,588,000	1,588,000	1,588,000	1,588,000	1,588,000	1,588,000	9,528,000
Local	Reserves	3,087,000	591,400	50,000		50,000		3,778,400
External	Grants	224,200	1,182,700					1,406,900
Total Sources		4,899,200	3,362,100	1,638,000	1,588,000	1,638,000	1,588,000	14,713,300

USES OF FUNDS

Funded Projects

Project Number	Project Title	2013	2014	2015	2016	2017	2018	Six-Year Total
SD 0047	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SD 0048	Cochran Springs / Lake Washington Blvd Crossing Enh.		340,000	667,100	450,000			1,457,100
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh.					688,000	370,700	1,058,700
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls						164,700	164,700
SD 0058	Surface Water Sediment Pond Reclamation Phase II			497,600	238,000			735,600
SD 0059	Totem Lake Boulevard Flood Control Measures	302,800	1,048,000					1,350,800
SD 0067	NE 129th Place/Juanita Creek Rockery Repair			223,300				223,300
SD 0075	Totem Lake Twin 42 Inch Culvert Replacement	3,494,000						3,494,000
SD 0076	NE 141st Street/111th Avenue NE Culvert Repair	181,500						181,500
SD 0077	Goat Hill Storm Drainage Repair		153,700					153,700
SD 0078	Billy Creek Ravine Stabilization Phase II		67,400					67,400
SD 0079	Public Safety Building Stormwater Quality Demonstration	160,000						160,000
SD 0081	Neighborhood Drainage Assistance Program (NDA)	50,000		50,000		50,000		150,000
SD 0082	Kirkland Decant Facility Expansion	75,000	1,193,000					1,268,000
SD 0083	7th Avenue S Storm Main Replacement		240,000					240,000
SD 0085	Cross Kirkland Corridor (CKC) Storm Water Retrofit		120,000					120,000
SD 8888	Annual Streambank Stabilization Program	217,900			350,000	350,000	425,000	1,342,900
SD 9999	Annual Surface Water Infrastructure Replacement Program	218,000			350,000	350,000	427,600	1,345,600
Total Funded Surface Water Utility Projects		4,899,200	3,362,100	1,638,000	1,588,000	1,638,000	1,588,000	14,713,300

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-	-
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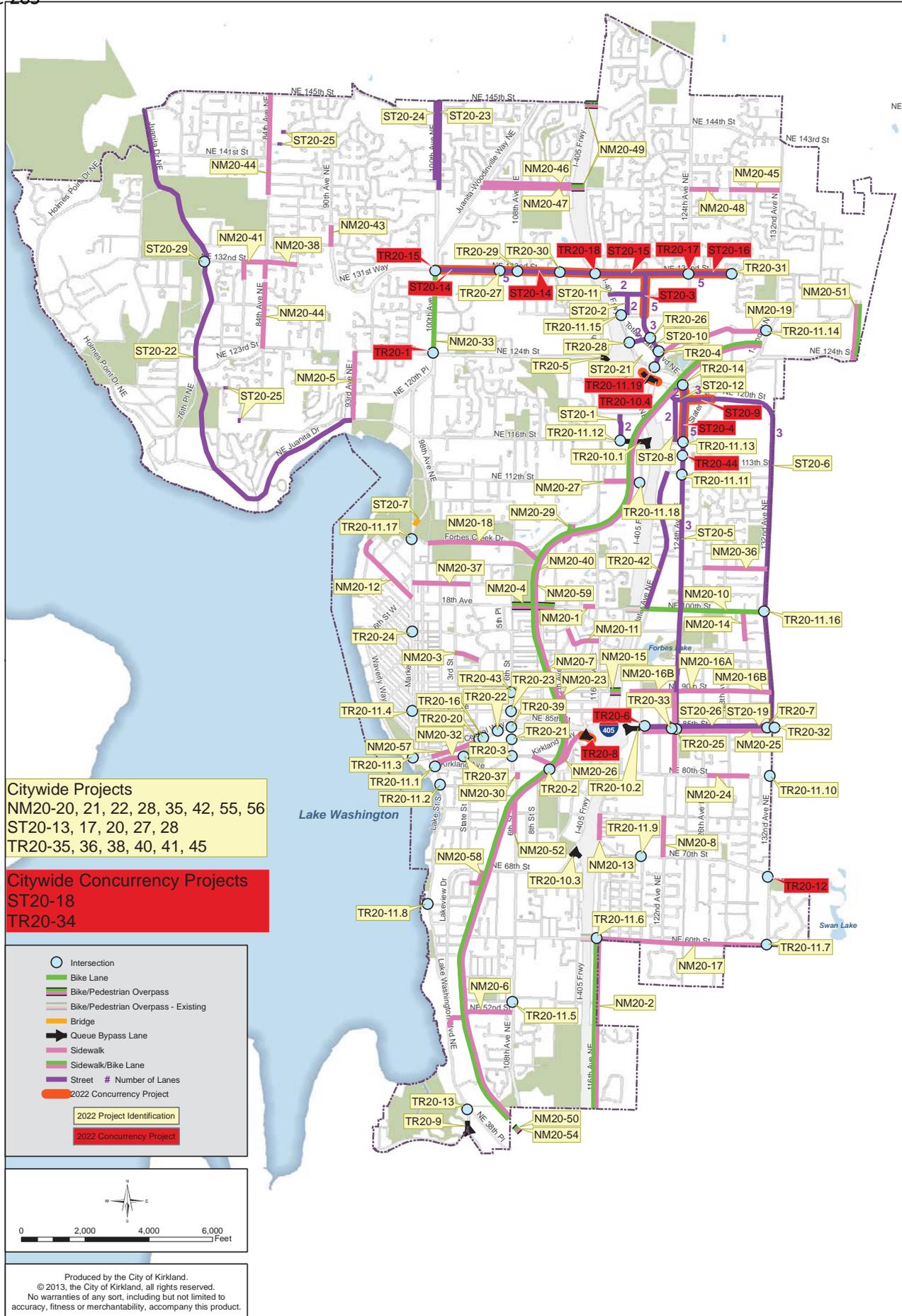


Figure T-6: Transportation Project List Funded/Unfunded

Table T-5

Project Descriptions for the 2022 Transportation Project List (Funded – Unfunded)

Red: changes made prior to October meeting (10/24/13)**Blue: changes made after October meeting (11/19/13)****Non-motorized Improvements****NM20-1** Non-motorized Facilities**Location:** NE 100th Street between 116th Avenue NE and 120 feet west of 114th Avenue NE**Description:** Install sidewalk along south side of NE 100th Street. Funded CIP project NM 0034 001.**NM20-2** Non-motorized Facilities**Location:** 116th Avenue NE (south section) (NE 60th Street to south City limits)**Description:** Widen road to provide a paved five-foot bicycle lane north and southbound. Install pedestrian/equestrian trail along the east side of road. This trail will be separated from the roadway where possible. Partially funded CIP project NM 0001; schedule completion is dependent on grant funding.**NM20-3** Sidewalk**Location:** 13th Avenue, Van Aalst Park to 3rd Street**Description:** Install sidewalk and planter strip along the south side of 13th Avenue. Unfunded CIP project NM 0054.**NM20-4** Pedestrian/Bicycle Facility**Location:** 18th Avenue at Crestwoods Park/NE 100th Street, from 6th Street to 111th Avenue NE at the Cross Kirkland Corridor right-of-way**Description:** Installation of paved path and overpass along the described corridor. Unfunded CIP project NM 0031.**NM20-5** Sidewalk**Location:** 93rd Avenue NE from Juanita Drive to NE 124th Street**Description:** Installation of curb, gutter, sidewalk and planter strip along the east side. Candidate CIP project NM 0032, included as a part of annual non-motorized program NM 8888.**NM20-6** Sidewalk**Location:** NE 52nd Street between approximately Lake Washington Boulevard and 108th Avenue NE

Description: Install curb, gutter and sidewalk along the north side of the street. Improve storm drainage along project alignment. Unfunded CIP project NM 0007.

NM20-7 Non-motorized Facilities

Location: Cross Kirkland Corridor right-of-way, between south and north City limits (formerly the BNSF right-of-way)

Description: 10- to 12-foot-wide two-way bike/pedestrian multi-purpose compacted gravel trail. Funded CIP project NM 0024 000.

NM20-8 Sidewalk

Location: 122nd Avenue NE, between NE 70th Street and NE 75th Street

Description: Install curb, gutter and sidewalk along the east side between NE 70th Street and NE 75th Street, and along the west side between NE 75th Street and NE 80th Street. Unfunded CIP project NM 0055.

NM20-10 Bike Lane

Location: NE 100th Street, Slater Avenue NE to 132nd Avenue NE

Description: Provide markings, minor widening and other improvements to create a bicycle connection from the 100th Street overpass to 132nd Avenue NE. Candidate CIP project NM 0036, included as a part of annual non-motorized program NM 8888.

NM20-11 Sidewalk

Location: NE 95th Street from 112th Avenue NE to 116th Avenue NE

Description: Install curb, gutter, sidewalk and storm drain along north side. Unfunded CIP project NM 0045.

NM20-12 Sidewalk

Location: 18th Avenue West from Market Street to Rose Point Lane

Description: Install curb, gutter, sidewalk and storm drain along roadway. Candidate CIP project NM 0046, included as a part of annual non-motorized program NM 8888.

NM20-13 Sidewalk

Location: 116th Avenue NE from NE 70th Street to NE 75th Street

Description: Installation of curb, gutter, sidewalk and storm drainage along east side of roadway. Unfunded CIP project NM 0047.

NM20-14 Sidewalk

Location: 130th Avenue NE, NE 95th Street to NE 100th Street
Description: Installation of curb, gutter, sidewalk and storm drainage along west side of roadway. Unfunded CIP project NM 0037.

NM20-15 Pedestrian/Bicycle Bridge

Location: NE 90th Street, 116th Avenue NE to Slater Avenue; across I-405

Description: Pedestrian/bicycle bridge approximately 10 feet wide, with approaches on each end. Unfunded CIP project NM 0030.

NM20-16A Sidewalk

Location: NE 90th Street, 124th Avenue NE to 128th Avenue NE (Phase I)

Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0056.

NM20-16B Sidewalk

Location: NE 90th Street, 120th Avenue NE to 124th Avenue NE, and 128th Avenue NE to 132nd Avenue NE (Phase II)

Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0026.

NM20-17 Pathway/Sidewalk

Location: NE 60th Street from 116th Avenue NE to 132nd Avenue NE

Description: Half-street improvements along the north side to include pathway/sidewalk, curb and gutter (where appropriate), storm drainage/conveyance (natural and/or piped) and minor widening; accommodations for equestrians will be reviewed during the design. Unfunded CIP project NM 0048.

NM20-18 Pedestrian Facility

Location: Forbes Creek Drive from Crestwoods Park to Juanita Bay Park

Description: Installation of curb, gutter and sidewalk along the north side of Forbes Creek Drive from approximately 108th Avenue NE to approximately Market Street. Unfunded CIP project NM 0041.

NM20-19 Pedestrian/Bicycle Facility

Location: NE 126th Street/Totem Lake Way from 120th Avenue NE to 132nd Place NE

Description: Installation of paved multi-purpose path and storm drainage along corridor. Candidate CIP project NM 0043, included as a part of annual non-motorized program NM 8888.

- NM20-20** Crosswalk Upgrades
Location: Various locations throughout City
Description: Pedestrian crossing improvements. Projects are combined and funded every two years under CIP project NM 0012.
- NM20-21** Annual Pedestrian Improvements
Location: Various locations throughout City
Description: Continue to prioritize and install pedestrian improvements to meet the adopted level of service.
- NM20-22** Annual Bicycle Improvements
Location: Various locations throughout the City
Description: Continue to prioritize and install bicycle improvements to meet the adopted level of service.
- NM20-23** Sidewalk
Location: 112th Avenue NE from NE 87th Street to NE 90th Street
Description: Installation of curb, gutter, sidewalk and storm drain along west side of roadway. [Unfunded CIP project NM 0049.](#)
- NM20-24** Sidewalk
Location: NE 80th Street from 126th Avenue NE to 130th Avenue NE
Description: Installation of curb, gutter, sidewalk and storm drain along south side of roadway. Candidate CIP project NM 0050, included as a part of annual non-motorized program NM 8888.
- NM20-25** Sidewalk
Location: NE 85th Street between I-405 and 132nd Ave NE
Description: Installation of curb, gutter, sidewalk and storm drain along the roadway. Partially funded CIP project NM 0051.
- NM20-26** Sidewalk
Location: Kirkland Way from 8th Street to Ohde Avenue
Description: Installation of curb, gutter, sidewalk and storm drain along the roadway. Unfunded CIP project NM 0063.

- NM20-27** Sidewalk
Location: NE 112th Street from 117th Place NE to the Cross Kirkland Corridor right of way crossing
Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. [Funded CIP project NM 0053.](#)
- NM20-28** Annual Sidewalk Maintenance Program
Location: Citywide
Description: Repair and replacement of existing sidewalks to provide safe pedestrian travel ways and to maintain the value of the sidewalk infrastructure. Funded CIP project NM 0057.
- NM20-29** Nonmotorized/Emergency Access Connection
Location: 111th Avenue from the Cross Kirkland Corridor right of way north to Forbes Creek Drive
Description: Install paved nonmotorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic. Identified in the Highlands Neighborhood Plan; unfunded CIP project NM 0058.
- NM20-30** Sidewalk
Location: East side of 6th Street from 1st Avenue South to Kirkland Way
Description: Install concrete sidewalk and crossing improvements at Kirkland Avenue. [Funded CIP project NM 0059.](#)
- NM20-32** Pedestrian Enhancements
Location: Park Lane from Lake Street to Peter Kirk Park – Phase II
Description: Repair and replacement of aged and broken sidewalks, curb, gutter and storm drain along this heavily used downtown pedestrian corridor. Existing trees will be reviewed with the objective of improving the overall tree canopy; low impact development standards will be incorporated into the project. [Partially funded CIP project NM 0064 001.](#)
- NM 20-33** Bike Lanes
Location: 100th Avenue from NE 124th Street to NE 132nd Street
Description: Install bicycle lanes. Restripe and narrow existing auto lanes. [Funded CIP project NM 0069.](#)
- NM 20-35** Annual Non-Motorized Program
Location: City wide
Description: Install up to various funding levels in 2013, 2014, 2015, 2016 any number of funded or unfunded CIP projects based on the active transportation plan criteria. [Funded CIP project NM 8888.](#)

- NM 20-36** Sidewalk
Location: NE 104th Street between 126th Avenue NE and 132nd Avenue NE
Description: Install curb, gutter, sidewalk and storm drainage along roadway to improve existing Mark Twain Elementary School walk route. Unfunded CIP project NM 0061.
- NM 20-37** Sidewalk
Location: 19th Avenue from Market Street to 4th Street
Description: Install curb, gutter, sidewalk and storm drainage along south side of road to improve existing walk route to Kirkland Jr. High School. Unfunded CIP project NM 0062.
- NM 20-38** Sidewalk
Location: NE 132nd Street from 84th Avenue NE to 87th Avenue NE
Description: Install curb, gutter, sidewalk and planter strip along NE 132nd Street that currently does not have a sidewalk. ADA compliant wheelchair ramps will be installed at crosswalk locations. Unfunded CIP project NM 0071 as grant funding is sought.
- NM 20-40** Non-motorized Facilities
Location: Cross Kirkland Corridor right-of-way, between south and north City limits (formerly the BNSF right-of-way")
Description: A Master Plan to develop the Cross Kirkland Corridor as a public asset for future transportation purposes. Development of the corridor is envisioned to include facilities for pedestrians and bicycles, and in the future, transit. **Funded CIP Project CNM 0024 101.**
- NM 20-41** Non-motorized Facilities
Location: NE 132nd Street from 82nd Avenue NE to 84th Avenue NE
Description: Install curb, gutter and sidewalk along south side of NE 132nd Street and west side of 84th Ave NE to complete missing links between Carl Sandberg Elementary and Finn Hill Middle School. Unfunded CIP Project CNM 0072.
- N20-42** Non-motorized Facilities
Location: City-wide
Description: Establishing a new neighborhoods-based project for minor transportation related improvements throughout the City. Funded CIP project NM 0073.
- NM20-43** Non-motorized Facilities
Location: 90th Avenue NE from NE 134th Street north to NE 138th Street

Description: Construct curb, gutter and sidewalk along west side of 90th Avenue NE from NE 134th Street to the north; [to be coordinated with redevelopment activities](#). Unfunded CIP project NM 0074.

NM20-44 Non-motorized Facilities

Location: 84th Avenue NE from NE 145th Street to **Finn Hill Jr. High, and NE 128th Street to NE 124th Street**

Description: Construct curb, gutter and sidewalk along the west side of 84th Avenue NE between NE 145th Street to Finn Hill Junior High School, and along west side of 84th Avenue Ne between NE 128th Street and NE 124th Street. Unfunded CIP project CNM 0075.

NM20-45 Non-motorized Facilities

Location: NE 140th Street between 127th Place NE and 132nd Avenue NE

Description: Construct curb, gutter and sidewalk along south side of NE 140th Street between 127th Place NE and 132nd Avenue NE. Unfunded CIP project NM 0076.

NM20-46 Non-motorized Facilities

Location: North side of NE 140th Street from Juanita-Woodinville Way to 113th Avenue NE

Description: Construct curb, gutter and sidewalk along north side of NE 140th Street from Juanita-Woodinville Way to 113th Avenue NE. Unfunded CIP project NM 0077.

NM20-47 Non-motorized Facilities

Location: South side of NE 140th Street from Juanita-Woodinville Way to 113th Avenue NE

Description: Construct curb, gutter and sidewalk along south -side of NE 140th Street between Juanita-Woodinville Way and 113th Avenue NE. Unfunded CIP project NM 0078.

NM20-48 Non-motorized Facilities

Location: NE 140th Street between 124th Avenue NE and 127th Place NE

Description: Construct curb, gutter and sidewalk along south side of NE 140th Street between 124th Avenue NE and 127th Place NE. Unfunded CIP project NM 0079.

NM20-49 Non-motorized Facilities

Location: Across I-405 at NE 140th Street or NE 145th Street

Description: Bridge to provide non-motorized connection across I-405 with other wooded trail enhancements and roadway infrastructure improvements. Unfunded CIP project NM 0080.

NM20-50 Non-motorized Facilities

Location: South Kirkland Park and Ride

Description: A first-phase project to study, design and construct elevator and stair tower and covered pedestrian bridge between the new parking garage at the South Kirkland Transit Center and the Cross Kirkland Corridor. Funded CIP project NM 0084.

NM20-51 Non-motorized Facilities

Location: Willows Rd NE from NE 124th St to 139th Ave NE

Description: Install new sidewalk, curb ramps, and additional roadway paving to provide 10' wide bicycle lanes on each side of street, along with a separate ADA compliant pedestrian route to connect the Redmond Central Connector to the Cross Kirkland Corridor. Unfunded CIP project NM 0081.

NM20-52 Non-motorized Facilities

Location: 5th Place south to approximately 519 6th Street South

Description: Sidewalk along the west side of 6th Street South between the CKC and the existing sidewalk adjacent to 519 6th Street South. Funded CIP project NM 0082.

NM20-54 Non-motorized Facilities

Location: South Kirkland Park and Ride

Description: A second-phase project to design and construct an ADA compliant/elevator component for the stair tower and covered pedestrian bridge between the new parking garage at the South Kirkland Transit Center and the Cross Kirkland Corridor. Unfunded CIP project NM 0085.

NM20-55 Non-motorized Facilities

Location: City-wide

Description: Build safe walk routes near Kirkland elementary and middle schools. Funded CIP project NM 0006 100.

NM20-56 Non-motorized Facilities

Location: City-wide

Description: Upgrading and addition of up to 50 Rapid Flashing Beacons, approximately 500 new ADA ramps, restriping of crosswalks, expansion of pedestrian and bicycle routes, and installation of traffic control devices. Funded CIP project NM 0006 200.

NM20-57 Non-motorized Facilities

Location: Central Way at Lake Street, Main Street, and approximately 4th Street

Description: Provide design and construction of pedestrian “bump-outs” at key crosswalks along Central Way (Phase II south side). Funded CIP project NM 0065.

NM20-58 Non-motorized Facilities**Location:** NE 67th Street/104th Avenue NE, NE 68th Street/104th Ave NE, and mid-block NE 68th Street**Description:** Install sidewalk along Lakeview School walk route, solar powered flashing system, and RFB crosswalk. Funded CIP project NM 0068.**NM20-59** Non-motorized Facilities**Location:** Cross Kirkland Corridor**Description:** For development/acquisition related costs related to implementation of Cross Kirkland Corridor Master Plan. Unfunded CIP project NM 0024 201.**Street Improvements****ST20-1** New Street**Location:** 118th Avenue NE, NE 116th Street to NE 118th Street**Description:** Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0060.**ST20-2** New Street**Location:** 119th Avenue NE, NE 128th Street to NE 130th Street**Description:** Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0061.**ST20-3** Street Widening**Location:** 120th Avenue NE, NE 128th Street to NE 132nd Street**Description:** Reconstruct from the existing three-lane section to five lanes with sidewalks. Candidate CIP project ST 0063, included as a part of the annual concurrency street improvements ST 8888.**ST20-4** Street Widening**Location:** 124th Avenue NE, NE 116th Street to NE 124th Street**Description:** Widen to five lanes, from existing three lanes with sidewalks. Candidate CIP project ST 0059; design began in 2007 however completion is dependent upon grant funding included as a part of the annual concurrency street improvements ST 8888.**ST20-5** Street Widening**Location:** 124th Avenue NE, NE 85th Street to NE 116th Street

Description: Widen to three lanes with a center two-way left turn lane (including landscaped center median islands where possible) and 2 travel-lanes, construct bicycle lanes, curb and gutter, sidewalk, storm drainage and landscaping. Unfunded CIP project ST 0064.

ST20-6 Street Widening

Location: 132nd Avenue NE / NE 85th Street to NE 120th Street

Description: Widen to three lanes with bike lanes, sidewalks, curb and gutter, landscaping and storm drainage improvements. Unfunded CIP project ST 0056.

ST20-7 Bridge **Project**

Location: 98th Avenue NE at Forbes Creek

Description: Reconstruct bridge across Forbes Creek from Market Street into Juanita area in order to meet current seismic requirements. **Funded** CIP project ST 0055.

ST20-8 New Street

Location: 120th Avenue NE from NE 116th Street to Eastside Rail Corridor crossing

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0073.

ST20-9 New Street

Location: NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. **Funded CIP project ST 0057-001 due to receipt of federal STP grant.**

ST20-10 Street Improvements

Location: 120th Avenue NE, from Totem Lake Boulevard to NE 128th Street and Totem Lake Plaza

Description: Install various traffic calming measures, on-street parking, pedestrian and landscape improvements. Unfunded CIP ST 0070.

ST20-11 New Street

Location: NE 130th Street, Totem Lake Boulevard to 120th Avenue NE

Description: Extend two-lane roadway including nonmotorized facilities, storm drainage and landscaping. Unfunded CIP project ST 0062.

- ST20-12** New Street
Location: NE 120th Street (west section) from 124th Avenue NE to Cross Kirkland Corridor crossing
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0072.
- ST20-13** Annual Street Preservation Program
Location: Various sites throughout the City based on Pavement Management Program
Description: Patch and overlay existing streets to provide safe travel ways and maintain the value of the street infrastructure. Funded CIP project ST 0006.
- ST20-14** Street Widening
Location: NE 132nd Street from 100th Avenue NE to the WSDOT interchange
Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ST 0077.
- ST20-15** Street Widening
Location: NE 132nd Street from WSDOT Interchange to 124th Avenue NE
Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ST 0078.
- ST20-16** Street Widening
Location: NE 132nd Street from 124th Avenue NE to 132nd Avenue NE
Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ST0079.
- ST20-17** Street Improvements
Location: Annual Striping Program
Description: Annual program to maintain markings that identify travel lanes and other guidance markings for auto, pedestrian, bicycle, transit and other forms of transportation. The program will result in restriping of more than 30 miles of collector and arterial streets throughout the City. Funded CIP project ST 0080.
- ST20-18** Annual Concurrency Street Improvements
Location: City-wide

Description: This project provides for the construction and re-construction of city roadways to meet concurrency needs to help the City attain the 2022 level of service standards established in the Comprehensive Plan. Candidate projects under this annual program are identified above and include other improvements, as deemed appropriate. Funded CIP project ST 8888.

ST20-19 Annual Street Preservation Program – One Time Project

Location: NE 85th Street

Description: The overlay of NE 85th Street coincident with intersection, roadway and other improvements associated with CIP projects NM 0051, ST 0075, TR 0078, and TR 0080. Funds became available through the State Department of Transportation (WSDOT) as a result of the recent jurisdictional transfer of SR908 from the WSDOT to the City of Kirkland. Funded CIP project ST 0006-002.

ST 20-20 Street Maintenance and Pedestrian Safety

Location: City-wide

Description: Voter approved levy funded annual project to meet City Council goals for dependable infrastructure, balanced transportation, neighborhoods, public safety, and financial stability. Funded CIP project ST 0006 003.

ST 20-21 Street

Location: Totem Lake

Description: Establishing a new project in anticipation of development opportunities funded through grants that may require a City matching portion. Unfunded CIP project ST 0081.

ST 20-22 Street

Location: Juanita Drive Corridor

Description: Corridor study to guide future capital improvement construction phases for Juanita Drive. Funded CIP project ST 0082.

ST20-23 Street Improvements

Location: 100th Avenue NE from NE 139th Street to NE 145th Street

Description: Widen existing roadway to improve current 5-lane to 2-lane transition. Unfunded CIP project ST 0083 101.

ST20-24 Street

Location: NE 132nd Street to NE 145th Street

Description: Corridor study to guide future capital improvement construction for 100th Avenue NE. Funded CIP project ST 0083.

ST20-25 Emergency Vehicle Access

Location: Four Finn Hill Neighborhood locations, including: 8500 NE 143rd Street, 8400 NE 142nd Street, 8000 NE 120th Street and 8200 NE 117th Street.

Description: Install retractable bollards at four locations within the Finn Hill Neighborhood to replace existing Type III roadway barricades. Unfunded CIP project ST 0086.

ST20-26 Street Improvements

Location: 120th Avenue NE to NE 132nd Avenue NE

Description: The conversion of all overhead utilities (power, telephone, cable, fiber, etc.) to an underground system along NE 85th Street, between 120th Ave NE and 128th Ave NE, together with the installation of conduit only (for future conversion of all overhead utilities) between 128th Ave NE and 132nd Ave NE. Partially funded CIP project ST 0075.

ST20-27 Street Improvements

Location: City-wide

Description: City coordination for regional projects. Funded CIP project ST 9999.

ST20-28 Street Improvements

Location: City-wide

Description: Purchase of street maintenance asphalt milling machine. Funded CIP project ST 0006 001.

ST20-29 Street Improvements

Location: NE 132nd from Juanita Drive NE to 72nd Avenue NE

Description: Preliminary engineering for emergency vehicle access, including new traffic signal, retaining walls, storm drainage system and emergency access bollards. Unfunded CIP project ST 0084.

Intersection Improvements**TR20-1** Traffic Signal

Location: 100th Avenue NE/NE 124th Street

Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Unfunded CIP project TR 0084.

TR20-2 Intersection Improvements

Location: Kirkland Way/Eastside Rail Corridor Abutment/Intersection Improvements

Description: New railroad undercrossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. Unfunded CIP project TR 0067.

TR20-3 Traffic Signal

Location: 6th Street/Kirkland Way

Description: Construct a new signal at this intersection. The project will include controlled pedestrian crosswalks. Funded CIP project TR 0065.

TR20-4 Intersection Improvements

Location: Totem Lake Way / 120th Avenue NE

Description: Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem Lake Mall which will be required to install the traffic signal as part of SEPA mitigation. Unfunded CIP project TR 0099.

TR20-5 HOV Queue Bypass

Location: NE 124th Street and I-405, east to southbound

Description: Construct an additional lane and signal improvements to allow connection from NE 124th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0057.

TR20-6 Intersection Improvements

Location: NE 85th Street/120th Avenue NE

Description: Project will add one northbound right-turn lane and one new westbound and one new eastbound travel lane on NE 85th Street. Candidate CIP project TR 0088, included as a part of the annual concurrency traffic improvements TR 8888.

TR20-7 Intersection Improvements

Location: NE 85th Street/132nd Avenue NE

Description: Project will add one new westbound and one new eastbound travel lane on NE 85th Street. Unfunded CIP project TR 0089.

TR20-8 HOV Queue Bypass

Location: NE 85th Street and I-405, east to southbound

Description: Construct an additional lane and signal improvements to allow connection from NE 85th Street to the HOV lane on the southbound freeway access ramp. [Developer funded](#) project TR 0056.

TR20-9 HOV Queue Bypass

Location: Lake Washington Boulevard at Northup Way

Description: Add southbound Lake Washington Boulevard queue bypass lane from Cochran Springs to westbound SR 520. Unfunded CIP project TR 0068.

TR20-10 Queue Bypass and HOV Facilities

Location: Various as identified

Description: Intersection improvements or HOV lanes that are not included in other projects as follows:

1. NE 116th Street/I-405 queue bypass eastbound to southbound (unfunded CIP project TR 0072)
2. NE 85th Street/I-405 queue bypass westbound to northbound (unfunded CIP project TR 0074)
3. NE 70th Street/I-405 queue bypass eastbound to southbound (unfunded CIP project TR 0073)
4. NE 124th Street/I-405 westbound to northbound (unfunded CIP project TR 0075)

TR20-11 Intersection Improvements

Location: Various as identified

Description: **Unfunded**, new signals or signal improvements that are not included in other projects are as follows:

1. Kirkland Avenue/Lake Street South
2. Lake Street South/2nd Avenue South
3. Market Street/Central Way
4. Market Street/7th Avenue NE
5. NE 53rd Street/108th Avenue NE
6. NE 60th Street/116th Avenue NE
7. NE 60th Street/132nd Avenue NE
8. NE 64th Street/Lake Washington Boulevard
9. NE 70th Street/120th Avenue NE or 122nd Avenue NE
10. NE 80th Street/132nd Avenue NE
11. NE 112th Street/124th Avenue NE
12. NE 116th Street/118th Avenue NE

13. NE 116th Street/124th Avenue NE (northbound dual left turn) (TR 0092)
14. NE 126th Street/132nd Place NE
15. NE 128th Street/Totem Lake Boulevard
16. NE 100th Street/132nd Avenue NE
17. Market Street / Forbes Creek Drive
18. NE 112th Street/120th Avenue NE
19. Totem Lake Boulevard/120th Avenue NE

TR20-12 Intersection Improvements**Location:** NE 70th Street/132nd Avenue NE**Description:** Install westbound and northbound right-turn lanes. Candidate CIP project TR 0086, included as a part of the annual concurrency traffic improvements TR 8888.**TR20-13** Intersection Improvements**Location:** Lake Washington Boulevard at NE 38th Place**Description:** Install upgrades to the existing signalized intersection including one additional northbound Lake Washington Boulevard travel lane through the intersection. Replace all existing pedestrian facilities and consolidate commercial driveways where feasible. [Developer funded](#) project TR 0090.**TR20-14** Intersection Improvements**Location:** 124th Avenue NE at NE 124th Street - Phase III**Description:** Install improvements on the north leg of this intersection. Candidate CIP project TR 0091; included as a part of the annual concurrency traffic improvements, TR 8888.**TR20-15** Intersection Improvements**Location:** 100th Avenue NE/NE 132nd Street**Description:** Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left-turn lane. [Partially funded](#) CIP project TR 0083, included as a part of the annual concurrency traffic improvements TR 8888.**TR20-16** Traffic Signal**Location:** Central Way & Park Place entrance (between 4th St and 5th St)**Description:** Install traffic signal to minimize traffic conflict, improve safety and traffic operation; in addition to these vehicular improvements, existing un-signalized crosswalks at 5th St and 4th St will be

eliminated. It is anticipated that the design and construction timing is concurrent with the development of Park Place which will be required to install the traffic signal as part of SEPA mitigation. [Developer funded](#) project TR 0082.

TR20-17 Intersection Improvements**Location:** NE 132nd Street/124th Avenue NE**Description:** Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg to match west leg, widen and restripe north leg for 1,000 feet to provide 2 northbound through lanes with 1 southbound left turn lane and 1 southbound through/right turn lane. Restripe south leg to match north leg; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. [Developer funded](#) project TR 0096.**TR20-18** Intersection Improvements**Location:** NE 132nd Street at 116th Way NE to Totem Lake Blvd / I-405**Description:** Coordination of City ROW and intersection improvements in association with the WSDOT's Half-Diamond Interchange at NE 132nd Street and I-405 as recommended in the NE 132nd Street Master Plan. [Developer funded](#) project TR 0098.**TR20-20** Intersection Improvements**Location:** Central Way/4th Street**Description:** Extend two-way-left turn by moving crosswalk to Park Place Signal. [Developer funded](#) project TR 0103.**TR20-21** Intersection Improvements**Location:** 6th Street S/4th Avenue**Description:** Dual eastbound left turn, with widening on 6th Street. [Developer funded](#) project TR 0104.**TR20-22** Intersection Improvements**Location:** Central Way/5th Street**Description:** Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. [Developer funded](#) project TR 0105.**TR20-23** Intersection Improvements**Location:** 6th Street / 7th Avenue**Description:** Add left turn lanes on northbound and southbound approaches. [Developer funded](#) project TR 0106.**TR20-24** Intersection Improvements

Location: Market Street / 15th Avenue

Description: Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. [Developer funded](#) project TR 0107.

TR20-25 Intersection Improvements

Location: NE 85th Street / 124th Avenue NE

Description: Add northbound right-turn-only pocket. [Developer funded](#) project TR 0108.

TR20-26 Intersection Improvements

Location: Totem Lake Plaza/Totem Lake Blvd

Description: Install traffic signal and associated roadway improvements between Totem Lake Boulevard and NE 120th Avenue NE to minimize traffic conflict, improve safety and traffic operations through the Totem Lake Mall. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the improvements as part of SEPA mitigation. [Developer funded](#) project TR 0109.

TR20-27 Intersection Improvements

Location: NE 132nd St/ Juanita High School

Description: Construct a 250 foot eastbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0093.

TR20-28 Intersection Improvements

Location: Totem Lake Plaza/120th Ave NE Intersection Improvements

Description: Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the traffic signal as part of SEPA mitigation. [Developer funded](#) project TR 0110.

TR20-29 Intersection Improvements

Location: NE 132nd Street / 108th Avenue NE

Description: Construct a 250 foot westbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0094.

TR20-30 Intersection Improvements

Location: NE 132nd Street / Fire Station Access

Description: Modify existing signal to include pedestrian actuated option, as recommended in the NE 132nd Street Master Plan, to aid in helping the corridor with capacity issues in anticipation of the

WSDOT Half-Diamond interchange at I-405 and NE 132nd Street and Totem Lake redevelopment. Unfunded CIP project TR 0095.

TR20-31 Intersection Improvements

Location: NE 132nd St/132nd Ave NE

Description: Extend the eastbound left turn and right turn lanes to 500 feet; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0097.

TR20-32 Intersection Improvements

Location: Intersection of NE 85th Street and 132nd Avenue NE

Description: Extend the southbound to eastbound left-turn lane pocket and construct a northbound to eastbound right turn lane. Funded CIP project TR 0078.

TR20-33 Intersection Improvements

Location: Intersection of NE 85th Street and 124th Avenue NE

Description: Construct two eastbound to northbound left-turn lanes as part of a Sound Transit Route 540 corridor improvement. Provide bike lane, planter strip and new sidewalk. Funded CIP project TR 0080.

TR20-34 Annual Concurrency Traffic Improvements

Location: City-wide

Description: This project provides for the construction and re-construction of traffic signals and/or intersections to meet concurrency needs to help the City attain the 2022 level of service standards established in the Comprehensive Plan. Candidate projects under this annual program are identified above and include other improvements, as deemed appropriate. Funded CIP project TR 8888.

TR20-35 Kirkland ITS Improvements – Phase I

Location: City-wide

Description: Design and build Intelligent Transportation System (ITS) along Central Way-NE 85th Street and Lake Washington Blvd-Market St-98th/100th Ave NE. Funded CIP Project TR 0111 000.

TR20-36 Kirkland ITS Improvements – Phase II

Location: City-wide

Description: The incorporation of Intelligent Transportation System (ITS) needs, as identified in the Kirkland Intelligent Transportation System (KITS) Plan approved by Council in 2008. ITS measures will be employed to upgrade current signal equipment, connect signals and ITS field locations with a new central operations management location. Unfunded CIP Project TR 0111 001.

TR20-37 Peter Kirk (Transit Center) Restroom Renovation**Location:** Peter Kirk Park - 3rd Street**Description:** A restoration of the interior of the existing public restroom. Funded CIP project TR 0004 002.**TR20-38** Kirkland Citywide Safety and Traffic Flow Improvements**Location:** Citywide**Description:** Improvements to safety and traffic flow on Kirkland's main arterial corridors through signal timing optimization, signal interconnection enhancements and communication improvements. The Project will also enhance signal interconnection and improve communication with the NE 124th Street ITS corridor. Funded CIP project TR 0113 000.**TR20-39** 6th Street & Central Way Intersection Improvements Phase 2**Location:** 6th Street & Central Way**Description:** New signature "Gateway" to the Central Downtown area of Kirkland, and frontage improvements on 6th Street, additional travel lanes, a bicycle lane, and pedestrian improvements. Unfunded CIP project TR 0100 100.**TR20-40** Kirkland ITS Phase IIB**Location:** NE 132nd Street, 120th Avenue/124th Avenue NE in Totem Lake**Description:** Intelligent Transportation System improvements at 9 signals to connect these corridors to the Phase I ITS project and to the City's Traffic Management Center. Unfunded CIP project TR 0111 002.**TR20-41** Kirkland ITS Phase IIC**Location:** NE 132nd Street, 120th Avenue/124th Avenue NE in Totem Lake**Description:** Intelligent Transportation System improvements at 15 signals to connect these corridors to the Phase 1 ITS project and to the City's Traffic Management Center. Funded CIP project TR 0111 003.**TR20-42** Slater Avenue NE Traffic Calming Phase 1**Location:** Slater Avenue from 100th Street NE to NE 112th Street**Description:** Traffic calming measures along Slater Avenue, including traffic circles, curb bulbs, and a mid-block raised crosswalk. Activated emergency vehicle beacon may also be installed, if further study deems it necessary. Unfunded CIP project TR 0114.**TR20-43** Traffic Improvements**Location:** 6th Street South and 9th Avenue South**Definition:** Install new traffic signal, channelization, and pedestrian crossings at intersection. Funded CIP project TR 0115.

TR20-44 Traffic Improvements

Location: Intersection of NE 124th Street & 124th Avenue NE

Definition: Install intersection improvements in channelization. Funded CIP project TR 0070.

TR20-45 Traffic Improvements

Location: City-wide

Definition: Growth and Transportation Efficiency Center (GTEC) enhancements. Funded CIP project TR 0102.

PUBLICATION SUMMARY
OF ORDINANCE O-4428

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM13-01249.

SECTION 1. Amends the Comprehensive Plan Figures and Tables, Ordinance 3481, as amended, by an attached Exhibit A which is incorporated by reference.

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Establishes that this ordinance, to the extent it is subject to disapproval jurisdiction, will be effective within the disapproval jurisdiction of the Houghton Community Council Municipal Corporation upon approval by the Houghton Community Council or the failure of said Community Council to disapprove this ordinance within 60 days of the date of the passage of this ordinance.

SECTION 4. Authorizes the 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 December 23, 2013.

SECTION 5. Directs the City Clerk to certify and forward a complete certified copy of this ordinance to the King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2013.

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

City Clerk



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

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: December 3, 2013

Subject: Appointing Planning Commission Interview Selection Committee

RECOMMENDATION:

That the City Council appoints three members to an Interview Selection Committee for the current Planning Commission vacancy created by Councilmember-Elect Jay Arnold's resignation from the Planning Commission. The deadline for applications is December 5, 2013 and a special meeting to conduct the interviews has been scheduled for January 15, 2013. The Committee will need to meet in the next ten days to make their recommendation.

BACKGROUND DISCUSSION:

The Council adopted Resolution 4911 at their March 6, 2012 meeting, which updated Council's procedures and reduced the maximum number of applicants to be interviewed per vacancy to three. The Council rules state that the Interview Selection Committee will be determined by random selection of current Councilmembers. The Committee's recommendation on which three applicants to interview for the Planning Commission vacancy will be brought back to the full Council for approval at the January 7, 2014 regular meeting.

The Mayor and Deputy Mayor recommend that the full Council consider inviting Councilmember-Elect Jay Arnold to attend the meeting of the Interview Selection Committee in December due to his background and experience on the Planning Commission.



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

MEMORANDUM

To: Kurt Triplett, City Manager
From: Marilynne Beard, Deputy City Manager
Date: November 26, 2013
Subject: CITY COUNCIL COMMITTEE ASSIGNMENTS

RECOMMENDATION:

City Council receives a list of current committee appointments.

BACKGROUND DISCUSSION:

Deputy Mayor Marchione asked that a current list of City Council appointments to Council Committees and regional committees be provided to the City Council to begin the 2014 Council Committee assignment process. Current (2013) committee assignments are attached for internal Council committees and for regional committees where the City Council appoints the City's representative. Recent appointments approved by the Sound Cities Association for regional committees (for 2014) are also attached for reference.

The Deputy Mayor will be asking for Council members to identify which committees they would like to participate on and to identify their top priorities for regional and council committees by the first Council meeting in January. A form will be distributed electronically to the City Council members serving in 2014.

Cc: Jay Arnold, Councilmember Elect

COUNCIL COMMITTEES

Committee/Topic Areas	Primary Staff	Current Members
Finance and Administration -Finance and budget -Utility rates -Human Resources and Performance Management -Technology -Public Records -Council Policies and Procedures	Tracey Dunlap	Amy Walen, Chair Joan McBride Doreen Marchione
Public Safety -Police -Fire and Emergency Medical Services -Municipal Court -Emergency Management -Code Enforcement	Marilynne Beard	Penny Sweet (Chair) Dave Asher Toby Nixon
Legislative -State and federal legislative agenda and monitoring -Liaison with state and federal elected officials	Lorrie McKay	Joan McBride (Chair) Dave Asher Doreen Marchione
Planning and Economic Development -Business retention and recruitment -Business Roundtable -Tourism -Events -Development services (permitting) -Long range planning -Housing	Eric Shields/Ellen Miller-Wolfe	Doreen Marchione (Chair) Amy Walen Penny Sweet
Public Works, Parks and Human Services -Public Works operations and CIP -Parks Operations and CIP -Parks planning -Environment -Utilities -Facilities and fleet -Human Services	Pam Bissonette/Jenny Schroder	Doreen Marchione (Chair) Joan McBride Dave Asher
Tourism Development Committee (formerly Lodging Tax Advisory Committee) -Review of proposed uses of lodging tax revenue -Review of lodging tax grant applications for outside agencies	Ellen Miller-Wolfe	Toby Nixon (Chair)
City/School District Coordinating Committee -City/School District policy and project coordination	Kurt Triplett	Joan McBride Shelley Kloba
Disability Board -LEOFF I (Law Enforcement Officer and Fire Fighter retirement system prior to 1977) -Medical claims and payment review -Disability leaves http://www.kirklandwa.gov/depart/Human Resources/LEOFF.htm	Betsy Reali	Joan McBride Penny Sweet

COUNCIL-APPOINTED REGIONAL COMMITTEES

Committee/Topic Areas	Primary Staff	Current Council Appointment
Cascade Water Alliance -Long range water resource planning -Member rates -Water quality and conservation initiatives -Water system capital improvements http://cascadewater.org/	Juliana Elsom	Penny Sweet Doreen Marchione (Alt.)
Eastside Transportation Partnership -Coordination and prioritization of eastside transportation plans and projects http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/Transportation%20Boards/EastsideTransportation_Partnership.aspx	Dave Godfrey	Dave Asher Amy Walen Joan McBride (Alt.)
Metropolitan Solid Waste Advisory Committee -Solid waste management planning -Comprehensive Solid Waste Management Plan -Interlocal agreements http://your.kingcounty.gov/solidwaste/about/mswmac.asp	John MacGillivray	Joan McBride
Water Resource Inventory Area (WRIA 8) -Watershed preservation -Salmon recovery and preservation http://www.govlink.org/watersheds/8/activities-partners/default.aspx	Jenny Gaus	Joan McBride
Human Services Forum Board (formerly Human Services Advisory Council) -Regional and Subregional Funding for Human Services -Messaging and Outreach -Regional Efforts and Innovations http://eastsideforum.org/	Sharon Anderson	Joan McBride
Puget Sound Regional Council – Executive Board -Regional transportation planning -Growth management -Economic development http://www.psrc.org/about/boards/exec	Eric Shields	Joan McBride Penny Sweet (Alt.)
I-405 Executive Advisory Group -I-405 Corridor financing plan -Tolling options -Traffic and revenue analysis -Performance standards http://o1.aolcdn.com/hss/storage/patch/ec1aa023e0932125285658191ecb3b74	Dave Godfrey	Joan McBride

COUNCIL-APPOINTED REGIONAL COMMITTEES (Continued)

Committee/Topic Areas	Primary Staff	Current Council Appointment
Eastside Rail Corridor (ERC) Regional Advisory Committee -Regional coordination of vision and policies for ERC -Legislative advocacy at state and federal levels -Coordinated grant advocacy for development of ERC http://www.kingcounty.gov/operations/erc-advisory-council.aspx	Pam Bissonnette	Joan McBride

SOUND CITIES COMMITTEES – 2014 APPOINTMENTS

Committee/Topic Areas	Primary Staff	Current Council Appointment
Regional Law, Justice and Safety Committee to End Homelessness	Eric Olsen	Toby Nixon
Domestic Violence Initiative	Sharon Anderson	Doreen Marchione
Mental Illness and Drug Dependency (MIDD)	Sharon Anderson	Shelley Kloba
Growth Management Planning Council	Sharon Anderson	Dave Asher
Economic Development Council of Seattle/King County (formerly Enterprise Seattle) Board	Eric Shields	Penny Sweet
Regional Policy Committee	Ellen Miller-Wolfe	Amy Walen
Regional Water Quality Committee	Eric Shields	Amy Walen
Puget Sound Regional Council – Transportation Policy Board	Pam Bissonnette	Penny Sweet (Alternate)
Emergency Management Advisory Committee	Dave Godfrey	Amy Walen
Regional Transit Committee	Helen-Ahrens Byington	Penny Sweet
	Dave Godfrey	Dave Asher (Alternate)

Approved 2014 SCA Regional Appointments

Board of Health (BOH)

Seat	Name	City	Region
Member	David Baker	Kenmore	N
Member	Largo Wales	Auburn	S
Alt	Shari Winstead	Shoreline	N
Staff	Doreen Booth	SCA	

Committee to End Homelessness (CEH)

Seat	Name	City	Region
Member	Greg Taylor	Renton	S
Member	Doreen Marchione	Kirkland	N
Staff	Doreen Booth	SCA	

Domestic Violence Initiative (DVI)

Seat	Name	City	Region
Member	Liz Reynolds	Enumclaw	SV
Member	Susan Honda	Federal Way	S
Member	Doris McConnell	Shoreline	N
Member	Shelley Kloba	Kirkland	N
Staff	Doreen Booth	SCA	

Economic Development Council of Seattle and King County (EDC)

Seat	Name	City	Region
Member	Allan Van Ness	Kenmore	N
Member	Amy Walen	Kirkland	N
Member	Tom Odell	Sammamish	N
Member	John Stilin	Redmond	N
Member	Ed Prince	Renton	S
Member	Jeanne Burbidge	Federal Way	S
Member	John Holman	Auburn	S
Member	Layne Barnes	Maple Valley	S

Emergency Management Advisory Committee (EMAC)

Seat	Name	City	Region
Member	Bill Thomas	Algona	SV
Member	Gail Harris	Shoreline	N
Member	Penny Sweet	Kirkland	N
Alt	Sean Kelly	Maple Valley	S
Alt	Don Persson	Renton	S
Alt	John Wright	Lake Forest Park	N
Staff	Doreen Booth	SCA	

Growth Management Planning Council (GMPC)

Seat	Name	City	Region
Member	Jeff Wagner	Covington	S
Member	Ed Prince	Renton	S
Member	Layne Barnes	Maple Valley	S
Member	Tom Odell	Sammamish	N
Member	Chris Eggen	Shoreline	N
Member	Penny Sweet	Kirkland	N
Alt	Debbie Bertlin	Mercer Island	N
Alt	Mary Lou Pauly	Issaquah	N
Alt	Leanne Guier	Pacific	SV
Alt	Tammy Deady	Black Diamond	SV
Staff	Doreen Booth	SCA	

Joint Recommendations Committee for CDBG (JRC)

Seat	Name	City	Region
Member	Pam Fernald	SeaTac	S
Member	Jerry Robison	Burien	S
Member	Ken Hearing	North Bend	SNO
Member	Paul Winterstein	Issaquah	N
Staff	Doreen Booth	SCA	

King County Flood Control District Advisory Committee (KCFCDAC)

Seat	Name	City	Region
Member	Marlla Mhoon	Covington	S
Member	Susan Honda	Federal Way	S
Member	Will Ibershof	Duvall	SNO
Member	Mike Cero	Mercer Island	N
Alt	Mary Jane Goss	Lake Forest Park	N
Alt	Hank Myers	Redmond	N
Alt	Leanne Guier	Pacific	SV
Alt	Bernie Talmas	Woodinville	N
Staff	Monica Whitman	SCA	

Local Hazardous Waste Management Program/Management Coordination

Seat	Name	City	Region
Member	David Baker	Kenmore	N
Staff	Doreen Booth	SCA	

Mental Health and Drug Dependency Oversight Committee (MIDD)

Seat	Name	City	Region
Member	Dave Asher	Kirkland	N
Alt	Carol Benson	Black Diamond	SV
Staff	Doreen Booth	SCA	

PSRC Economic Development District Board (EDDB)

Seat	Name	City	Region
Member	John Stilin	Redmond	N
Member	Catherine Stanford	Lake Forest Park	N
Alt	Jeanne Burbidge	Federal Way	S
Alt	Jim Berrios	Kent	S
Staff	Doreen Booth	SCA	

PSRC Executive Board

Seat	Name	City	Region
Member	John Marchione	Redmond	N
Member	Dave Hill	Algona	SV
Member	Marlla Mhoon	Covington	S
Alt	Mia Gregerson	SeaTac	S
Alt	Will Ibershof	Duvall	SNO
Alt	Don Gerend	Sammamish	N
2 nd Alt	Nancy Backus	Auburn	S
Staff	Monica Whitman	SCA	

Region Key:

N = North (Beaux Arts, Bellevue, Bothell, Clyde Hill, Hunts Point, Issaquah, Kenmore, Kirkland, Lake Forest Park, Mercer Island, Newcastle, Redmond, Sammamish, Shoreline and Woodinville)

S = South (Auburn, Burien, Covington, Des Moines, Federal Way, Kent, Maple Valley, Normandy Park, Renton, SeaTac, and Tukwila)

SNO = Snoqualmie Valley (Carnation, Duvall, North Bend, Skykomish, and Snoqualmie)

SV = South Valley (Algona, Black Diamond, Enumclaw, Milton, and Pacific)

Approved 2014 SCA Regional Appointments

PSRC Growth Management Policy Board (GMPB)

Seat	Name	City	Region
Member	Terri Briere	Renton	S
Member	Bernie Talmas	Woodinville	N
Member	Hank Margeson	Redmond	N
Alt	John Holman	Auburn	S
Alt	Jason Walker	Duvall	SNO
Alt	Chris Roberts	Shoreline	N
Staff	Doreen Booth	SCA	

PSRC Operations Committee

Seat	Name	City	Region
Member	John Marchione	Redmond	N
Alt	Denis Law	Renton	S
Staff	Monica Whitman	SCA	

PSRC Transportation Policy Board (TPB)

Seat	Name	City	Region
Member	Amy Walen	Kirkland	N
Member	Dave Hill	Algona	SV
Member	Don Gerend	Sammamish	N
Alt	Fred Butler	Issaquah	N
Alt	Kate Kruller	Tukwila	S
Alt	Chris Eggen	Shoreline	N
Staff	Monica Whitman	SCA	

Regional Law, Safety and Justice (RLSJ)

Seat	Name	City	Region
Member	Dana Ralph	Kent	S
Member	Kate Kruller	Tukwila	S
Member	Jesse Salomon	Shoreline	N
Member	Jeff MacNichols	Snoqualmie	SNO
Member	Toby Nixon	Kirkland	N
Member	Dave Carson	Redmond	N
Staff	Deanna Dawson	SCA	
Staff	Monica Whitman	SCA	

Regional Policy Committee (RPC)

Seat	Name	City	Region
Member	Amy Walen	Kirkland	N
Member	Dini Duclos	Federal Way	S
Member	Bernie Talmas	Woodinville	N
Member	John Stokes	Bellevue	N
Alt	Bill Pelozo	Auburn	S
Alt	Hank Margeson	Redmond	N
Staff	Monica Whitman	SCA	

Regional Transit Committee (RTC)

Seat	Name	City	Region
Member	Dennis Higgins	Kent	S
Member	Marcie Palmer	Renton	S
Member	Wayne Osborne	Auburn	S
Member	Dave Hill	Algona	SV
Member	Kimberly Allen	Redmond	N
Member	Tom Vance	Sammamish	N
Member	Bruce Bassett	Mercer Island	N
Member	John Wright	Lake Forest Park	N
Alt	Bill Allison	Maple Valley	S
Alt	Kathy Hougardy	Tukwila	S
Alt	Ross Loudonback	North Bend	SNO
Alt	Dave Asher	Kirkland	N
Staff	Monica Whitman	SCA	

Regional Water Quality Committee (RWQC)

Seat	Name	City	Region
Member	Wayne Osborne	Auburn	S
Member	Bill Boyce	Kent	S
Member	Doris McConnell	Shoreline	N
Member	John Wright	Lake Forest Park	N
Alt	Penny Sweet	Kirkland	N
Alt	Kevin Wallace	Bellevue	N
Staff	Monica Whitman	SCA	

South Central Action Area Caucus Group (SCAACG)

Seat	Name	City	Region
Member	Craig Goodwin	Black Diamond	SV
Member	Andy Rheume	Bothell	N
Staff	Doreen Booth	SCA	

Solid Waste Advisory Committee (SWAC) Executive Appointment

Seat	Name	City	Region
Member	Joan McGilton	Burien	S
Member	David Baker	Kenmore	N
Staff	Doreen Booth	SCA	

King County Disability Board LEOFF 1

Seat	Name	City	Region
Member	Verna Seal	Tukwila	S
Staff	Monica Whitman	SCA	

Staff Committees

Interagency Advisory Council to End Homelessness (IAC) – Staff Committee

Seat	Name	City	Region
Member	Michael Hursh	Auburn	S
Member	Josh Hall	Kent	S
Member	Colleen Kelly	Redmond	N
Staff	Doreen Booth	SCA	

King County Regional AFIS Advisory Committee (AFIS) – Staff Committee

Seat	Name	City	Region
Member	Bob Harrison	Issaquah	N

PSRC Regional Project Evaluation Committee (RPEC) – Staff Committee

Seat	Name	City	Region
Member	Kirk McKinley	Shoreline	N
Member	Don Cairns	Redmond	N
Member	Daniel Marcinko	Snoqualmie	SNO
Member	Maiya Andrews	Burien	S
Alt	Gary Costa	Issaquah	N
Alt	David Godfrey	Kirkland	N
Alt	Dennis Dowdy	Auburn	S
Alt	Jim Seitz	Renton	S
Staff	Monica Whitman	SCA	