



# CITY OF KIRKLAND

## CITY COUNCIL

James Lauinger, Mayor • Joan McBride, Deputy Mayor • Dave Asher • Mary-Alyce Burleigh  
Jessica Greenway • Tom Hodgson • Bob Sternoff • David Ramsay, City Manager

123 Fifth Avenue • Kirkland, Washington 98033-6189 • 425.587.3000 • TTY 425.587.3111 • www.ci.kirkland.wa.us

### AGENDA

#### KIRKLAND CITY COUNCIL MEETING

#### City Council Chamber

#### Tuesday, July 18, 2006

#### 6:00 p.m. – Study Session - Peter Kirk Room

#### 7:30 p.m. – Regular Meeting

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

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*, Peter Kirk Room
  - a. Downtown Transit Center
4. *EXECUTIVE SESSION*
5. *SPECIAL PRESENTATIONS*
  - a. Annexation and Solid Waste Issues – King County Councilmember Jane Hague
6. *REPORTS*
  - a. *City Council*
    - (1) Regional Issues
  - b. *City Manager*
    - (1) Introduction of Tracey Dunlap, Director of Finance and Administration
    - (2) Calendar Update
7. *COMMUNICATIONS*
  - a. *Items from the Audience*
  - b. *Petitions*

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

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

**CONSENT CALENDAR** consists of those items which are considered routine, for which a staff recommendation has been prepared, and for items which Council has previously discussed and no further discussion is required. The entire Consent Calendar is normally approved with one vote. Any Council Member may ask questions about items on the Consent Calendar before a vote is taken, or request that an item be removed from the Consent Calendar and placed on the regular agenda for more detailed discussion.

**GENERAL CORRESPONDENCE**

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

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

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

8. *CONSENT CALENDAR*

a. *Approval of Minutes:* July 5, 2006

b. *Audit of Accounts:*

<i>Payroll</i>	\$
<i>Bills</i>	\$

c. *General Correspondence*

(1) Dick Beazell, Executive Director, Kirkland Downtown Association, Regarding Garbage Collection in Downtown Kirkland

d. *Claims*

(1) Raymond S. Kekoa

e. *Authorization to Call for Bids*

f. *Award of Bids*

(1) Award Bid for North Kirkland Community Center Roof Replacement to Northwest Roofing Solutions and Request Additional Funding

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

(1) NE 52<sup>nd</sup> Street Railroad Crossing Project

h. *Approval of Agreements*

i. *Other Items of Business*

(1) Approving A Regional Coalition for Housing (ARCH) Spring 2006 Housing Trust Fund Recommendations

(2) Resolution R-4584 Relinquishing the City's Interest in a Portion of Unopened Alley

(3) Authorizing Certificates of Appreciation for Participants of Pilot Commercial Organics Recycling Program

(4) Resolution R-4585, Relating to the National Incident Management System

(5) Ordinance No. 4053, Amending the Rodent Control Provision of Title 9 of the Kirkland Municipal Code

(6) Ordinance No. 4054, Amending the Biennial Budget for 2005-2006

(7) Dedication of Concours d'Elegance Admissions Tax Receipts

**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.

9. *PUBLIC HEARINGS*

10. *UNFINISHED BUSINESS*

- a. Discussing Potential Annexation Timeline
- b. Reviewing King County Water District #1 Water Rights Update
- c. Discussing Puget Sound Regional Council (PSRC) Vision 2020+20 Regional Plan

11. *NEW BUSINESS*

- a. Design Review Board Resignation and Appointment

12. *ANNOUNCEMENTS*

13. *ADJOURNMENT*

**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.



## CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

---

### MEMORANDUM

**To:** David Ramsay, City Manager

**From:** Ray Steiger, P.E., Capital Projects Manager

**Date:** July 6, 2006

**Subject:** DOWNTOWN TRANSIT CENTER

#### RECOMMENDATION:

It is recommended that the City Council review the various options and discuss the evaluation process being utilized for the Downtown Transit Center.

#### BACKGROUND AND DISCUSSION:

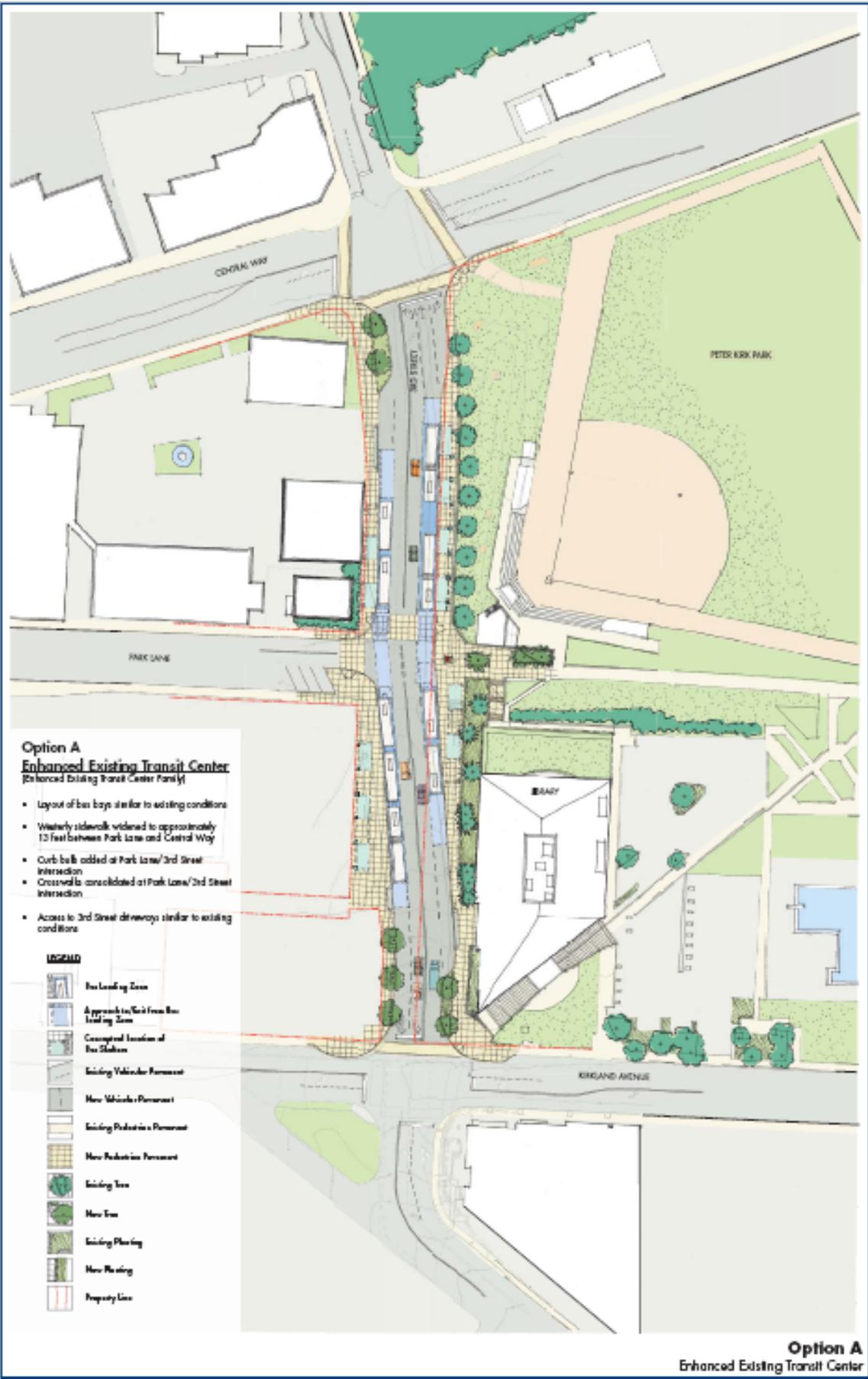
Sound Transit, City of Kirkland, and King County/METRO staff with Inca Engineers have undertaken a number of venues to define the goals, issues, and restraints for a new transit center on Third Street between Central Way and Kirkland Ave. The venues have included one-on-one stakeholder interviews, presentations to the DAT, Park Board, City Council, two stakeholder workshops, and a public open house.

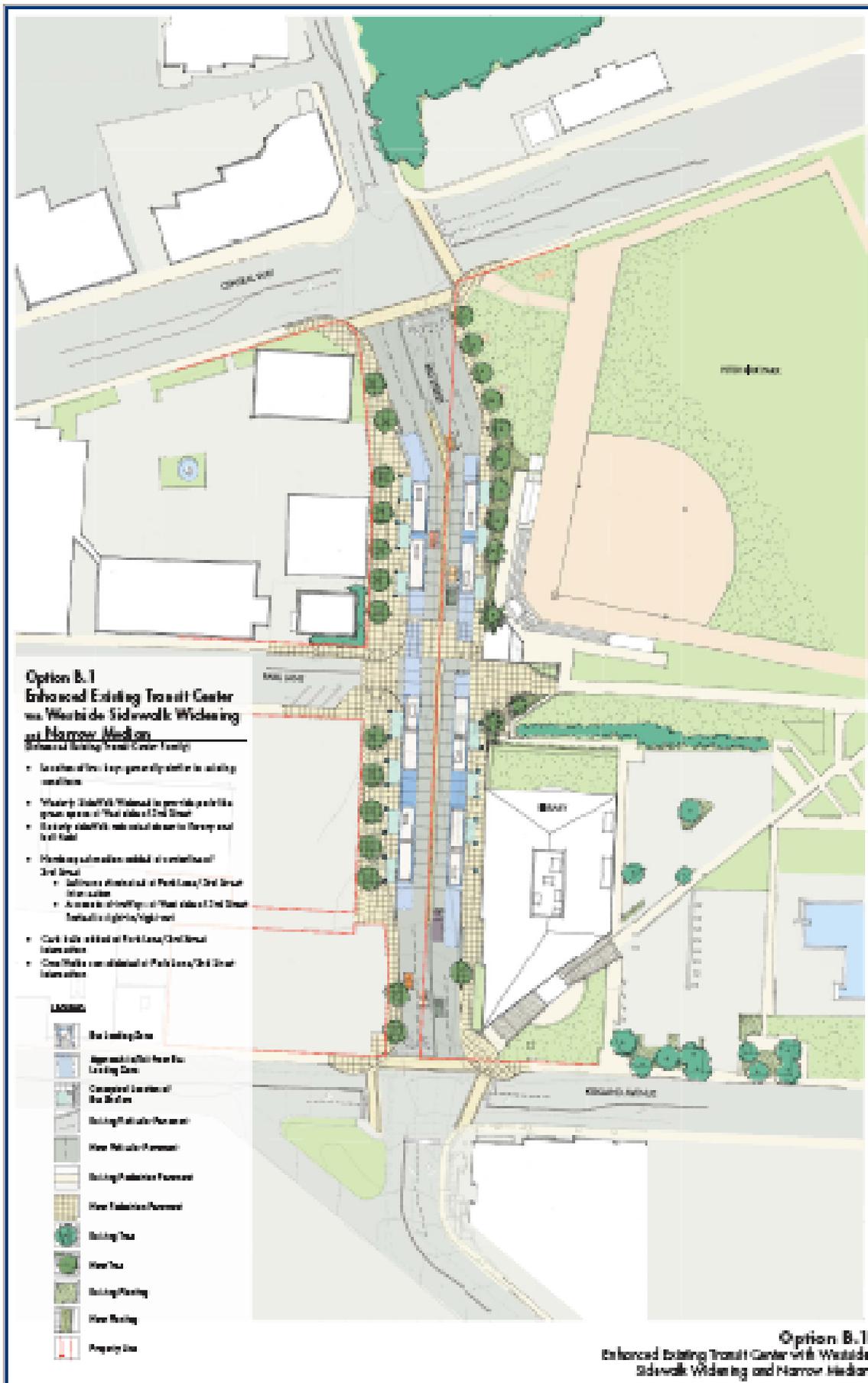
This process has led to the development of three options that represent distinctly different approaches to the new transit center. The three options are: A) Enhanced Transit Center – similar to the existing transit center however longer to allow additional service (Attachment 1); B) West side landscaping with center median – expansion of green space to the west side of Third street and a median to restrict jaywalking (Attachment 2); F) Central Platform without traffic – Third Street is transit only with a central platform allowing unrestricted on and offloading with minimal walking during transfers (Attachment 3).

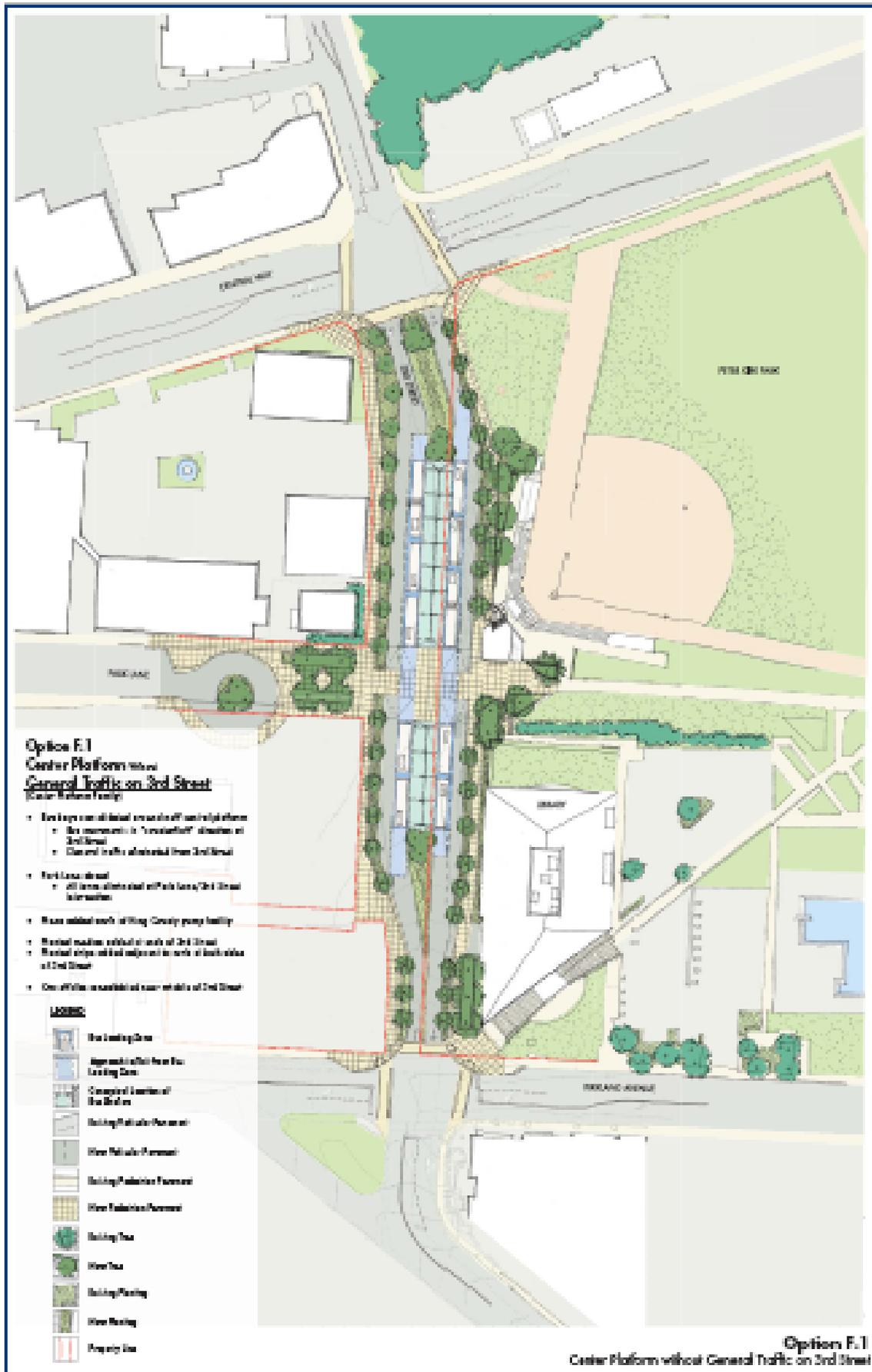
All of the options will address the current and future transit operation requirements, however each option will uniquely address the other community defined goals to varying degrees. Defining the trade offs between the competing measures of success are now underway by the design team. Based on what has been provided to the design team through the community outreach, a number of measures or evaluation criteria have surfaced (Attachment 5). Using those criteria, the design team is beginning to evaluate each of the options and further explore the key elements of each of the options.

During the study session, staff and their consultant will discuss the ongoing process in more detail and present various schematics and material depicting the alternatives.

Attachments (5)







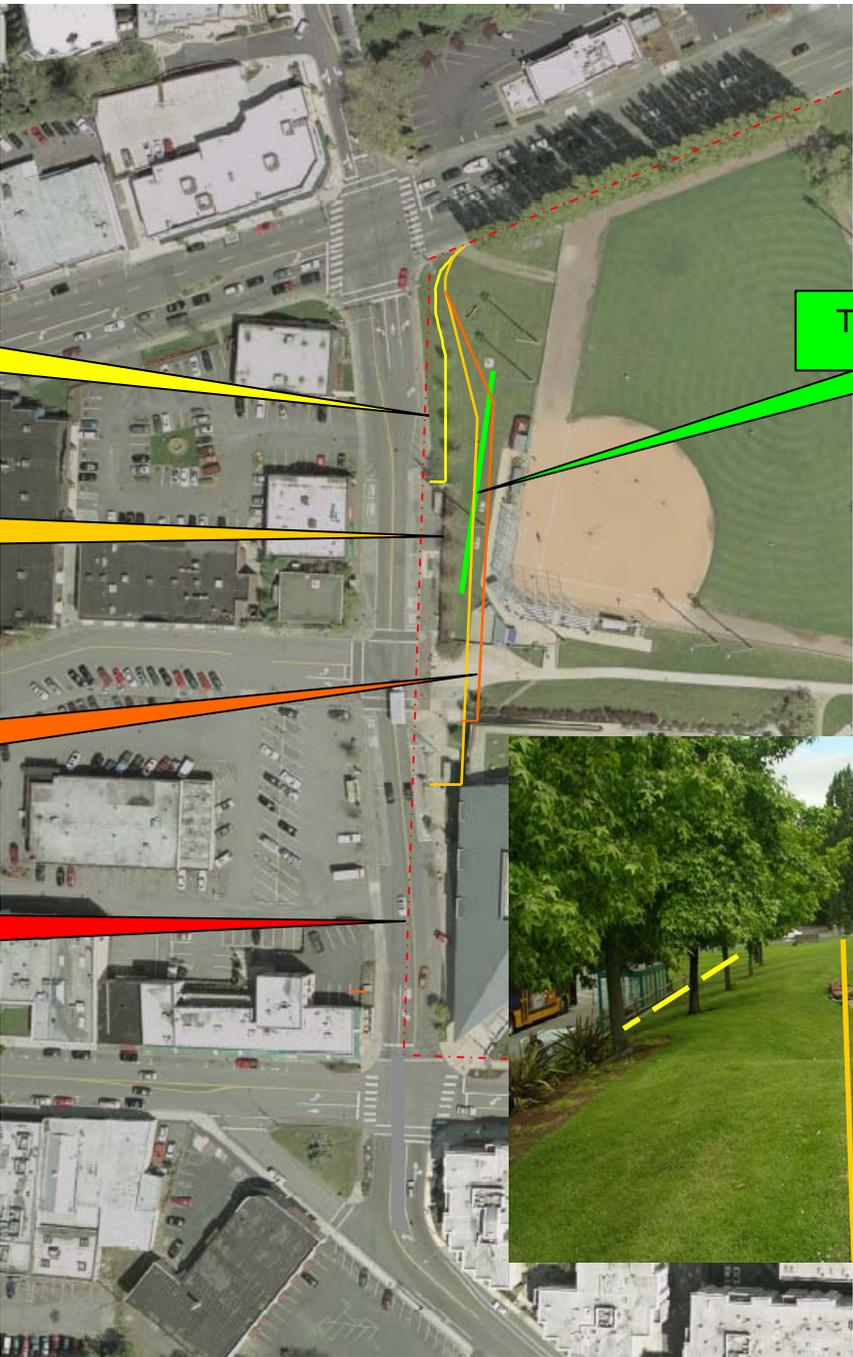
**Option A**  
Grass impact ~ 4,600 sf

**Option B**  
Grass impact ~ 9,500 sf

**Option F**  
Grass impact ~ 9,700 sf

**Existing Property Line**  
(per KC Assessor)

**Top of Grass Berm**



## DOWNTOWN KIRKLAND TRANSIT CENTER

EVALUATION CRITERIA	Weight	Value (0-10)
<b>TRANSIT OPERATIONS AND AMENITIES</b>	<b>32</b>	
Does the Option increase transit capacity and improve transit operations (service levels & travel times)	28	
Does the Option provide sufficient space to locate signage, kiosks, waiting areas, shelters, bike amenities, lighting, identified building needs, etc.	4	
<b>SAFETY</b>	<b>36</b>	
Does the Option enhance safety for pedestrians by reducing conflicts with buses and cars through the transit center? (Including safety at intersections and the discouragement of jaywalking)	16	
Does the Option enhance safety for buses ?	3	
Does the Option enhance safety for general traffic?	3	
Does the Option provide "eyes on the street" for security?	11	
Does the Option provide for emergency vehicle access?	3	
<b>VEHICLE TRAFFIC</b>	<b>29</b>	
Does the Option result in a Level of Service (LOS) on 3rd Street that is acceptable per the City of Kirkland Comprehensive Plan?	5	
Does the Option result in an acceptable Level of Service (LOS) on the surrounding street network that is acceptable per the City of Kirkland Comprehensive Plan?	12	
Does the Option manage the vehicular access to businesses and public parking in a way to promote Kirkland's downtown goals identified in the Downtown Strategic Plan?	9	
Does the Option provide design considerations for local freight (delivery trucks)?	3	
<b>PEDESTRIAN CONNECTIVITY</b>	<b>25</b>	
Does the Option foster a pedestrian friendly connection between Park Lane and Peter Kirk Park?	15	
Does the Option provide adequate north-south corridor pedestrian facilities?	3	
Does the Option provide for ease of transfers between bus zones?	7	
<b>INTER-MODAL CONNECTIVITY</b>	<b>4</b>	
Does the Option provide for ease of connectivity between transit travel and non-motorized travel modes?	2	
Does the Option provide for sufficient kiss and ride connections?	2	
<b>LAND USE/ URBAN DESIGN BENEFITS</b>	<b>50</b>	
Does the Option use the least amount of Peter Kirk Park, measured by the square foot of green space.	20	
Dos the Option foster the connection between Park Lane and Peter Kirk Park?	10	
Does the Option provide for Civic identity and a strong sense of place? (well-designed/ right amenities people want to use)	10	
Does the Option provide positive benefits to the surrounding businesses and property owners?	10	
<b>OTHER CONSIDERATIONS</b>	<b>10</b>	
Does the Option appear to include reasonable transit benefits for the cost?	1	
Is the Option constructible?	2	
Can the Option provide for existing transit service during construction?	2	
Is the Option maintainable?	2	
Does the Option provide for access to the pump station from 3rd Street?	2	
Is the Option aesthetically pleasing in quality and feel?	1	
Additional comments		



KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES  
July 05, 2006

1. CALL TO ORDER
2. ROLL CALL

ROLL CALL:

Members Present: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

Members Absent: None.

3. STUDY SESSION

- a. Emergency Preparedness

Joining Councilmembers for this discussion in addition to City Manager Dave Ramsay were Fire Chief Jeff Blake, Deputy Fire Chief for Administration Helen Ahrens-Byington and Deputy Fire Chief for Emergency Services Jack Henderson, who presented information and responded to questions.

4. EXECUTIVE SESSION
5. SPECIAL PRESENTATIONS

- a. Recreation and Parks Month Proclamation
- b. Kirkland Concours d'Elegance

Jeff Clark, representing the Concours d'Elegance organization, provided a presentation on the event and a request that Council consider refunding admissions tax generated to the charity. Also addressing Council on this issue was Steve Brown of Evergreen Healthcare.

6. REPORTS

- a. City Council

(1) Association of Washington Cities Municipal Achievement Awards

(2) Regional Issues

Council shared information regarding Kirkland's 4th of July parade and fireworks, and thanked organizers, participating staff and volunteers; Association of Washington Cities conference sessions and awards; Bridle Trails Party in the Park and Parks Foundation; August 5th Ivy Pull at Carillon Woods Park; Sound Transit Performance Audit Committee; Police department 4th of July staff picnic, including thanks to Police and Fire staff on holiday duty; and the ARCH (A Regional Coalition for Housing) Projects Tour.

Councilmember Sternoff expressed his appreciation for Kirkland and Bellevue emergency response personnel and condolences received in the recent loss of his Father.

b. City Manager

(1) Kirkland Performance Measures Guidebook

Senior Management Analyst Tracy Burrows reviewed the purpose of the guidebook and project.

(2) Calendar Update

7. COMMUNICATIONS

a. Items from the Audience

Margaret Carnegie, 11259 126th Avenue NE, Kirkland, WA

b. Petitions

8. CONSENT CALENDAR

a. Approval of Minutes:

(1) June 15, 2006

(2) June 20, 2006

b. Audit of Accounts:

Payroll \$ 1,677,535.96

Bills \$ 2,061,812.15

run # 609 check #'s 479540 - 479754

run # 610 check #'s 479755 - 479756

run # 611 check #'s 479758 - 479901

c. General Correspondence

(1) Mark Dinwiddie, Regarding NE 85th Street Corridor Improvements Project

d. Claims

(1) Francis Thee

e. Authorization to Call for Bids

f. Award of Bids

(1) Award Bid for Kirkland Avenue Sewer Main and 3rd Street Manhole Replacements to Shoreline Construction Company and Request Additional Funding

This item was pulled from the consent calendar and moved to unfinished business item 10.d.

g. Acceptance of Public Improvements and Establishing Lien Period

(1) 2005 Emergency Sewer Construction Program

h. Approval of Agreements

(1) Northshore Utility District Geographic Information System (GIS) Interlocal Agreement

i. Other Items of Business

(1) Resolution R-4581, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE IN AN UNOPENED ALLEY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNERS FRANCIS X. AND MARIA A. P. FIALHO."

(2) Resolution R-4582, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE IN AN UNOPENED ALLEY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNER MARK P. NASSUTTI."

Motion to Approve the Consent Calendar with the exception of item 8.f.(1), which was pulled and moved to item 10.d. under unfinished business.  
Moved by Councilmember Mary-Alyce Burleigh, seconded by Deputy Mayor Joan McBride

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

9. PUBLIC HEARINGS

10. UNFINISHED BUSINESS

a. Proposing Amendments to Existing Reasonable Use Process

City Attorney Robin Jenkinson briefed Council on the proposed amendments. Director of Planning and Community Development Eric Shields also responded to Council questions. Council provided feedback and direction on the issues.

Council recessed for a short break.

b. Regulations Implementing the North Rose Hill Neighborhood Plan

Planning and Community Development Director Eric Shields presented Council with an analysis of the consistency of development regulations with the North Rose Hill Neighborhood Plan. Following discussion, Council provided direction on the policies to staff.

c. King County Wastewater Contract - 2006 Update 1

Council received a report on current contract discussions. Public Works Capital Projects Manager Ray Steiger responded to Council questions.

d. Award Bid for Kirkland Avenue Sewer Main and 3rd Street Manhole Replacements to Shoreline Construction Company and Request Additional Funding

This item was moved from 8.f.(1). Public Works Capital Projects Manager Ray Steiger reviewed the bid process and staff recommendation.

Motion to to award the construction contract for the Kirkland Avenue Sewer Main and 3rd Street Manhole Replacements Project for \$225,953.66 to Shoreline Construction Company and authorize additional funding in the amount of \$139,000 from utility reserves for completion of the project. Moved by Deputy Mayor Joan McBride, seconded by Councilmember Mary-Alyce Burleigh

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember

Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

11. NEW BUSINESS

- a. Resolution R-4583, Approving the Subdivision and Final Plat of Highlands 25 and Setting Forth Conditions

Planner Tony Leavitt provided an overview of the project and introduced additional comments from Consultant Ben Rutkowski of the Blue Line Group. Public Works Engineering Manager Rob Jammerman also responded to Council questions.

Motion to Approve Resolution R-4583, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING THE SUBDIVISION AND FINAL PLAT OF THE HIGHLANDS 25 BEING DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT FILE NO. FSB06-00001 AND SETTING FORTH CONDITIONS TO WHICH SUCH SUBDIVISION AND FINAL PLAT SHALL BE SUBJECT."

Moved by Councilmember Mary-Alyce Burleigh, seconded by Deputy Mayor Joan McBride

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

12. ANNOUNCEMENTS

13. ADJOURNMENT

The Kirkland City Council regular meeting of July 5, 2006 adjourned at 10:39 p.m.

---

City Clerk

Mayor



**CITY OF KIRKLAND**

**Department of Public Works**

**123 Fifth Avenue, Kirkland, WA 98033 425.587.3800**

**www.ci.kirkland.wa.us**

---

**MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Elaine Borjeson, Solid Waste Coordinator  
Daryl Grigsby, Public Works Director

**Date:** July 6, 2006

**Subject:** LETTER TO KIRKLAND DOWNTOWN ASSOCIATION RESPONDING TO GARBAGE COMPLAINT REGARDING CITY CANS IN DOWNTOWN KIRKLAND

RECOMMENDATION:

It is recommended that the Council authorize the Mayor to sign a letter responding to Mr. Dick Beazell and the Kirkland Downtown Association (KDA).

BACKGROUND DISCUSSION:

Mr. Dick Beazell, Executive Director of the Kirkland Downtown Association, submitted the attached correspondence to the Mayor, City Council and the City Manager detailing concerns about the dirty appearance and insufficient garbage collection from City of Kirkland trash cans in the downtown area. Mr. Beazell's correspondence asks for immediate attention and resolution to these issues. The Public Works Department has arranged for coverage for the remaining summer of 2006 and more timely arrangements will be made for following years to ensure that this problem does not resurface.

Attachment: 1- Letter from KDA to Council



111 Park Lane, Kirkland, WA 98033

Phone: 425.893.8766 Fax: 425.893.9626  
www.kirklanddowntown.org

June 27<sup>th</sup>, 2006

To: Dave Ramsay, City Manager  
Jim Lauinger, Mayor  
Joan McBride, Deputy Mayor  
Mary Alyce Burleigh, City Council  
Tom Hodges, City Council  
Jessica Greenway, City Council  
Dave Asher, City Council  
Bob Sternoff, City Council

From: Dick Bezell, Director, and the Kirkland Downtown Association

Re: Garbage Collection

**RECEIVED**

JUN 27 2006

**CITY OF KIRKLAND  
CITY MANAGER'S OFFICE**

It is apparent that there is insufficient garbage collection in the downtown core area, particularly on weekends, as evidenced by the fact that myself and 4 volunteers, Kellie Jordan, Dennis Brown, Penny Sweet and Wendy Calvert spent 2 hrs on Saturday night 6/24/06, collecting overflow trash from the garbage cans along Lake Street, Kirkland Avenue, Central Way and on Park Lane. I received a phone call from Dennis Brown who was observing the frustration of visitors and citizens on a beautiful Saturday night unable to dispose of garbage and being confronted with overflowing cans and garbage strewn about all along Kirkland Avenue. We emptied the cans and cleaned up the overflow.

Particularly overflowing was the can across the street from Ben and Jerry's by the 2<sup>nd</sup> Street boat dock. It was apparent that this can was used by boaters. This can is the closest can to the dock and was again overflowing on Sunday morning. It would be prudent to put cans closer to and on the dock and have the parks department manage it since the dock is a street end park and gets used heavily during the hot summer months.

Imagine the image of our downtown--of our city-- the following sunny Sunday had we not picked it up.

At issue here is that the lack of receptacles breeds complacency where proper trash disposal is concerned and an image of a city that doesn't care about the face it shows to its own residents, let alone visitors and tourists.

Further issues are potential health implications as that garbage is so easily spread about by birds, rats and other nighttime visitors.

The cans themselves are hazards. Many are rusted through with rotting garbage, diapers and filth permanently encrusted in them. It would appear they have never been cleaned beyond emptying. It was truly a disgusting job.

I have included pictures demonstrating the mass of garbage we picked up and had to unload at Everest Park. It was the closest dumpster we could find and access.

This is an issue that needs serious attention and resolution immediately as we start the summer tourism and outdoor season. Please contact me as soon as possible so we can work together to address this issue.

Sincerely,



Dick Bezell  
Executive Director  
Kirkland Downtown Association



CC: KDA Board

**DRAFT**

July 18, 2006

Dick Bezell  
Executive Director  
Kirkland Downtown Association  
111 Park Lane  
Kirkland, WA 98033

RE: GARBAGE COLLECTION FROM CITY TRASH RECEPTACLES IN DOWNTOWN KIRKLAND

Dear Mr. Bezell:

Thank you for your letter dated June 27, 2006 describing problems with overflowing garbage cans in the Central Business District in downtown Kirkland. The City appreciates the efforts that you, Kellie Jordan, Dennis Brown, Penny Sweet and Wendy Calvert put into collecting garbage from City trash receptacles on a beautiful Saturday night. Brimming trash cans are not the image that Kirkland wants to present to anyone in the downtown community or elsewhere, and steps are already in place to ensure that this does not happen again.

The trash collection problem occurred this year because of a change in summer collection practices from previous years. The garbage cans are emptied twice each week year-round by Waste Management at no cost to the City. Waste Management is required to empty them once per week by contract. In previous summers, more frequent collection requests were made on an on-call basis, also at no charge, but this year an attempt was made to set up regular three and/or four day collection from June through September. Waste Management decided that this increased collection service needed to be fee based to cover their costs of providing the extra service. Based on the newly established fees, Waste Management was not authorized for additional collection days, and plans were discussed but not yet implemented for City staff to collect the garbage during the summer months.

This year, beginning July 1, 2006, seasonal staff from the Street Department will collect garbage on Saturday afternoons for three hours each weekend until the middle of September. They will work eight hour shifts both Saturdays and Sundays on the special event weekends of the Fourth of July, Summerfest and the Car Show. They will also monitor and clean the cans. The Parks Department staff will collect the garbage at the boat dock, and they are currently working with the owners of the adjacent dock to get more receptacles on site. Increased funding for garbage collection in the Central Business District will be included in the budget process for future years to cover the costs of this service to the community. In future years, the increased collection schedule will begin on Memorial Day weekend and continue through the second weekend in September.

In the event that there is ever a situation after normal business hours in which garbage is overflowing from City cans, please call Police Dispatch at (425) 587-3400, and they will notify Public Works standby

Letter to Kirkland Downtown Association  
July 18, 2006  
Page 2 of 2

personnel who will take care of the problem. If you have questions or concerns about garbage or recycling collection services, please contact Elaine Borjeson, Solid Waste Coordinator, at (425) 587-3804 or [eborjeson@ci.kirkland.wa.us](mailto:eborjeson@ci.kirkland.wa.us).

Sincerely,  
KIRKLAND CITY COUNCIL

James. L. Lauinger  
Mayor

cc: David Ramsay, City Manager  
Daryl Grigsby, Public Works Director  
John Hopfauf, Street Department Manager  
Jason Filan, Parks Operations Manager  
Gene Markle, Captain, Police Department  
Elaine Borjeson, Solid Waste Coordinator



**CITY OF KIRKLAND**  
**Department of Finance and Administration**  
**123 Fifth Avenue, Kirkland, WA 98033 425.587.3100**  
**[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)**

---

**MEMORANDUM**

**To:** David Ramsay, City Manager  
**From:** Kathi Anderson, City Clerk  
**Date:** July 12, 2006  
**Subject:** CLAIM(S) FOR DAMAGES

**RECOMMENDATION**

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

**POLICY IMPLICATIONS**

This is consistent with City policy and procedure and is in accordance with the requirements of state law (RCW 35.31.(040)).

**BACKGROUND DISCUSSION**

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

- (1) Raymond S. Kekoa  
13121 NE 123<sup>rd</sup> Apt C 305  
Kirkland, WA 98034

**Amount:** Unspecified

**Nature of Claim:** Claimant states damages to vehicle resulted from a collision with a City vehicle.



**CITY OF KIRKLAND**  
**Department of Public Works**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

## MEMORANDUM

**To:** David Ramsay, City Manager

**From:** Daryl Grigsby, Public Works Director  
Erin J. Leonhart, Public Works Facilities & Administrative Manager

**Date:** July 6, 2006

**Subject:** NORTH KIRKLAND COMMUNITY CENTER ROOF REPLACEMENT –JOB NO. 16-06-PW  
AWARD CONTRACT AND BUDGET INCREASE REQUEST

### RECOMMENDATION:

It is recommended that the City Council award the contract for the North Kirkland Community Center Roof Replacement Project (as part of the Kirkland Facility Lifecycle Program) to Northwest Roofing Solutions of Arlington, Washington in the amount of \$81,125.00. It is also recommended that Council approve the transfer of \$25,000 from the Facilities Sinking Fund Reserve to this project.

### BACKGROUND DISCUSSION:

There are approved funds in the 2006 Capital Improvement Program for replacement of the roof at the North Kirkland Community Center, consistent with the Kirkland Facility Lifecycle Program. The total approved funds for this work is \$63,000. The cost of consulting services is \$6,500 and the cost of installation is \$81,125.00. The total anticipated project cost is \$87,625.00.

On May 11, 2006, the City sent notice to the City of Lynnwood small works roster soliciting interested vendors. Three vendors attended an optional pre-bid conference on June 14, 2006. On Friday, June 23, 2006, the City received two bids with Northwest Roofing Solutions as the low bidder with a total bid cost of \$81,125.00 (including Washington State Sales Tax). The total bid prices are as follows:

<b>Contractor</b>	<b>Total Bid</b>
<i>Engineer's Estimate – Lifecycle Model</i>	<b>\$ 63,000</b>
<b>Northwest Roofing Solutions</b>	<b>\$ 81,125</b>
Meyer Brothers	<b>\$ 85,252</b>

After analyzing the bids received, staff and the consultant concluded that the estimate included in the Lifecycle has become compromised by the current state of escalating construction industry pricing due, in part, to increasing energy costs and high nationwide demand resulting from the 2005 hurricane season. In developing options for Council action on this matter, staff evaluated the following: 1) award the contract to the lowest responsive bidder and identify a funding source to make up for the shortfall, and 2) reject all bids and re-advertise after making plan revisions in an attempt to complete the project with the money available.

City staff has conducted reference checks on Northwest Roofing Solutions and recommends that the Council approve award of the North Kirkland Community Center Roof Replacement Project, Job 16-06-PW, to Northwest Roofing Solutions.

In considering a recommendation to reject all bids, staff determined that a scope change or a delay of bids would most likely not result in new pricing coming in significantly lower than current bids and, given the current rapidly

Memorandum to Dave Ramsay

July 6, 2006

Page 2 of 2

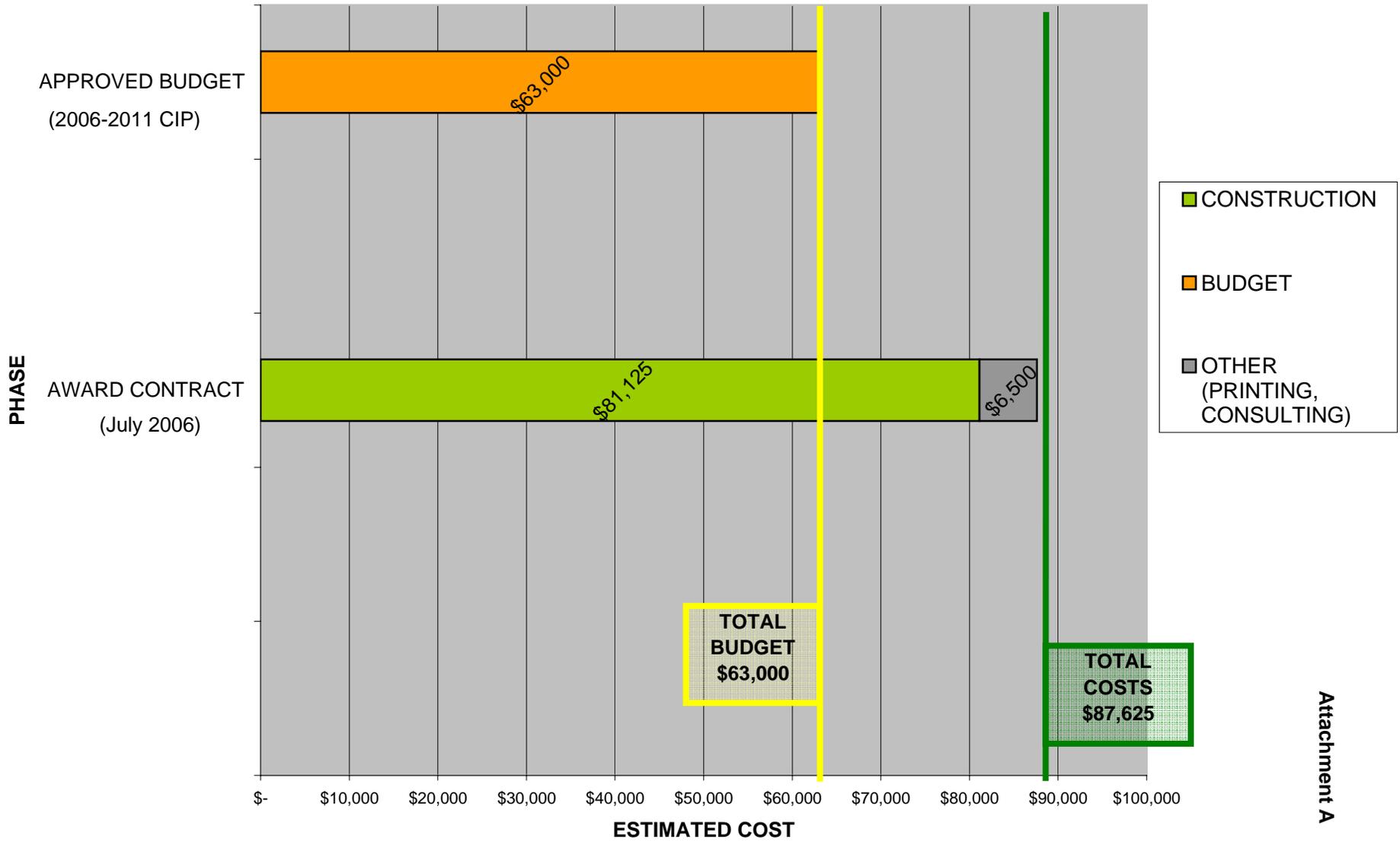
changing state of construction industry pricing., there is little reason to conclude that pricing will get any better in the near or long-term. In addition, there is a timing issue as the roof will need to be replaced this year and, to avoid impact to community programs, it will be done during the annual closure of the Community Center. Therefore, staff recommends option #1 above as the most effective and expedient way to complete this necessary project. Staff is recommending a funding increase using \$25,000 of Facilities Sinking Fund Reserve funds as identified within the attached Fiscal Note.

With Council award of this project, construction can be completed between August 26 and September 10.

#### Attachments

cc: Gwen Chapman, Acting Director of Finance and Administration

**BUDGET COMPARISON (Expenditures)**  
**2006 NKCC ROOF REPLACEMENT, JOB NO. 16-06-PW**



**FISCAL NOTE**

Source of Request							
Daryl Grigsby, Public Works Director							
Description of Request							
Request for additional funding of \$25,000 from the Facilities Sinking Fund Reserve for the North Kirkland Community Center Roof Replacement project. The total cost of the project has increased due to higher than estimated bids because of the current state of escalating construction industry pricing. Nationwide demand for resources and increasing energy costs are driving construction prices up.							
Legality/City Policy Basis							
Fiscal Impact							
<b>One-time use of \$25,000 of the Facilities Sinking Fund Reserve.</b> The reserve is able to fully fund this request.							
Recommended Funding Source(s)							
	Description	2006 Est End Balance	Prior Auth. 2005-06 Uses	Prior Auth. 2005-06 Additions	Amount This Request	Revised 2006 End Balance	2006 Target
<b>Reserve</b>	Facilities Sinking Fund Reserve	925,240	0	0	25,000	900,240	925,240
<b>Revenue/ Exp Savings</b>							
<b>Other Source</b>							
Other Information							

Prepared By	Sandi Miller, Financial Planning Manager	Date	July 6, 2006
-------------	--	------	--------------



**CITY OF KIRKLAND**  
**Department of Public Works**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

---

## MEMORANDUM

**To:** David Ramsay, City Manager

**From:** Daryl Grigsby, Public Works Director  
Ray Steiger, P.E., Capital Projects Manager

**Date:** July 7, 2006

**Subject:** NE 52ND ST RAILROAD CROSSING PROJECT  
ACCEPTANCE OF WORK AND ESTABLISH LIEN PERIOD

### RECOMMENDATION:

It is recommended that the City Council accept the construction of the NE 52nd Street Railroad Crossing Project as constructed by Lakeside Industries of Issaquah, Washington and establish the required 45-day lien period.

### BACKGROUND DISCUSSION:

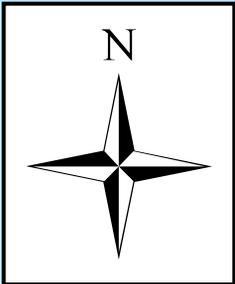
The existing BNSFRR crossing at NE 52nd Street was substandard and allowed for minimal vehicle clearance as well as substandard site distance (Attachment A). This project re-graded and realigned a 200-foot long stretch of NE 52nd Street at the railroad crossing (50 feet east and 150 feet west) to improve these deficiencies and provided a new asphalt overlay of this section of roadway (Attachment B). Funding for this project includes approximately \$32,000 in Federal Hazard Elimination System (HES) funds, and in anticipation of these road improvements, BNSFRR contributed to the project by replacing the rail crossing itself in 2004.

At their regular meeting of April 18, 2006, after rejecting a bid for the project in the fall of 2005, Council awarded the contract for the NE 52nd Street Railroad Crossing Project to Lakeside Industries in the amount of \$100,244.00. At the same meeting Council also authorized the transfer of \$88,000 from the 2006 Street Preservation Program to supplement the original budget and complete the project. Construction began on June 5, 2006 and was completed on June 9, 2006. Total payments to the contractor were \$70,307.21. Because actual construction costs were lower than estimated, approximately \$43,000 will be returned to the 2006 Street Preservation Program. The Project Budget Report is included as Attachment C.

Attachments: (3)



Looking south along BNSFRR



NE 52<sup>nd</sup> Street Railroad Crossing Project  
June 2006

*Before*

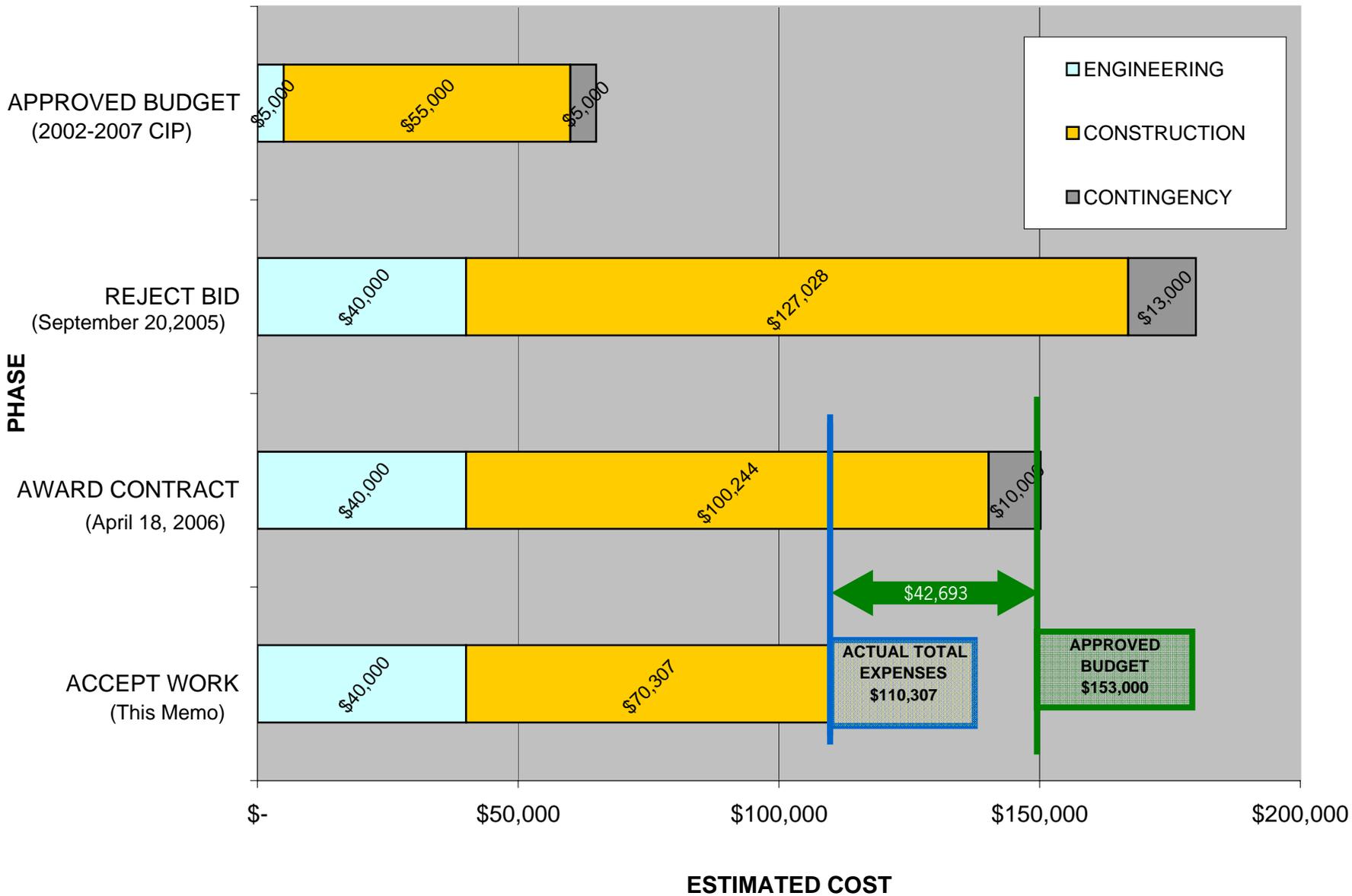


*After*



# NE 52ND STREET RAILROAD CROSSING PROJECT (CST-0068)

## Project Budget Report





**CITY OF KIRKLAND**  
Department of Planning and Community Development  
123 Fifth Avenue, Kirkland, WA 98033 425-587-3225  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

---

## **MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Dawn Nelson, AICP, Planning Supervisor

**Date:** July 11, 2006

**Subject:** ARCH HOUSING TRUST FUND RECOMMENDATION FOR SPRING 2006, File MIS06-00001

### RECOMMENDATION

Staff recommends that the City Council adopt a motion to approve the recommendations and conditions of approval of the ARCH Executive Board for the Spring 2006 Housing Trust Fund to allocate \$35,000 to the Community Homes Inc. Adult Family Homes project and \$35,000 to ARCH for the House Key Plus Eastside Homebuyer Assistance program.

### BACKGROUND DISCUSSION

As in previous funding rounds, general funds set aside by the Council for low and moderate income housing development projects are administered through the ARCH Housing Trust Fund application process. The ARCH Executive Board has recommended that \$35,000, previously allocated from the Kirkland general fund to the ARCH Housing Trust Fund, be awarded to the Community Homes Inc. Adult Family Homes project. They would use the funds to acquire two existing residences in Redmond in order to establish their fifth and sixth Adult Family Homes. Each home would serve five developmentally disabled adults who are at or below 30% of median income. The award would be made in the form of a secured grant.

The Executive Board has also recommended that \$35,000, previously allocated from the Kirkland general fund to the ARCH Housing Trust Fund, be awarded to ARCH for the House Key Plus Eastside Homebuyer Assistance program. This will allow continuation of a program launched in September of 2005 to provide down-payment assistance for potential homebuyers who earn up to 80% of the King County median income. The award would create a revolving loan pool.

A summary of the Executive Board recommendation is included as Attachment 1 to this memorandum. Additional information regarding the proposed projects can be provided at the July 18<sup>th</sup> City Council meeting, if desired.

Cc: Art Sullivan, ARCH, 16225 NE 87<sup>th</sup> Street, Suite A-3, Redmond, Washington 98052

TO: City of Bellevue Council Members  
City of Redmond Council Members  
City of Kirkland Council Members  
City of Mercer Island Council Members  
City of Kenmore Council Members  
City of Newcastle Council Members  
City of Issaquah Council Members  
City of Woodinville Council Members  
City of Clyde Hill Council Members  
City of Medina Council Members  
Town of Hunt's Point Council Members

FROM: Ben Yazici, Chair and ARCH Executive Board

DATE: June 9, 2006

RE: Spring 2006 Housing Trust Fund (HTF) Recommendation

The ARCH Executive Board has completed its review of two of the three applications applicable to the spring funding round of the 2006 Housing Trust Fund (the 3<sup>rd</sup> application was withdrawn and may be resubmitted later). The recommendations total \$450,000 of local funding from eleven cities (see attached chart). The actual amount will depend on final action by the City Councils.

Following are summaries of the projects, our recommendations and rationale, and recommended contract conditions. Also enclosed are economic summaries for the projects, an evaluation matrix for each, a leveraging chart, a project summary table, and a summary of funded projects to date.

### **1. Community Homes Inc. (CHI)-Adult Family Homes 5 and 6**

Funding Request: \$250,000 (Secured Grant)

Executive Board Recommendation: \$ 250,000 (Secured Grant), see attached funding chart for cities' funding distribution

#### **Project Summary:**

The applicant proposes to buy two existing residences in Redmond, in order to establish their fifth and sixth Adult Family Homes, to serve 10 (5 each home) developmentally disabled adults who are at or below 30% of median income. The finished residences would each have five bedrooms and two baths. The common area for each would include a kitchenette, dining area and laundry. Two resident managers (a married couple), would be trained as managers and would be live in caretakers in each home.

All of the clients are adults. Each has some form of mild to moderate development disability which would prevent them from being able to live independent without some form of assistance. However, each is capable of holding a job. Most are able to use public transportation to get to

---

and from work. They also take care of their own personal hygiene, medications, do laundry, housekeeping and handle other personal matters. They interact with each other on an individual and group basis. The adult family home environment allows them to develop better social skills, and to interrelate better with non-relatives. They also learn to depend upon themselves more than they would at home. One of the homes will be adult men. It has not been decided yet about the other home.

The on-site services would include meals and medical assistance and life skills instruction. Off-site services include recreational outings, doctors appointments, and transportation support.

Community Homes is working towards their goal of having 8 total homes. Their plan would be to have 4 homes in Bellevue and 4 homes in Redmond. They currently have 3 homes in Bellevue and 1 home in Redmond. If this application is approved, they would need 1 more home in Bellevue and 1 more home in Redmond.

#### Funding Rationale:

The Executive Board supported this application for the following reasons:

- Serves a special needs population
- Long term affordability to special needs clientele
- Builds on a model that creates opportunities throughout East King County
- The homes would be convenient to employment, shopping and transit in the Redmond area.

#### Conditions:

1. Funds shall be used by Community Homes Incorporated (Agency) toward the acquisition costs of the project. The funds shall be split between the two homes in the project (\$125,000 per home). Funds may not be used for any other purpose unless city staff has given written authorization for the alternate use. If there are any savings realized in the final development costs, the Agency shall consult with public funders to determine if these funds should remain in the project as reserves or be returned.
2. The funding commitment shall continue for twelve (12) months from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to City staff no later than sixty (60) days prior to the expiration date. City staff will consider an extension only on the basis of documented, meaningful progress in bringing the project to readiness or completion.
3. Funds will be in the form of a secured grant with no repayment, so long as affordability and target population is maintained, and the service/care providers have a contract with DSHS for funds necessary to provide services to this population.
4. For each home, a covenant is recorded ensuring affordability for five (5) beds of special needs single family housing for five individuals with light to moderate developmental disabilities, for at least fifty (50) years. The beds shall be affordable to tenants at the time of

occupancy with incomes at or below 30% of median income, adjusted for household size, and including an appropriate utility allowance.

5. The Agency shall submit evidence of funding commitments from all proposed public sources. In the event commitment of funds identified in the application cannot be secured in the time frame identified in the application, the Agency shall immediately notify city staff, and describe the actions it will undertake to secure alternative funding and the timing of those actions subject to city staff's review and approval. Once all commitments are received for the first home, the Agency may proceed with the first home, prior to receiving commitments on the second home.
6. The Agency shall provide revised development and operating budgets based upon actual funding commitments, which must be approved by city staff. If the Agency is unable to adhere to the budgets, city staff must be immediately notified and a new budget(s) shall be submitted by the Agency for the City's approval. The City shall not unreasonably withhold its approval to a revised budget(s), so long as such new budget(s) does not materially adversely change the Project. This shall be a continuing obligation of the Agency. Failure to adhere to the budgets, either original or as amended, may result in withdrawal of the City's commitment of funds.
7. If there is excess net cash flow generated by the project after payment of the expenses established in the operating budget, it may be used for any Agency expenses.
8. The Agency shall only purchase unoccupied homes or owner occupied homes in order to not trigger local and federal relocation regulations.
9. The applicant shall conduct their search for the home as specified in their application and allow the City to provide the Agency with input into candidate home evaluation. At least 3 days prior to the time the Agency's offer to buy the home becomes non-refundable, in whole or in part, the applicant will provide to City Staff: the address of the home, whether a neighborhood association (or similar agency) exists in the (selected) neighborhood, and what efforts the applicant will make to inform the neighborhood or neighborhood association of their program.
10. For each home, and prior to acquisition, the Agency shall submit an appraisal by a qualified appraiser. The appraisal shall be equal to or greater than the purchase price.
11. Once each home is selected the Agency shall include City Staff in the inspection of the property and development of the final scope of work for the rehab. The final scope of work for the basic construction budget shall include, at a minimum, all work necessary for licensing of the home and correction of substandard health and safety conditions. Prior to start of construction, the Agency shall submit the final scope of work for City Staff approval, along with evidence that construction costs have been confirmed by a qualified contractor and are within the basic construction budget. Unless the Agency uses private resources, prior to completing any other rehab work, the Agency and City must agree that the rehab scope of work should be increased to include items related to cost effective energy efficiencies, or features of the home that have substantially outlived their useful life cycle and should be replaced.

12. The Agency shall maintain documentation of any necessary land use approvals and permits required by the City.
13. The Agency shall submit a property management plan. At a minimum, the plan must address: tenant selection procedures, management procedures to address tenant needs, services provided for or required of tenants, and a short and long term strategy for covering operating expenses. It shall also include a summary of ARCH's affordability requirements as well as annual monitoring procedure requirements, the Agency's siting criteria for home selection, and include the community and neighbor relations policy submitted with the application. The management plan must be submitted for review and approval by city staff.
14. In the event that support services funding levels will be reduced, the Agency shall inform City Staff about the impacts the proposed reduction will have on the budget and plan for services to the DD clients, and what steps shall be taken to address the impacts. A new budget or services plan must be approved by the City.
15. If CDBG funds are used, comply with all applicable federal rules and procedures.
16. Submit monitoring reports quarterly through completion of the project, and annually thereafter. Submit a final budget upon project completion.

**2. A Regional Coalition for Housing (ARCH) –House Key Plus ARCH (down payment assistance)**

Funding Request: \$200,000 (Revolving Loan Pool)

Executive Board Recommendation: \$200,000 (Revolving Loan Pool), see attached funding chart for cities' funding distribution.

**Project Summary:**

The House Key Plus ARCH/Eastside Homebuyer Assistance Program is a continuation of a program launched in September of 2005, to provide a program of down-payment assistance for potential homebuyers who are up to 80% of median income in East King County. Its main components are:

**Eligible Homebuyers**

- First time homebuyer (has not owned a home during the past 3 yrs)
- Household Income at or below 80% of median income
- Household must have a demonstrated need for down payment assistance
- Home will be the buyers principal residence

**Down Payment Assistance Terms**

Downpayment assistance provides second mortgages of up to \$30,000 per home. Actual amount based on need and availability of funds. Funds are used for down payment, closing costs, and pre-pays. The second mortgages have a deferred 4% interest rate. There are no monthly payments on the second mortgage. Balance is due when the

owners sells, refinances or pays off the first mortgage. When the second mortgages are repaid, the funds return to the revolving loan pool, to fund new second mortgages on homeownership units. There are no resale restriction for homes that are purchased, unless homes already have resale restrictions.

Marketing / Education:

Marketing is targeted to households working or living in East King County through locally distributed fliers, information distributed through City web-sites and newsletters, contacting residents of affordable rental housing and manufactured housing. All homebuyers must take a general home ownership education program and a counseling session regarding the Down payment assistance program.

The program is administered by the Washington State Housing Finance Commission. The program is mated with the Commission's House Key First Mortgage Program. In operating the program, the Commission uses it existing community of lenders and its current marketing and outreach strategies. All first mortgages will be issued under the House Key program.

The initial capitalization included ARCH, County and State Housing Finance Program funds, totaling \$840,000, which was estimated to provide about 32 loans. The proposed recapitalization by ARCH, County, State Housing Finance Commission and DCTED (State) would add another \$1.2 million, estimated to finance another approx. 48 homes.

Funding Rationale:

The Executive Board supported this application for the following reasons:

- Would fill a housing need not currently met in East King County, but identified by the community as an important issue.
- Makes homeownership a viable option for households who would otherwise not have the resources to purchase a home.
- Could potentially be expanded to include other funding resources.
- Strong leverage of other public funding.

Conditions:

1. Funds shall be used by A Regional Coalition for Housing for down payment assistance, made available through the existing 'House Key plus ARCH' program, administered by the Washington State Housing Finance Commission. Funds may not be used for any other purpose unless City Staff have given written authorization for the alternate use.

2. Provide annual monitoring reports, that includes: the number of households receiving down-payment assistance during the year, the jurisdictions homes were purchased within, the amount of down-payment assistance issued during the year, and the amount of education funds used during the year. The annual report shall include the total of repayments to the revolving loan fund during the year.

3. Within 18 months or when funds have been expended, whichever occurs earlier, evaluate the House Key plus ARCH pilot program to determine if any changes should be made to increase its use or effectiveness and/or if funding of the program should be continued.

**ARCH HOUSING TRUST FUND, SPRING 2006**

	<b>CHI Adult Family Homes 5 and 6</b>	<b>ARCH House Key Plus ARCH recapitalization</b>
<u>Public Benefit:</u>		
1. Increased affordability	2 homes-10 residents at less than 30%.	Affordability at 80% for first time homebuyers
2. Rehabilitation	Yes. Reconfiguration is needed for 5 bedrooms/2 baths on one level. Also TBD is amount of repair type rehab.	N/A
3. Duration of affordability	50 years	Market homes not restricted. Price restricted homes have resale controls.
4. Capacity building	Moves toward goal of enough homes to sustain full time executive director.	Helps move to goal of having a large enough program that it is self sustaining.
5. Repayment of funds	No. Secured grant	Yes, at time of resale with interest. Funds are recycled through loan pool.
6. Other	Services for developmentally disabled.	Expands existing program
Timeliness of Application	Yes. Has received County funding commitment.	Yes. County Fall 2005 commitment requires local matching.
HTF is needed for viable project	Yes, otherwise would require private fundraising which is needed for organization costs.	Yes. HTF needed as a recapitalization source, also to leverage other funders.
Services provided (if needed)	Yes, tenants have services provided by State. Same as other homes.	Homebuyer education and loan counseling.
Leverages other funds/realistic leverage	High amount of total public funds vs private funds. Offset by private fundraising for organization endowment.	Approx. 17% of total recapitalization request.
Sound development budget	Costs based on home #4 (also in Redmond) . Same model as other homes.	N/A
Sound operating budget	House costs based on previous homes. Do need sustained support for organization costs.	N/A.
Appropriately sited	TBD. Both homes in Redmond area. Helps with geographic distribution.	Locations scattered and TBD in East King County.

**ECONOMIC SUMMARY: ADULT FAMILY HOMES 5 and 6**

1. Applicant/Description: CHI/ Acquisition/Rehab of 2 single family homed as permanent rental housing for 10 (5 per home) very low income individuals with light to moderate developmental disabilities.

2. Project Location: To Be Determined, Redmond, Wa.

**3. Financing Information: 2 Homes**

<b>Funding Source</b>	<b>Funding Amount</b>	<b>Commitment</b>
ARCH	\$ 225,000	Applied for Spring 2006
King County	\$ 500,000	Committed Fall 2005
State	\$ 665,000	Applied for Spring 2006
Private-Capital Fundraising	\$ 47,143	Proposed
<b>TOTAL</b>	<b>\$1,462,143</b>	<b>\$ 731,072 per home</b>

**4. Development Budget: 2 Homes**

<b>ITEM</b>	<b>TOTAL</b>	<b>PER BED</b>	<b>HTF</b>
Acquisition	\$ 960,800	\$ 96,080	\$ 250,000
Construction (rehab)	\$ 282,000	\$ 28,200	
Construction contingency	\$ 42,300	\$ 4,230	
Sales tax	\$ 29,242	\$ 2,924	
Consultants	\$ 11,500	\$ 1,150	
Reserves	\$ 21,301	\$ 2,130	
Developer fee	\$ 70,000	\$ 7,000	
Finance costs (construction interest)	\$ 13,300	\$ 1,330	
Other	\$ 31,700	\$ 3,170	
<b>TOTAL</b>	<b>\$ 1,462,143</b>	<b>\$146,214</b>	<b>\$ 250,000</b>

5. Debt Service Coverage: The project is proposed to serve very low income (<30% of median income). Therefore, no debt service is proposed.

**6. Security for City Funds:**

- A recorded covenant to ensure affordability and use for targeted population for at least 50 years.
- A promissory note secured by deed of trust. The promissory note will require repayment of the entire grant amount upon non-compliance with any of the conditions of loan approval.

**ECONOMIC SUMMARY: HOUSE KEY PLUS ARCH--EASTSIDE HOMEBUYER ASSISTANCE PROGRAM**

1. Applicant/Description: ARCH/ Down payment assistance program (revolving loan pool) for homebuyers who are moderate income individuals and families.

2. Project Location: Locations to be determined in East King County

3. Financing Information:

<b>Funding Source</b>	<b>Funding Amount</b>	<b>Commitment</b>
ARCH	\$ 200,000	Applied for Spring 2006
King County	\$ 300,000	Committed Fall 2005
State	\$ 500,000	Applied for Spring 2006
WSHFC	\$ 200,000	Apply for Summer 2006
<b>TOTAL</b>	<b>\$ 1,200,000</b>	

4. Development Budget: Not Applicable

5. Debt Service Coverage: Each homebuyer assistance award will be in the form of a silent second loan. City loans will provide for repayment over at time of title transfer at fixed 4% interest. Repayments will return to the revolving loan pool for reuse on another down payment loan.

6. Security for City Funds:

- A recorded resale agreement to ensure affordability for at least \_\_\_ years for price restricted homes.
- A promissory note secured by a deed of trust. The promissory note will contain the repayment terms.

**ARCH HOUSING TRUST FUND (HTF) RECOMMENDATION  
SPRING 2006**

<b>Applicant</b>	<b>Housing Type</b>	<b># of units/ bdrms</b>	<b>Income served</b>	<b>Project Location</b>	<b>Duration of benefit</b>	<b>Total cost per unit</b>	<b>HTF cost per aff. unit</b>	<b>Funds Requested (Grant/Loan)</b>	<b>Funding Recommendation</b>
Community Homes Inc. Adult Family Homes #5 and #6	2 SFH for Developmentally Disabled (Acquisition/Rehab)	2 (10 beds)	10 beds at <30%	To Be Determined Redmond	50 years	\$731,072	\$125,000	\$250,000 (Secured Grant)	\$250,000 \$100,000 Bellevue gen fund \$ 35,000 Kirkland gen fund \$ 75,000 Redmond gen fund \$ 10,000 Mer Is gen fund \$ 10,000 Newcas. gen fund \$ 10,000 Clyde hill gen fund \$ 10,000 Medina gen fund \$ 2,500 Hunts Pt gen fund
ARCH House Key Plus ARCH Down payment Assistance	Families (New and Existing) Homeownership	48	48 at 80%	To Be Determined Scattered Sites In East King County	50 Years	\$160,000- \$330,000 Estimated per home	\$4,167	\$200,000 (Deferred Loan Pool)	\$200,000 \$75,000 Bellevue gen fund \$35,000 Kirkland gen fund \$35,000 Redmond gen fund \$25,000 Kenmore gen fund \$10,000 Newcastle gen fund \$10,000 Mer Is gen fund \$ 5,000 Wood gen fund \$ 5,000 Issaquah gen fund

# ARCH HOUSING TRUST FUND, SPRING 2006

Leveraging Funds - - Based on CAB's Recommendation

	CHI-Adult Family Homes 5 & 6		ARCH- House Key Plus ARCH DPA		TOTAL
ARCH Committed Local Public	\$250,000	17%	\$200,000	17%	\$450,000
King County HOF/Challenge HOME CDBG HOPWA KC TOTAL	\$500,000	34%	\$300,000	25%	\$800,000
WA HAP	\$665,000	45%	\$500,000	42%	\$1,165,000
Federal/HUD Section 811 McKinney FEDERAL TOTAL					
Tax Credits	\$0	0%	\$0	0%	\$0
Federal Home Bank					
Bonds					
Bank Loans	\$0	0%	\$0	0%	\$0
Private	\$47,143	3%	\$0	0%	\$47,143
Other	\$0	0%	\$200,000	17%	\$200,000
<b>TOTAL COST</b>	<b>\$1,462,143</b>	<b>100%</b>	<b>\$1,200,000</b>	<b>100%</b>	<b>\$2,662,143</b>

**SPRING 2006 HOUSING TRUST FUND: PROPOSED FUNDING SOURCES**

SOURCE	PROJECT	
	Group Homes Comm. Homes	Down Payment Program ARCH
<b>Request</b>	\$ 250,000	\$ 200,000
<b>CAB Recommendation</b>	\$ 250,000	\$ 200,000
Sub-Regional CDBG		
Bellevue		
CDBG		\$ -
General Fund	\$ 97,500	\$ 75,000
Issaquah		\$ 5,000
Kirkland		
General Fund	\$ 35,000	\$ 35,000
Mercer Is.		
General Fund	\$ 10,000	\$ 10,000
Redmond		
General Fund	\$ 75,000	\$ 35,000
Newcastle		
General Fund	\$ 10,000	\$ 10,000
Kenmore		
General Fund		\$ 25,000
Woodinville		
General Fund		\$ 5,000
Clyde Hill		
General Fund	\$ 10,000	\$ -
Medina		
General Fund	\$ 10,000	\$ -
Hunts Point		
General Fund	\$ 2,500	
<b>TOTAL</b>	\$ 250,000	\$ 200,000
CDBG	\$ -	\$ -
General Fund	\$ 250,000	\$ 200,000

**FIGURE 1**  
**ARCH: EAST KING COUNTY TRUST FUND SUMMARY**  
**LIST OF PROJECTS FUNDED (1993 - Fall 2005)**

Project	Location	Owner	# Units/Beds	Funding	% of Total Allocation	Distribution Target
<b>1. Family Housing</b>						
Andrews Heights Apartments	Bellevue	St. Andrews	24	\$400,000		
Garden Grove Apartments	Bellevue	DASH	18	\$180,000		
Overlake Townhomes	Bellevue	Habitat of EKC	10	\$120,000		
Glendale Apartments	Bellevue	DASH	82	\$300,000		
Wildwood Apartments	Bellevue	DASH	36	\$270,000		
Somerset Gardens (Kona)	Bellevue	KC Housing Authority	198	\$700,000		
Pacific Inn	Bellevue *	Pacific Inn Assoc.	118	\$600,000		
Eastwood Square	Bellevue	Park Villa LLC	48	\$600,000		
Chalet Apts	Bellevue	St Andrews	14	\$163,333		
YWCA Family Apartments	K.C. (Bellevue Sphere)	YWCA	12	\$100,000		
Highland Gardens (Klahanie)	K.C. (Issaquah Sphere)	St. Andrews	54	\$291,281		
Crestline Apartments	K.C. (Kirkland Sphere)	Shelter Resources	22	\$195,000		
Parkway Apartments	Redmond	KC Housing Authority	41	\$100,000		
Habitat - Patterson	Redmond	Habitat of EKC	24	\$446,629		
Avon Villa Mobile Home Park	Redmond **	MHCP	93	\$525,000		
Terrace Hills	Redmond	St. Andrews	18	\$442,000		
Village at Overlake Station	Redmond	KC Housing Authority	308	\$1,645,375		
Summerwood	Redmond	DASH	166	\$1,198,034		
Habitat - Bothell Site	Bothell	Habitat of EKC	8	\$170,000		
Habitat - Newcastle Site	Newcastle **	Habitat of EKC	12	\$240,837		
Talus Property	Issaquah ***	St. Andrews	40	\$1,002,770		
Issaquah Highlands Property	Issaquah ***	SAHG/SRI	40	\$499,430		
Greenbrier Family Apts	Woodinville **	DASH	50	\$286,892		
Plum Court	Kirkland	DASH	61 /66	\$1,000,000		
ADU Loan Program	Various		6 est	\$70,000		
Homeowner Downpayment Loan	Various	KC/WSHFC/ARCH	35 est	\$215,000		
Kenmore Court	Kenmore	LIHI	33	\$350,000		
Mine Hill	Issaquah	SAHG	50	\$450,000		
<b>SUB-TOTAL</b>			<b>1621</b>	<b>\$12,561,582</b>	<b>58.1%</b>	<b>(56%)</b>
<b>2. Senior Housing</b>						
Cambridge Court	Bellevue	Resurrection Housing	20	\$160,000		
Ashwood Court	Bellevue *	DASH/Shelter Resources	50	\$1,070,000		
Evergreen Court (Assisted Living)	Bellevue	DASH/Shelter Resources	64 /84	\$1,280,000		
Vasa Creek	K.C. (Bellevue Sphere)	Shelter Resources	50	\$190,000		
Riverside Landing	Bothell **	Shelter Resources	50	\$225,000		
Kirkland Plaza	Kirkland	St. Andrews	24	\$610,000		
Heron Landing	Kenmore	DASH/Shelter Resources	50	\$65,000		
Ellsworth House Apts	Mercer Island	St. Andrews	59	\$900,000		
Greenbrier Sr Apts	Woodinville **	DASH/Shelter Resources	50	\$131,192		
<b>SUB-TOTAL</b>			<b>417</b>	<b>\$4,631,192</b>	<b>21.4%</b>	<b>(19%)</b>
<b>3. Homeless/Transitional Housing</b>						
Hopelink Place	Bellevue **	Hopelink	20	\$500,000		
Chalet	Bellevue	St Andrews	4	\$46,667		
Kensington Square	Bellevue	Housing at Crossroads	6	\$150,000		
Dixie Price Transitional Housing	Redmond	Hopelink	4	\$71,750		
Avondale Park	Redmond	Springboard (EHA)	18	\$280,000		
Avondale Park Redevelopment	Redmond **	Springboard (EHA)	60	\$1,502,469		
Petter Court	Kirkland	KITH	4	\$100,000		
Talus Property	Issaquah ***	St. Andrews	10	\$250,693		
Issaquah Highlands Property	Issaquah ***	SAHG/SRI	10	\$140,000		
<b>SUB-TOTAL</b>			<b>118</b>	<b>\$3,041,578</b>	<b>14.1%</b>	<b>(13%)</b>
<b>4. Special Needs Housing</b>						
My Friends Place	Uninc. KC	EDVP	6 Beds	\$65,000		
Stillwater	Redmond	Eastside Mental Health	19 Beds	\$187,787		
Foster Care Home	Kirkland	Friends of Youth	4 Beds	\$35,000		
DD Group Home	Redmond/TBD	Community Living	5 Beds	\$75,000		
United Cerebral Palsy	Bellevue/Redmond	UCP	9 Beds	\$25,000		
DD Group Home	Bellevue	Residence East	5 Beds	\$40,000		
AIDS Housing	Bellevue/Kirkland	Aids Housing of WA.	10 Units	\$130,000		
Harrington House	Bellevue	AHA/CCS	8 Beds	\$290,209		
DD Group Home	Bellevue	Community Living	5 Beds	\$21,000		
Parkview DD Condos III	Bellevue	Parkview	4	\$200,000		
IERR DD Home	Issaquah	IERR	6 Beds	\$50,209		
Foster Care Home	Bothell	FOY	4 Beds	\$50,000		
Oxford House	Bothell	Oxford/Compass Ctr.	8 Beds	\$80,000		
Parkview DD Homes VI	Bellevue/Bothell	Parkview	6 Beds	\$150,000		
<b>SUB-TOTAL</b>			<b>99 Beds/Units</b>	<b>\$1,399,205</b>	<b>6.5%</b>	<b>(12%)</b>
<b>TOTAL</b>			<b>2255</b>	<b>\$21,633,557</b>	<b>100.0%</b>	

\* Funded through Bellevue Downtown Program

\*\* Also, includes in-kind contributions (e.g. land, fee waivers, infrastructure improvements)

\*\*\* Amount of Fee Waiver still to be determined



**CITY OF KIRKLAND**  
**Department of Public Works**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

---

## **MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Elaine Borjeson, Solid Waste Coordinator  
Daryl Grigsby, Public Works Director

**Date:** July 7, 2006

**Subject:** RESOLUTION TO RELINQUISH THE CITY'S INTEREST IN A PORTION OF UNOPENED  
RIGHT OF WAY

### RECOMMENDATION:

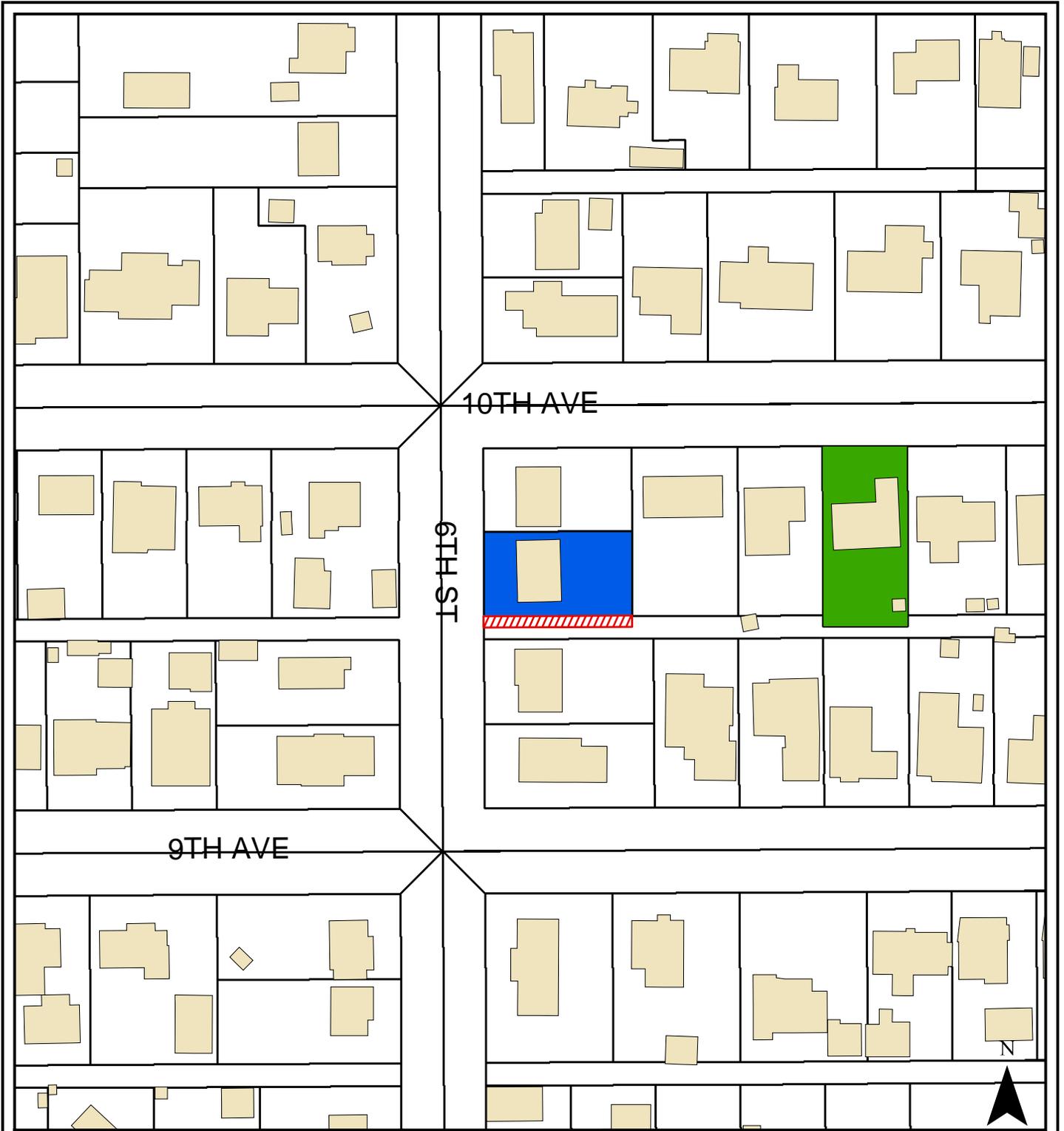
It is recommended that the City Council adopt the enclosed Resolution relinquishing interest, except for a utility easement, in the north 8 feet of the unopened alley abutting the south boundary of the following described property: The south half of the west half of Lot 30, and the south half of Lots 31 and 32, Block 169, TOWN OF KIRKLAND, according to the plat thereof recorded in Volume 6 of Plats, page 53, records of King County, Washington, AND Lots 32 and 33, Block 169, SUPPLEMENTARY PLAT OF THE CENTRAL ADDITION TO KIRKLAND, according to the plat thereof recorded in Volume 6 of Plats, page 85, records of King County, Washington, EXCEPT the north 60 feet thereof.

### BACKGROUND DISCUSSION:

The unopened alley abutting the property of 918 6<sup>th</sup> Street was originally platted and dedicated in 1890 as the Town of Kirkland. The Five Year Non-User Statute provides that any street or right-of-way platted, dedicated or deeded prior to March 12, 1904, which was outside City jurisdiction when dedicated and which remains unopened or unimproved for five continuous years is then vacated. The subject right-of-way has not been opened or improved.

R. Patrick and Kelli A. Primavera, the owners of the property abutting this right-of-way, submitted information to the City claiming the right-of-way was subject to the Five Year Non-User Statute (Vacation by Operation of Law), Laws of 1889, Chapter 19, Section 32. After reviewing this information, the City Attorney believes the approval of the enclosed Resolution is permissible.

Attachments: Resolution  
Vicinity Map



**PRIMAVERA RESIDENCE NON-USER VACATION  
918 6TH ST**

- |   |                           |   |                  |
|---|---------------------------|---|------------------|
|  | Primavera Residence       |  | Building Outline |
|  | Proposed Vacation         |  | School           |
|  | Granted Non-User Vacation |  | Park             |
|  | Pedestrian Easement       |   |                  |



Produced by the City of Kirkland.  
 (c) 2005, the City of Kirkland, all rights reserved.  
 No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

Map Printed July 11, 2005 - Public Works GIS

RESOLUTION R-4584

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE, EXCEPT FOR A UTILITY EASEMENT, IN AN UNOPENED ALLEY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNERS R. PATRICK AND KELLI A. PRIMAVERA.

WHEREAS, the City has received a request to recognize that any rights to the land originally dedicated in 1890 as right-of-way abutting a portion of the Town of Kirkland have been vacated by operation of law; and

WHEREAS, the Laws of 1889, Chapter 19, Section 32, provide that any county road which remains unopened for five years after authority is granted for opening the same is vacated by operation of law at that time; and

WHEREAS, the area which is the subject of this request was annexed to the City of Kirkland, with the relevant right-of-way having been unopened; and

WHEREAS, in this context it is in the public interest to resolve this matter by agreement,

Now, therefore, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. As requested by property owners R. Patrick and Kelli A. Primavera, the City Council of the City of Kirkland hereby recognizes that the following described right of way has been vacated by operation of law and relinquishes all interest it may have, if any, except for a utility easement, in the portion of right-of-way described as follows:

A portion of unopened alley being identified as the north 8 feet of unopened alley abutting the south boundary of the following described property: The South half of the West half of Lot 30, and the South half of Lots 31 and 32, Block 169, TOWN OF KIRKLAND, according to the plat thereof recorded in Volume 6 of Plats, page 53, records of King County, Washington, AND Lots 32 and 33, Block 169, SUPPLEMENTARY PLAT OF THE CENTRAL ADDITION TO KIRKLAND, according to the plat thereof recorded in Volume 6 of Plats, page 85, records of King County, Washington, EXCEPT the North 60 feet thereof.

Section 2. This resolution does not affect any third party rights in the property, if any.

Passed by majority vote of the Kirkland City Council in open meeting this \_\_\_\_ day of \_\_\_\_\_, 2006.

Signed in authentication thereof this \_\_\_\_ day of \_\_\_\_\_, 2006.

\_\_\_\_\_  
MAYOR

Attest:

\_\_\_\_\_  
City Clerk



**CITY OF KIRKLAND**  
**Department of Public Works**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

---

**MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Elaine Borjeson, Solid Waste Coordinator  
Daryl Grigsby, Public Works Director

**Date:** July 6, 2006

**Subject:** CERTIFICATE OF APPRECIATION FOR PARTICIPANTS OF PILOT COMMERCIAL ORGANICS RECYCLING PROGRAM

Recommendation:

It is recommended that the City Council authorize the City Manager to sign Certificates of Appreciation for the businesses in the Totem Lake area of Kirkland that participated in a yearlong pilot program to recycle food waste.

Background Discussion:

In December, 2004 the Kirkland City Council authorized the City's participation in a yearlong pilot program to recycle commercial organics in partnership with the King County Solid Waste Division and Waste Management. The project was centered in the Totem Lake area and ran from March 14, 2005 to March 13, 2006. The 27 participating Kirkland businesses diverted nearly 100 tons of organic materials from the landfill (97.69 tons). The food waste and food soiled paper were delivered to Cedar Grove Composting where they became a valuable soil amendment instead of being buried in the landfill.

Information learned from the pilot project is helping to form the basis for workable alternatives in a citywide commercial organics recycling program in Kirkland in the near future. Staff is currently working on program details in preparation for bringing options to Council for possible implementation in 2007.

Attachments: 1 – Certificate of Appreciation (sample)  
2 – List of participants

# *Certificate of Appreciation*

*Presented To:*

## *Las Margaritas*

For participating  
in the King County,  
City of Kirkland Food+ Recycling  
Program in 2005 and 2006.



**King County**

Department of  
Natural Resources and Parks  
**Solid Waste Division**



Thanks to your efforts  
and other local businesses,  
100 tons of organic materials were  
diverted from the landfill.

**Jeff Gaisford**

Recycling and Environmental Services Man-  
ager King County Solid Waste Division

July, 2006

**David Ramsay**

City Manager  
City of Kirkland

Commercial Organics Pilot Program List of Participants

1. Blimpies Subs
2. Danny's Pub
3. Elite Kid's Preschool
4. Evergreen Hospital
5. Fena Flowers
6. Jack in the Box
7. Kami Teriyaki
8. Ken Zaburo Sushi Bar & Grill
9. Kentucky Fried Chicken
10. Kindercare
11. Lake Washington Technical College
12. Las Margaritas
13. Little Italy
14. Lucky 7 Saloon
15. Lucky Café
16. McDonalds
17. Nasai Teriyaki
18. Nick's Grill
19. Pho Express
20. Pizza Hut
21. Quality Food Center
22. Santa Fe Mexican Restaurant
23. Subway
24. Taco Bell
25. Teriyaki Plus
26. Totem Deli
27. Trader Joes



**CITY OF KIRKLAND**  
**City Manager's Office**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

---

## **MEMORANDUM**

**To:** Dave Ramsay, City Manager  
**From:** Helen Ahrens-Byington, Deputy Chief  
**Date:** June 30, 2006  
**Subject:** NIMS Resolution

### **RECOMMENDATION:**

**The City of Kirkland Council adopts the National Incident Management System (NIMS) by resolution.**

### **BACKGROUND DISCUSSION:**

In March 2004, the Secretary of Homeland Security (DHS), at the request of the President, released the National Incident Management System (NIMS). NIMS is a comprehensive system that improves local response operations through the use of the Incident Command System (ICS) and the application of standardized procedures and preparedness measures. It creates a consistent national approach to all-hazard incident management at all jurisdictional levels and across functional disciplines.

Jurisdictions are required to meet the Federal FY 2006 (September 30, 2006) NIMS implementation requirements as a condition of receiving federal preparedness funding assistance in FY 2007. One of those requirements is the formal adoption of NIMS.

### **FY 2006 Compliance Activities:**

- **Formally recognizing the NIMS and adopting the NIMS principles and policies**  
States, territories, tribes, and local entities should establish legislation, executive orders, resolutions, or ordinances to formally adopt the NIMS.

In order to further our efforts in emergency preparedness and to manage disasters in a way which is consistent with local, state, and federal emergency methods, it is staff's recommendation to adopt the National Incident Management System (NIMS). Through adoption we will position the City to be eligible for emergency preparedness grants; which would allow us to be better prepared as a community.

RESOLUTION R-4585

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELATING TO THE NATIONAL INCIDENT MANAGEMENT SYSTEM.

WHEREAS, response to and recovery from major emergencies and disasters requires integrated professional management and coordination; and

WHEREAS, the President directed the Secretary of the Department of Homeland Security to develop and administer a National Incident Management System (NIMS) to standardize and enhance incident management procedures nationwide; and

WHEREAS, the National Incident Management System provides a structure and process to effectively coordinate responders from multiple disciplines and levels of government and to integrate them with resources from the private sector and non-governmental organizations; and

WHEREAS, use of the National Incident Management System, which has as a key component the Incident Command System (ICS), will improve the City of Kirkland's ability to manage major emergencies and disasters; and

WHEREAS, failure to adopt and use the National Incident Management System may preclude the City of Kirkland from receiving federal preparedness grants or reimbursement for costs expended during major emergency and disaster response and recovery operations.

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

Section 1. The City Council of the City of Kirkland hereby adopts the National Incident Management System as the foundation for incident command, coordination and support activities.

Section 2. It shall further be the policy of the City of Kirkland to provide appropriate training on the National Incident Management System and its core components to personnel responsible for managing and/or support major emergency and disaster operations.

Passed by majority vote of the Kirkland City Council in open meeting this \_\_\_\_ day of \_\_\_\_\_, 2006.

Signed in authentication thereof this \_\_\_\_ day of \_\_\_\_\_, 2006.

\_\_\_\_\_  
MAYOR

Attest:

\_\_\_\_\_  
City Clerk



**CITY OF KIRKLAND**

123 Fifth Avenue, Kirkland, WA 98033 425.587.3000

[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

---

**MEMORANDUM**

**To:** Dave Ramsey, City Manager

**From:** Tom Phillips, Building Services Manager

**Date:** July 6th, 2006

**Subject:** AN ORDINANCE TO AMEND THE RODENT CONTROL PROVISIONS OF TITLE 9 OF THE KIRKLAND MUNICIPAL CODE

RECOMMENDATION:

It is recommended that the City Council adopt the attached Ordinance that amends the rodent baiting provisions of Title 9 of the Kirkland Municipal Code.

BACKGROUND AND DISCUSSION:

The portion of our current rodent abatement ordinance that pertains to demolition and grading projects is lacking clarity and therefore, difficult to enforce. The following are items in the ordinance that are causing the difficulties and the proposed recommendations to correct those problems:

1. The existing ordinance addresses demolition work and grading activity that requires a Land Surface Modification (LSM) permit. It does not adequately cover projects that consist of only clearing when an LSM permit is not required. This proposal adds the term 'clearing' into the ordinance.
2. The existing ordinance requires that the baiting program be completed at least 15 days prior to starting the demolition or grading work. It does not limit the time between the completion of the rat baiting program and when the demolition or grading work can begin. Currently a baiting program can be started and completed a year before the project begins. Rats would be able to repopulate the area in the intervening time. The proposed amendment clarifies that the baiting program must be started at least 15 days before the demolition, grading or clearing work begins and continue until the project begins.
3. The current ordinance does not require the baiting program to be in writing or approved by a pest control specialist. The proposed amendment corrects those omissions.

ORDINANCE NO. 4053

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO RODENT CONTROL.

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

Section 1. Section 9.04.040 of the Kirkland Municipal Code is hereby amended to read as follows:

**9.04.040 Rat baiting.**

All applicants for a demolition or a land surface modification permit and those persons undertaking a land clearing project, shall ~~complete~~ initiate a rat baiting program on the project site at least fifteen days prior to the start of demolition, clearing or land surface modification activity. The baiting program must continue at least until the project begins, however, no demolition, clearing or land surface modification work shall commence until all significant rat activity has been abated even if it has been 15 or more days since the initiation of the rat baiting program, unless approved by the building official. The rat baiting program shall be approved by a qualified pest control agent and be consistent with the Seattle-King County Health Department guidelines and recommendations for rat baiting. The use of any pesticides shall fully comply with WAC 16-2 28-1380. The building official shall not issue or deliver any demolition or land surface modification permit, nor shall any land clearing begin, until the applicant has filed with the city a copy of the rat baiting program and a declaration, under penalty of perjury, that the requirements of this section have been complied with. The rat baiting program may be terminated at any time, due to the lack of rat activity, upon a written recommendation of the pest control agent or upon approval of the building official, however, the program must be reinstated upon discovery of additional rat activity by the pest control agent or the building official and all work may be required to be stopped until the additional rat activity has been abated as determined in writing by the pest control or upon approval of the building official. At the discretion of the building official, a project unlikely to disturb a nesting place of rats may be exempted from the requirements of this section. ~~This section shall apply to all demolition permits and land surface modification permits issued by the city after January 1, 2003, even if a complete permit application was submitted prior to January 1, 2003.~~

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

Passed by majority vote of the Kirkland City Council in open meeting this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

Signed in authentication thereof this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

\_\_\_\_\_  
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.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

---

## **MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Gwen Chapman, Interim Finance & Administration Director  
Sandi Miller, Financial Planning Manager

**Date:** July 7, 2006

**Subject:** 2006 Mid-Year Budget Adjustments

### **RECOMMENDATION:**

The City Council adopt the attached ordinance adjusting the 2005-2006 budget appropriation for selected funds.

### **BACKGROUND DISCUSSION:**

State law prohibits expenditures from exceeding the budgeted appropriation for any fund and requires the City to adjust budget appropriations when:

1. Unanticipated revenue exists and will potentially be expended;
2. New funds are established during the budget year which were not included in the original budget; or
3. The city Council authorizes positions, projects, or programs not incorporated into the current biennial budget.

Unless there is an immediate need, budget adjustments that represent ongoing increases in the level of service are generally not introduced at mid-year. Rather, they are submitted as service package requests during the budget preparation process.

The proposed budget adjustments fall into one of the following two general categories:

- **Requests for One-Time Funding for Unanticipated Needs.** These requests primarily relate to addressing workload peaks and funding for one-time projects and expenditures related to annexation decision planning. All one-time adjustments in the General Fund are funded by either expenditure savings or excess fund balance in the General Fund Contingency. Since these adjustments are funded by sources within the fund, there is no change to the overall fund appropriation total.
- **Other "Housekeeping" Adjustments.** These adjustments include a number of grants that were received during the past six months that need to be acknowledged. Also included are adjustments for accounting corrections and the distribution of COLA reserves for settled labor contracts.

A complete list of the recommended budget adjustments is included as Attachment A. All of the one-time funding request adjustments were submitted to the Council at their mid-year budget review meeting on June 15, 2006. The recommended one-time budget adjustments are summarized as follows:

- **Annexation Support and Consultants (\$64,189).** As Council continues in their deliberations regarding the potential annexation, additional resources are needed to support staff and to study the complex issues facing the Council. This request includes packages for both the City Manager's office and the Finance and Administration Department.

The City Manager's office is requesting temporary help for five months for a half-time administrative assistant to support staff and the annexation decision effort. This position would be responsible for meeting coordination and logistics; assistance in the communication efforts to the current citizens, the potential annexation area residents and staff; and maintenance of the website and Kirknet as related to annexation.

Also, the City Manager's office is requesting one-time funding for a communications consultant. At their meeting in May 2006, the City Council concurred with a recommendation to engage a communications consultant as soon as possible and that initial efforts should focus on current Kirkland residents. The communications will include a focus on issues such as how annexation might affect the existing City character, services and finances.

The Finance and Administration Department is requesting one-time funding to engage a financial consultant to study the long-term fiscal impacts of annexation. The study will provide strategies the City Council can employ to offset the loss of temporary State revenue provided by SB 6686.

- **Jail Operations & Records Financial Analysis (\$20,000).** The NORCOM study (regional dispatch concept) has brought to light interdependencies between the communications, records and jail functions that deserve closer scrutiny. This request would provide funding for a consultant to advise the City on jail operating costs and to review Police Department recommendations for staffing levels to provide full time monitoring of the jail. The study will also evaluate the cost of operating a larger facility and the relationship between the size of a jail facility and economies of scale that can be possible. The results of the study will be used to develop more specific plans for a Public Safety Building and to better understand the impacts of moving to a regional dispatch model.
- **Off-leash Enforcement (\$9,600).** In 2005 the Council approved a 12-week pilot program with the emphasis on education and enforcement of off-leash dogs within our Park system. The program made great strides in educating park patrons and the staff recommends continuing the program through the summer and into the fall of 2006.
- **Peter Kirk Community Center Complex Sign (\$6,000).** The Council approved a resolution renaming the senior center in April 2006. This service package requests funding for a complex sign that will not only identify the newly-renamed Peter Kirk Community Center but all of Peter Kirk Park with its other adjoining parks facilities.
- **Impact Fee Study (\$10,000).** A comprehensive review and update of the City's five-year old impact fee policies are currently underway as an approved 2006 service package. During the scoping process for the study, it became clear that the approved budget was somewhat less than the fees proposed by the City's consultant for the services required to complete the study and address all of the issues identified. This service package seeks to complete the study update.
- **Building Permit Technician (\$34,284).** Development activity continues to be strong in 2006, creating increased permitting activity and additional workload impacts in the Building Division, especially on the front counter Permit Technicians. This request is for one-time funding for an additional temporary permit technician in the Fire/Building Department through the end of 2006.
- **Temporary GIS Analyst (\$41,446).** Kirkland's enterprise-wide GIS program has been increasingly utilized by all departments and has seen its project assignments increase beyond the current division staffing level. There are currently moderate backlogs in all GIS program service areas and new projects continue to be submitted. Funding would provide for a 6-month temporary GIS Analyst to be assigned a wide variety of production, research, and analysis tasks. The one-time position can be funded from 2005 IT budget savings.

July 7, 2006

Page 3

- **Videotaping City Council Meetings (\$6,000).** Due to the longer length of meetings and an increase in the number of study sessions, the budget for videotaping the City Council meetings is on course to be over budget by year end. The City Council meetings get viewed live, during our rebroadcast and are viewed from the on-demand menu on our website. This request is for additional funds for coverage of the City Council meetings to continue the service we provide to the residential and business community both in and surrounding Kirkland.

The next budget adjustment will be presented to Council in December 2006 to make any final adjustments needed for the 2005-2006 budget.

**City of Kirkland  
2005-2006 Budget  
Mid-year 2006 Budget Adjustment Summary**

**ATTACHMENT A**

Fund & Adjustment Type	Uses	Funding Source		Comment
		Expenditure Savings/Reserves	Resources	
<b>GENERAL FUND</b>				
Amateur Radio Emergency Services (ARES) Equipment Upgrade	2,500	-	2,500	Donation from Greenpoint Technologies
Annexation Administration Support	19,189	(19,189)	-	General Fund contingency
Annexation Communications Consultant	20,000	(20,000)	-	Expenditure savings
Annexation Fiscal Consultant	25,000	(25,000)	-	General Fund contingency/expenditure savings
Building Permit Technician	34,284	(34,284)	-	General Fund contingency
CBRNE (Hazardous Materials) Training Reimbursement	4,609	-	4,609	Reimbursement for Police Department overtime
Emergency Management Performance Grant	40,180	-	40,180	FEMA grant
EMS Participation Grant	1,463	-	1,463	Department of Health grant
False Alarm Program	35,400	-	35,400	False Alarm Program fees
Impact Fee Study	10,000	(10,000)	-	General Fund contingency
Jail Operations & Records Financial Analysis	20,000	(20,000)	-	General Fund contingency
Kirkland Youth Work Program	32,039	-	32,039	Funded by grant from King Conservation District
Labor Contract Settlement	82,818	-	82,818	Transfer in from Labor Relations Reserve and new construction property tax
Off-leash Enforcement	9,600	(9,600)	-	General Fund contingency
Peter Kirk Community Center Complex Sign	6,000	(6,000)	-	General Fund contingency
Temporary Construction Inspector	68,746	-	68,746	Contract with Verizon for Fiber Optic Cable installation
Traffic Safety Commission Grants	16,684	-	16,684	Additional Traffic Safety Commission grants
<b>General Fund Total</b>	<b>428,512</b>	<b>(144,073)</b>	<b>284,439</b>	

Fund & Adjustment Type	Uses	Funding Source		Comment
		Expenditure Savings/Reserves	Resources	
<b>OTHER FUNDS</b>				
<b>STREET OPERATING FUND</b>				
Labor Contract Settlement	3,690	-	3,690	Transfer in from Labor Relations Reserve
<b>Street Operating Fund Total</b>	<b>3,690</b>	<b>-</b>	<b>3,690</b>	
<b>PARKS MAINTENANCE FUND</b>				
Labor Contract Settlement	2,100	-	2,100	Transfer in from Labor Relations Reserve
<b>Parks Maintenance Fund Total</b>	<b>2,100</b>	<b>-</b>	<b>2,100</b>	
<b>FACILITIES MAINTENANCE FUND</b>				
Labor Contract Settlement	1,665	-	1,665	Transfer in from Labor Relations Reserve
<b>Facilities Maintenance Fund Total</b>	<b>1,665</b>	<b>-</b>	<b>1,665</b>	
<b>STREET IMPROVEMENT FUND</b>				
Adjust Surface Water CIP 2006 Xfr In to Street Improvement Fund	(1,737,500)	-	(1,737,500)	Accounting correction-no change in program
<b>Street Improvement Fund Total</b>	<b>(1,737,500)</b>	<b>-</b>	<b>(1,737,500)</b>	
<b>GRANT CONTROL FUND</b>				
Pedestrian Safety Program Grant	60,000	-	60,000	Grant
School Zone Flashing Beacon/Lighting Grant	37,500	-	37,500	Grant
<b>Grant Control Fund</b>	<b>97,500</b>	<b>-</b>	<b>97,500</b>	
<b>WATER/SEWER OPERATING FUND</b>				
Labor Contract Settlement	4,530	-	4,530	Transfer in from Labor Relations Reserve
2006 Utility rate adjustments	324,650	-	324,650	Recognize 2006 Utility rates
<b>Water/Sewer Operating Fund Total</b>	<b>329,180</b>	<b>-</b>	<b>329,180</b>	
<b>WATER/SEWER CAPITAL PROJECTS FUND</b>				
Adjustment to CIP Funding Transfer	(102,200)	-	(102,200)	Accounting correction-no change in program
<b>Water/Sewer Capital Projects Fund Total</b>	<b>(102,200)</b>	<b>-</b>	<b>(102,200)</b>	

Fund & Adjustment Type	Uses	Funding Source		Comment
		Expenditure Savings/Reserves	Resources	
<b>SURFACE WATER OPERATING FUND</b>				
Labor Contract Settlement	2,715	-	2,715	Transfer in from Labor Relations Reserve
2006 Utility rate adjustments	(111,642)	-	(111,642)	Recognize 2006 Utility rates
<b>Surface Water Operating Fund Total</b>	<b>(108,927)</b>	<b>-</b>	<b>(108,927)</b>	
<b>EQUIPMENT RENTAL FUND</b>				
Labor Contract Settlement	1,200	-	1,200	Transfer in from Labor Relations Reserve
<b>Equipment Rental Fund Total</b>	<b>1,200</b>	<b>-</b>	<b>1,200</b>	
<b>INFORMATION TECHNOLOGY FUND</b>				
COLA adjustment transfer in from General Fund	1,220	-	1,220	Transfer in from General Fund COLA reserve for MMS
Graphic Artist backfill (transfer from General Fund)	4,650	-	4,650	Transfer in from General Fund contingency for MMS
Temporary GIS Analyst	41,446	(41,446)	-	Expenditure savings
Videotaping of City Council Meetings	6,000	-	6,000	Transfer in from General Fund contingency
<b>INFORMATION TECHNOLOGY FUND TOTAL</b>	<b>53,316</b>	<b>(41,446)</b>	<b>11,870</b>	
<b>TOTAL OTHER FUNDS</b>	<b>(1,459,976)</b>	<b>(41,446)</b>	<b>(1,501,422)</b>	
<b>TOTAL ALL FUNDS</b>	<b>(1,031,464)</b>	<b>(185,519)</b>	<b>(1,216,983)</b>	

ORDINANCE NO. 4054

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING THE BIENNIAL BUDGET FOR 2005-2006.

WHEREAS, the City Council finds that the proposed adjustments to the Biennial Budget for 2005-2006 reflects 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. 2006 mid-year adjustments to the Biennial Budget of the City of Kirkland for 2005-2006 are hereby adopted.

Section 2. In summary form, modifications to the totals of estimate 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	98,887,161	284,439	99,171,600
Lodging Tax	397,713	0	397,713
Street Operating	8,395,015	3,690	8,398,705
Cemetery Operating	311,728	0	311,728
Parks Maintenance	1,782,051	2,100	1,784,151
Recreation Revolving	1,850,967	0	1,850,967
Facilities Maintenance	8,448,324	1,665	8,449,989
Contingency	2,357,321	0	2,357,321
Cemetery Improvement	493,195	0	493,195
Impact Fees	3,456,512	0	3,456,512
Park & Municipal Reserve	10,802,759	0	10,802,759
Off-Street Parking Reserve	84,564	0	84,564
Tour Dock	210,913	0	210,913
Street Improvement	4,828,747	(1,737,500)	3,091,247
Grant Control Fund	339,501	97,500	437,001
Excise Tax Capital Improvement	14,018,435	0	14,018,435
Limited General Obligation Bonds	3,287,354	0	3,287,354
Unlimited General Obligation Bonds	3,236,949	0	3,236,949
L.I.D. Control	16,221	0	16,221
General Capital Projects	28,423,478	0	28,423,478
Grant Capital Projects	17,414,755	0	17,414,755
Water/Sewer Operating	35,135,377	329,180	35,464,557
Water/Sewer Debt Service	3,728,096	0	3,728,096
Utility Capital Projects	17,300,781	(102,200)	17,198,581
Surface Water Management	9,952,316	(108,927)	9,843,389
Surface Water Capital Projects	4,256,962	0	4,256,962
Solid Waste	15,639,441	0	15,639,441

<u>Funds</u>	<u>Current Budget</u>	<u>Adjustments</u>	<u>Revised Budget</u>
Equipment Rental	12,361,152	1,200	12,362,352
Information Technology	8,379,413	11,870	8,391,283
Firefighter's Pension	1,146,129	0	1,146,129
	316,943,330	(1,216,983)	315,726,347

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 \_\_\_\_\_, 2006.

Signed in authentication thereof this \_\_\_\_ day of \_\_\_\_\_, 2006.

\_\_\_\_\_  
MAYOR

Attest:

\_\_\_\_\_  
City Clerk

Approved as to Form:

\_\_\_\_\_  
City Attorney



**CITY OF KIRKLAND**  
**City Manager's Office**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

---

## **MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Sheila Cloney, Special Project Coordinator

**Date:** July 11, 2006

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

### **RECOMMENDATION:**

Approve the dedication of the Concours d'Elegance admissions tax receipts to support the Evergreen Hospital Women's and Children's uncompensated care program. Acknowledge that the City will not pursue the collection of the unremitted admissions tax for the 2004 and 2005 Concours events, because the receipts from these events went directly to support Evergreen and Children's Hospitals programs.

### **BACKGROUND DISCUSSION:**

The Kirkland Concours d'Elegance was founded in 2003 by four local business people whose mission was to give back to the community by creating a unique event that could not be duplicated in the Pacific Northwest. The event provides a venue to see some of the finest and most unique cars in the world while at the same time raising money to help seriously ill children. This event has been growing each year, and currently raises over \$150,000 annually for children's programs at Evergreen and Children's Hospitals.

City staff and Concours organizers recently met to discuss how the City might increase its involvement with the event. One recommendation from that meeting was that the City could dedicate the admissions tax collected from the event to the Evergreen Hospital uncompensated care program that is supported by Concours. Concours organizers estimate that the tax could generate approximately \$3,000 in revenue this year.

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

In 2003, the Concours remitted admissions tax receipts in the amount of \$1,865.25 to the City. In 2004 and 2005, Concours d'Elegance organizers donated the proceeds from the annual events directly to the Evergreen and Children's Hospitals programs for uncompensated care and did not remit admissions tax receipts to the City. In acknowledgment of the charitable donation of these event proceeds, staff recommends that the City not pursue collection of the 2004 and 2005 admissions tax associated with the Concours d'Elegance event.

This request from the Concours d'Elegance organizers has brought issues related to the City's Admissions Tax policy into focus. Currently, the City's Municipal Code exempts only secondary and elementary school functions from the tax. This has had the unintended consequence of driving some local non-profit event organizers to conduct their charitable events in locations outside Kirkland, where they would not be subject to an admissions tax. In light of this

issue, the City of Kirkland may want to consider a limited exemption for occasional charitable events that are conducted by non-profit organizations. To address this issue, staff recommends that a review of Admissions Tax policy be included in the 2007 work program.

# **Kirkland Concours d'Elegance**

## **Presentation to Kirkland City Council**

July 5, 2006

### **Purpose**

The purpose of this document and of the presentation to the Kirkland City Council on July 5 is twofold: To inform Council members about the Concours and the benefit it brings to the Kirkland Community; and To invite the City of Kirkland to become more involved in this important event.

### **History**

The Kirkland Concours d'Elegance or, "Contest of Elegance", is patterned after the Pebble Beach Concours d'Elegance which is perhaps the most celebrated classic and vintage collector car event in the world and has enjoyed the participation of some of those in leadership positions at Pebble Beach. Like Pebble Beach, the Kirkland Concours d'Elegance is a celebration of the classic art of automobile design. Invited vehicles are grouped into classes and judged based on their rarity, quality, presence, and most of all their elegance. The most deserving vehicles are celebrated at the conclusion of the event at the "Circle of Champions" award ceremony.

The Kirkland Concours d'Elegance was founded in 2003 by four local business leaders who wanted to give something back to the community by creating a unique event that could not be duplicated in the Pacific Northwest. It provides a venue to see some of the finest and most unique cars in the world while at the same time raising money for to help seriously ill children.

The inaugural event in 2003 showed 83 cars (mostly local), raised \$63 thousand and was supported by mostly local interests, including the Kirkland Auto Dealers Association, the Presenting Sponsor. Even though it was the Kirkland Concours' first year, the promise of the event and the gorgeous Kirkland setting allowed us to attract significant national attention; we were able to attract car enthusiast, Emmy and Tony winning actor, and Pebble Beach Master of Ceremonies Edward Herrmann who continues to "volunteer" as the Kirkland Concours MC every year.

In 2004 the Kirkland Concours raised \$134 thousand and an additional \$16,374 of in-kind contributions. Sponsorship became more regional with support from AAA of Washington, Phil Smart Mercedes-Benz, and Cutter & Buck. The Kirkland Concours also hosted one of the largest gatherings of Duesenberg vehicles ever seen on the west coast as the feature class of cars.

While the 2005 event was held in the rain, seriously limiting attendance, the Concours continued to grow, raising over \$180 thousand, plus \$40 thousand of in-kind contributions, for our charities, while growing to true regional stature with national recognition. The event continued to attract top local and regional companies but also saw national organizations—Sports Car Market Magazine, Hagerty—Collector Car Insurance, and RM Auctions—join the ranks of more than 40 corporate sponsors. The event also attracted the attendance of many of the biggest names in car collecting from throughout the United States and was supported by the Blackhawk Museum and Collection out of Danville California. In 2005 the Kirkland Concours branched out, adding classic wooden boats and vintage motorcycles to the event.

### **2006—Continuing to Grow**

Interest in the 2005 event has been enormous with over 50 corporate sponsors signed up and pledging more than \$240 thousand to date plus an additional \$21 thousand in in-kind support. Nationally recognized sponsorship has also increase including the LeMay Museum who is now the Presenting Sponsor of the 4th Annual Phil Smart Mercedes-Benz Kirkland Concours

d'Elegance. Discussions are also underway with many other impact sponsors. Other highlights of the 2006 event are:

- Participants in the 2006 Kirkland Concours will be coming from across the United States and Canada;
- The Classis Car Club of America has announced it will launch its Fall Tour from the site, displaying an additional 60+ vehicles on the grounds;
- The Pacific Northwest Chapter of the Porsche Club of North America will sponsor the Porsche Sports and Racing Class, and display 30 of their finest vehicles;
- The 2006 Kirkland Concours will feature what is believed to be the largest gathering of Custom Dietrich bodied cars ever held in the United States;
- As part of the Antique Class this year, the Kirkland Concours will present a few steam vehicles which will be driven onto the grounds to announce the opening of the event;
- Glenn Mounger, Past Co-Chairman of the Pebble Beach Concours has agreed to be the Kirkland Concours Head Judge;
- The Peterson and Nethercutt Museum's, two of the worlds premier automobile museums, located in Los Angeles will be participating in 2006;
- The very popular Vintage Wooden Boat and Motorcycle displays are back again this year, with the boat class attracting participants from as faraway as California;
- This year, the Kirkland Concours will initiate the Junior Judges Award—an award highlighting the important fact that all proceeds from the event help seriously ill children. The Concours has worked closely with Lake Washington School District to identify eight young people who will judge and present the award. The Award is sponsored by Talaris Research Institute, a non-profit founded by Bruce and Jolene McCaw to improve the healthy development of children from the prenatal period through age five.

### **Community Benefit**

One hundred percent of the proceeds from the Kirkland Concours d'Elegance go to support Evergreen Hospital's Women and Children's program and Children's Hospital and Regional Medical Center's uncompensated care program. This means that in the three years since its inception, the Kirkland Concours has contributed over \$375 thousand to helping sick children. The goal for 2006—a goal which is very much in sight—is to contribute another \$250 thousand. It goes without saying that the residents of Kirkland benefit greatly from having available to them the fine services of Evergreen Hospital and Children's Hospital and Regional Medical Center.

The entire event is planned and carried out by volunteers, with literally hundreds of individuals joining forces to ensure a quality, successful event. Not only does this community largesse literally make the event possible, it also provides an opportunity for local and regional residents to contribute to a very important cause.

Besides this most significant community benefit of providing care for seriously ill children, there are many other benefits, among them:

- Puts the "elegance" of Kirkland on the map. Well known and well respected individuals from the Puget Sound region and the nation now know the beauty of Kirkland;
- Organizers CHOSE Kirkland as the venue for the event in spite of offers from other venues;
- Advertising of the Kirkland Concours is nationwide, drawing attention to the community;
- The event is held on private property with minimal impact on residents;

- Economic advantages include literally thousands of dollars brought into the local economy by people staying at local hotels, eating at local restaurants, shopping in local stores and galleries, etc.
- Link from Kirkland Concours website to Kirkland Prospector website creates the possibility of business development.

It is clear that even though the real benefit to the local community is the support of two fine medical facilities and the children they serve, there are many other benefits to Kirkland. Clearly, the Kirkland Concours d'Elegance provides economic benefits and, in general, adds value to the Kirkland "brand", and it does so with minimal cost or disruption to the city or its residents.

#### **Keeping Costs Down to Increase Community Benefit**

Because all net proceeds from the Kirkland Concours d'Elegance go to support Evergreen and Children's Hospitals, the Concours Board works continuously to find ways to reduce costs and do things more efficiently. Examples include:

- Contract with the Kirkland Chamber of Commerce to carry out essential administrative functions rather than hire staff; clearly the cost was lower to "buy" the services from the Chamber than to incur the cost of hiring and maintaining staff;
- Administration of the fundraising effort during the formative years was done by Evergreen Healthcare Foundation at no cost. If the Board had had to hire fundraising experts, that would have reduced the amount of money available to support the hospitals;
- Extensive (and growing) in-kind contributions reflect the biggest benefit. If those services—ranging from transportation to printing to parking to advertising—all had to be bought at full cost, the hospitals' benefit would have been reduced by several thousand dollars.

Recently, we met with City staff to explore ways in which the City might increase its involvement with the Kirkland Concours by reducing or eliminating various costs which the Kirkland Concours pays the city (thereby increasing the funds available to care for children). Based on those discussions, we will be submitting grant applications to both the Community Agency grant program (for funds to offset costs for such things as police, banner hanging fees, etc.) and the Lodging Tax grant program (to support the cost of advertising and other related items). We will be submitting these grant applications for support for next year.

#### **A Request**

Finally, we would like to request that the City Council take action to refund to the Kirkland Concours d'Elegance (a bona fide 501 (c) (3) ) the amount of the Admissions Tax. We estimate that that amount in 2006 (assuming good weather) will be around \$3000.

#### **Thank You**

It is clear that the Kirkland Concours d'Elegance provides significant benefits to the residents of Kirkland. This has been possible because of the significant contribution of time and money by a number of people inside and outside of Kirkland. We very much appreciate the opportunity to hold this event in a City as lovely as Kirkland and we very much appreciate the partnership with City in this important enterprise.



**CITY OF KIRKLAND**  
**City Manager's Office**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001  
www.ci.kirkland.wa.us

## MEMORANDUM

**To:** Dave Ramsay, City Manager  
**From:** Marilynne Beard, Assistant City Manager  
**Date:** July 5, 2006  
**Subject:** ANNEXATION TIMELINE

### RECOMMENDATION:

Council discuss possible timeline scenarios for annexation of Kingsgate, Finn Hill and Juanita.

### BACKGROUND DISCUSSION:

The Council's Annexation Subcommittee discussed a variety of timeline scenarios in their past two meetings. The attached timelines (scenarios A, B and C) represent three possible time frames for proceeding with annexation. The timelines are based on the phasing and decision points that were discussed with Council at an earlier meeting and that were incorporated into the request for proposals for community outreach consulting services.

<b>Phase</b>	<b>Major City Work Program Items</b>	<b>Go/No Go Decision at the End of Each Phase</b>
Phase I	<ul style="list-style-type: none"><li>• Long Range Financial Planning</li><li>• Communications with Kirkland residents</li></ul>	Decision by Council whether to move forward with annexation planning
Phase II	<ul style="list-style-type: none"><li>• Communications with PAA residents</li><li>• Initial Implementation Planning</li></ul>	Decision by Council whether to place annexation on ballot (Begin Interlocal Agreement negotiations with King County)
Phase III	<ul style="list-style-type: none"><li>• Preparation for election</li><li>• Continued Implementation Planning</li></ul>	If "yes" from PAA vote, decision by Council whether to accept annexation
Phase IV	<ul style="list-style-type: none"><li>• Implementation of Annexation</li></ul>	NA

State law defines a series of steps that need to occur prior to annexation. Some of the steps have specific time frames (minimum or maximum days) that must be followed. Others are at the discretion of the City,

County and others involved in the annexation process. Some of the variables that should be considered include:

- **Statutory sequence and time frames for annexation using the Council resolution method of annexation** – The timeline scenarios reflect the approximate time frames set out in state law (refer to MRSC’s “Annexation Handbook” chapter on petition method for code cities). For instance, the Boundary Review Board (BRB) has 120 days to review the City’s proposed annexation. However, it is possible that the BRB process could take less time. The timelines allow for the maximum amount of time allowed the BRB.
- **Time frames established in Senate Bill 6686** – State funding for annexations is available to those cities that have commenced the annexation process by January 1, 2010. In this context, “commenced” has been determined by the Department of Revenue to be the point when the Council has passed a resolution declaring its intent to annex. This resolution must be adopted before January 2010 in order to be eligible for the state fund.

The state funding actually takes the form of a local tax that must be imposed by the City Council once they have commenced the annexation process. The tax can be initiated in July of any year following the resolution. In order to collect the tax, the City Council must notify the State Department of Revenue by June 1<sup>st</sup> of the applicable year in order to begin collection in July. The initiation of collection must begin in July as that is the beginning of the State fiscal year.

A key decision will relate to whether the City enacts the local tax before or after the effective date of annexation (see cash flow discussion below). Two of the three scenarios illustrate options with regard to implementation of the tax (one before and one after the effective date of annexation).

- **Election Cycles** – An annexation election can be held on any special, primary or general election date. A simple majority approval is required unless the City Council is asking the annexing area to assume the City’s outstanding debt. In that case, a sixty percent majority is required with a validation requirement of forty percent of those voting in the last general election. The general election turnout is dependent on the types of races and issues on the ballot at that time. For instance, a presidential election would be more likely to have a high voter turnout, creating a higher validation requirement for the following year. Likewise, if a special election is held for annexation, other measures scheduled for the same ballot may attract additional voters. More research is needed regarding voting trends in the annexation area before determining the best date for an election.
- **Organizational Capacity** – A significant level of support will be needed to prepare for annexation. Although temporary staff and consultants will be hired to assist existing staff, there will still be competing demands. For instance, the Planning Commission will likely be involved in developing zoning code amendments and their work program will need to be taken into account. The zoning code amendments should be adopted by the time the City submits the annexation proposal to the Boundary Review Board. The BRB can take up to 120 days to consider the City’s application. Adoption of zoning regulations should facilitate the BRB process. Once the BRB process is completed, an election date can be set. Other advisory boards and commissions and

government agencies will also be impacted and the timeline needs to allow enough time for preparation work to be done. Interlocal agreements with King County and other agencies will need to be drafted during this period of time and we will need to accommodate the time frames of other elected bodies.

- **King County funding cycles and timing requests** – King County has indicated their preference on timing. There is a limited amount of funding available for annexing cities and they have indicated that it will be allocated on a first come, first served basis. Their preference is for the City to sign an interlocal agreement indicating an anticipated year for an annexation election before the end of 2006. Based on that commitment, they are willing to allocate a portion of the \$10 million available to the City to assist with transition costs.
- **Cash Flow** – There is no statutory requirement regarding the length of time between the annexation election and an effective date. On one hand, allowing a longer lead time for the effective date provides time to hire and train staff so that they are available to provide services on the effective date. On the other hand, the City does not begin receiving annexation area revenue until after the effective date (for some sources as much as six months after the effective date). Cash needed to fund costs incurred during this revenue lag would need to come from King County or City reserves or the local sales tax (if the election timing is right and the tax is implemented prior to the effective date).

The City Council can impose the local sales tax option in advance of the effective date to fund up-front hiring and equipment costs. If the City wants to provide a police presence using Kirkland police officers on the effective date, then new police hires need to be on board at least nine months in advance in order to allow time for attendance at the academy and field training. This will be a significant expense. Although County funding may be available for transition costs, we may want to use the County funding for other transition costs.

Another cash flow consideration relates to the timing of property tax levies. In order for the City to impose a local levy in the annexation area in January, the new boundaries (i.e. the expanded boundaries including the annexation area) must be in place by March 1<sup>st</sup> of the previous year. For instance, if the effective date of annexation is February 28<sup>th</sup> of 2009, the City can begin to collect property taxes in January 2010. In the interim, the City receives County road taxes. Although the road taxes will be significant, they are only available for road purposes and cannot be used for general government or public safety purposes. Property taxes are the largest source of revenue in the annexation area. Consequently, it is advantageous to the City to minimize the amount of time we are receiving road tax instead of general property taxes.

- **Service delivery issues** – There are some services that must be in place on the effective date such as land use and building permits, police services and some public works maintenance capacity. Other services can be phased or implemented some time after the effective date. The services do not have to be provided by Kirkland staff but could be obtained by contracting back with the County, another governmental agency or a private vendor. The degree to which Council wants (and/or the annexation residents expect) services to be in place on the effective date will determine the amount of lead time that is needed to hire and training new staff and secure the

equipment and facilities needed to accommodate the new staff.

- **Expectations of PAA residents** – Once an election is held (and assuming a positive outcome) there may be a practical limit as to the amount of lag time between the election, the effective date and the provision of services.
- **Community outreach efforts** – Meaningful public involvement necessarily requires time. Adequate time for communicating with Kirkland residents and PAA residents is needed to fully understand their concerns and needs. Phase two communications with PAA residents will involve the formation of citizen committees, a series of community meetings and presentations, assimilation of input and development of implementation plans that meet as many of their interests as possible before an election can take place. Both Kirkland and the PAA need to fully understand the issues and plans before taking such a significant step.

Given all of these considerations (and this is not an exhaustive list), staff prepared a series of possible timeline scenarios for the annexation subcommittee to review. Their many questions and suggestions helped staff refine the presentation so that the Council could hold a productive discussion. The attached scenarios present three different options, none of which is intended as a recommendation. The scenarios were developed for the full Council's discussion and input. The scenarios generally describe the major activities taking place and set a series of "Go/No Go" decision points for the City Council.

**All three scenarios have some common assumptions:**

1. The City Council will make its first "Go/No Go" decision by the end of 2006. Since the Council will need to consider budget requests related to annexation support, this decision point would coincide with the budget adoption. This decision point directs staff to proceed with annexation planning, to extend communication to the PAA and to begin negotiating a planning interlocal agreement (ILA) with King County (to establish an election year and secure funding).
2. The Council will makes its next "Go/No Go" decision following successful negotiation of an ILA with King County. At this point, the City Council would pass a resolution declaring its intent to annex.
3. The next "Go/No Go" point is the election which would take place in 2008 with an effective date of February 28, 2009 (for the purposes of these scenarios – this is a key decision that the Council will need to make and which will drive all other dates). A final "Go/No Go" decision is made by the City Council after the election when they adopt an ordinance accepting the annexation.

The distinctions between the three scenarios provided for discussion are described below:

- **Scenario 1** – This scenario calls for an April 2008 election, a February 28, 2009 effective date and implementation of the local option sales tax in July 2009 (after the effective date). This scenario provides a significant lag between the election and the effective date (10 months) to allow the organization time to hire, train, equip and locate space for personnel. Presumably, the City would begin hiring staff before the effective date and incur related costs. However, revenue from the annexation area, including the local sales tax, would not be received until well after we begin

incurring expenses. This scenario requires the most up-front funding from the City but allows for collection of the local sales tax at the maximum amount over the ten year period (since the tax is limited to the gap and the gap will not be at its maximum until services are fully in place).

One possible downside to this scenario is that the election takes place on a special election date which may limit voter turnout and make the validation requirement more difficult to achieve.

- **Scenario 2** – This scenario is the same as Scenario 1, but moves the election to the August primary election. This scenario allows for more planning time, but shortens the time between the election and the effective date. It also precludes implementation of the local sales tax until the following year since it is after the June 1<sup>st</sup> deadline for notifying the State Department of Revenue. The potential advantage of this scenario is that the primary election can be expected to draw a higher voter turnout.
- **Scenario 3** – This scenario is the same as scenario 1 (April 2008 election with February 2009 effective date) except that it provides for implementation of the local sales tax after the election but before the effective date. This provides funding for advance hiring and equipment acquisition costs.

### **Summary and Recommendation**

These scenarios change only a few of the variables. Clearly, there are many possible alternatives that have merit. Once a timeline is established, it will be necessary to maintain flexibility as unanticipated events and challenges are inevitable. Adopting a timeline does provide a general blueprint for the process and provides a reference point for discussion with stakeholders.

Additional research is needed on election trends in the annexation area and a schedule of anticipated election measures and races so that Council has more information to use in identifying a preferred year for election (needed for further negotiation with King County). This research is currently underway and we expect to have it available later in July. At this point, further input is needed from the City Council so that staff can work with the annexation subcommittee to refine the timeline and develop alternative scenarios for further City Council consideration.

### Annexation Timeline

(Scenario 1 -- April 2008 Election/Implement Tax After Effective Date)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2006							Phase 1						
							Communication with Kirkland						
							King Co. Letter of Agreement						
							Financial Plan				Budget		Go/No Go to Phase 2*
2007	Phase 2												
	Expand Communication to include PAA												
	Departments Begin Preliminary Planning, Develop Zoning and Work on Operational Plans with King County												
	Negotiate Planning ILA with King County			Go/No Go to Phase 3**			Phase 3						
2008	Phase 3 (continued)												
	Set Election Date												
	Pre-Election Communication			Election***									
	Continue Implementation Planning					Phase 4							
2009	Phase 4 (continued)												
				Effective Date									
	Staff up			Departments Begin Service Delivery									
							Enact Local Sales Tax						

\*If "Go" then proceed to ILA negotiation with King County to establish timeline and funding commitment

\*\*If "Go" then proceed to election and select election date

\*\*\*If annexation measure passes, Council to adopt ordinance accepting annexation.

### Annexation Timeline

(Scenario 2 -- August 2008 Election/Implement Tax After Effective Date)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2006							Phase 1					
							Communication with Kirkland					
							King Co. Letter of Agreement					
							Financial Plan				Budget	
											Go/No Go to Phase 2*	
2007	Phase 2											
	Expand Communication to include PAA											
	Departments Begin Preliminary Planning, Develop Zoning and Work on Operational Plans with King County											
	Negotiate Planning ILA with King County			Go/No Go to Phase 3**								
							Phase 3					
Continue Communication Strategy												
2008	Phase 3 (continued)											
	Approve Zoning	Proceed to Boundary Review Board			Set Election Date							
							Pre-Election Communication		Election***			
	Continue Implementation Planning									Phase 4		
											Begin Hiring and Continue Planning	
Post Election Communication												
2009	Phase 4 (continued)											
				Effective Date								
	Continue Hiring		Departments Begin Service Delivery									
							Enact Local Sales Tax					

\*If "Go" then proceed to ILA negotiation with King County to establish timeline and funding commitment

\*\*If "Go" then proceed to election and select election date

\*\*\*If annexation measure passes, Council to adopt ordinance accepting annexation.

### Annexation Timeline

(Scenario 3-- April 2008 Election/Implement Tax Before Effective Date)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2006							Phase 1					
							Communication with Kirkland King Co. Letter of Agreement					
							Financial Plan				Budget	
							Go/No Go to Phase 2*					
2007	Phase 2											
	Expand Communication to include PAA											
	Departments Begin Preliminary Planning, Develop Zoning and Work on Operational Plans with King County											
	Negotiate Planning ILA with King County			Go/No Go to Phase 3**			Phase 3					
							Continue Communication Strategy					
2008	Phase 3 (continued)											
	Set Election Date											
	Pre-Election Communication			Election***								
	Continue Implementation Planning					Phase 4						
							Continue Implementation Planning and Begin Staffing up					
							Post Election Communication					
2009	Phase 4 (continued)											
				Effective Date								
	Staff up			Departments Begin Service Delivery								

\*If "Go" then proceed to ILA negotiation with King County to establish timeline and funding commitment  
 \*\*If "Go" then proceed to election and select election date  
 \*\*\*If annexation measure passes, Council to adopt ordinance accepting annexation.



## **CITY OF KIRKLAND**

**Department of Parks & Community Services**

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

**[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)**

---

### **MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Jennifer Schroder, Parks and Community Services Director  
Marilynne Beard, Assistant City Manager  
William R. Evans, Assistant City Attorney

**Date:** July 2, 2006

**Subject:** King County Water District #1 Water Rights Update

#### RECOMMENDATION

That the City limits the purchase of water rights from the King County Water District #1 to 41.8 acre feet.

#### BACKGROUND

Since the purchase of the Water District #1 Property, Kirkland has had the Right of First Refusal for the water rights on the property. A total of approximately 473 acre feet of water were potentially available for purchase. The water is not considered potable and so cannot be used for purposes other than irrigation or other similar uses. On February 21<sup>st</sup> Council authorized the City Manager to execute an amendment to the Right of First Refusal for the purchase of up to 75 acre feet of the water which was the amount staff estimated as the maximum that might be used for irrigating waterfront parks and parks near the waterfront. The amendment (attached) provided the City with an extension of time until May 31, 2006, to determine whether it wished to purchase up to 75 acre feet of the water. At their April 18<sup>th</sup> meeting, the City Council directed staff to proceed with the purchase of the 75 acre feet and to investigate the possibility of purchasing the entire water right available for future use. Since that time, staff has met with Commissioner Bob Trimble, water rights attorney Rick Kirkby and staff of the State Department of Ecology (DOE) responsible for reviewing applications for water rights transfers. As a result of those meetings, staff is recommending that the City should not purchase more than 41.8 acre feet of water rights at this time.

To better understand the recommendation, it is important to note two complimentary factors that comprise the District #1 Water Right. The District's 473 acre feet of water (154,127,523 gallons of water) can only be utilized at 293 gallons per minute (GPM). Further, the availability of the water right is divided into 24 one-hour increments for each day of the year. At no time during the course of a year can more than 293 GPM be withdrawn from the lake at any time from any of the

combined holders of District #1 water right. Therefore, all requests to purchase water rights must specify how much water will be used for each hour of each day, by month, and the anticipated GPM to be drawn. With the primary use of this water right being summer irrigation there is a premium for the ability to utilize the water during the summer months.

Irrigation of parks takes place generally between May 1<sup>st</sup> and October 1<sup>st</sup>. This is a critical factor in the value of the District's water right to the City of Kirkland. Staff estimates that simply irrigating the waterfront parks already identified will require only 41.8 acre feet of water. Each park is divided into irrigation zones. In total, there are 150 irrigation zones among the eight waterfront parks (David Brink, Houghton Beach, Juanita Bay, Juanita Beach, Marina, Marsh, Waverly Beach and Heritage Park). All parks are irrigated between the hours of 11 p.m. and 7 a.m. so that watering does not interfere with the public's use of the park. These eight parks consume approximately 380 GPM which means a staggered watering plan was developed with specific start times and end times that alternate the hours of irrigation in order to prevent the city from exceeding its maximum allowable water usage at any one time.

The initial watering plan used most of the available time slots during the months/hours of the day for irrigation but did not use all of the gallons per minutes for each time slot. At that point, the District asked the City to develop a watering plan that limited the maximum draw to 142 GPM. Their reason for doing so was to preserve the marketability of the remaining water rights. Recall that at no time during the course of a year can more than 293 GPM be withdrawn from the lake at any time from any of the combined holders of District #1 water rights. Irrigation is the most popular motivation to purchase their water rights. Therefore, it is in the District's best interest to keep as much of the premium watering times available for other water right applicants. The district's request was achievable by staggering the specific time each zone will run. In doing so, the City was able to address the needs of the parks and still provide the district with marketable water rights. Purchase of any additional water rights by the City for those time slots would provide more water than the City can justify.

As the Council previously suggested, staff considered whether other parks not on the waterfront could also be irrigated with lake water. Given that there are additional gallons-per-minute of water available, this could be done. However, the cost of installing the infrastructure to accomplish this is so high the return on investment does not approach that realized with the waterfront parks. For instance, staff estimates that Peter Kirk Park (which is the next closest park to the lake) would require thirteen acre feet of water to irrigate. However, with a capital cost of \$297,290, the payback period extends to nearly 16 years. Staff also looked at potential applications in the annexation. O.O. Denny is the only waterfront park in the annexation area and is owned by the City of Seattle and managed by the Finn Hill Park District. The park itself is 40 acres; the park has approximately 10 acres of area that is mowed but not irrigated. The only use for water at the park is to serve the restroom facility.

The only other justification for purchasing additional water rights is if the city could identify a significant use for non-potable water during the daytime or during the non-irrigation months (October – March). We consulted with Public Works to explore ways to use non-potable water during the times when water would not be used for irrigation purposes, and staff was unable to

identify a current use or a future use that would provide a cost benefit to warrant the capital and ongoing cost of purchasing additional water rights.

According to the DOE, water rights can be placed in a trust when there is no immediate need identified. At some future time when the City does identify a use, we could then apply to DOE based on the new identified use. We could also resell the water right to another entity if they identified a use. It should be noted that the water right could only be sold to an entity that can extract the water from Lake Washington or upstream from the lake at the same place as the district's source. In other words, the City could not resell the water right to someone in eastern Washington so that they could take water from a river or lake unrelated to the Lake Washington watershed.

There are two risks inherent to purchasing the balance of the water right for future use. First, the City may not be able to identify an acceptable use for the balance of the water right, but would have already purchased the right. Second, the value of the water right for resale purposes could diminish based on the 293 GPM limitations and the fact that the premium irrigation times have already been obligated. The cost to purchase the balance of the water right for the current asking price would be about \$574,000. Presumably, the district may be willing to sell the balance of the water right at a lower price given the limited uses. Even at half the price, the City would need to make an outlay of about \$285,000 for a resource that may have limited future application.

## CONCLUSION

At this time, the City has two options for proceeding:

1. Purchase 41.8 acre feet of water at \$1,330 per acre foot with the understanding that additional water rights can be purchased in the future if additional uses are identified.
2. Purchase 41.8 acre feet of water for irrigation and purchase the balance of water rights to be placed in a trust for potential future uses to be identified.

After careful analysis of our current irrigation use and foreseeable water use for irrigation it is staff's belief that an investment of more than 41.8 acre feet of water would not be in the City's best interest. The limiting ability of the water right to only draw 293 GPM which encompasses the entire water right presents significant limitations on its use for City purposes.

At this point, staff has submitted the application for 41.8 acre feet. Commissioner Bob Trimble signed the application and it is now with the DOE for review and approval. If DOE approves the City's application, then a payment of \$55,594 (41.8 x \$1330/acre feet) will be due to the District. We anticipate that the DOE approval process may take up to one year. In the meantime, if additional uses are identified, the City can apply for additional water rights.

**AMENDMENT TO THE RIGHT OF FIRST REFUSAL  
TO PURCHASE WATER CLAIM**

This Amendment to the Right of First Refusal to Purchase Water Claim ("the Amendment"), is made on this 22<sup>nd</sup> day of February, 2006, by and between King County Water District #1, a Washington municipal corporation ("the District") and the City of Kirkland ("the City"), a Washington municipal corporation.

Whereas, the District and the City entered into the Right of First Refusal to Purchase Water Claim on January 28, 2004 ("the Agreement"), herein incorporated by reference, so that the City would have an opportunity to purchase the water claim if it so desired; and

Whereas, the District received offers for portions of the water claim, which were forwarded by the District and received by the City on December 29, 2005; and

Whereas the City and the District thereafter agreed to extensions for the City to respond to these forwarded offers, which latest extension will expire on February 22, 2006; and

Whereas the City needs additional time to determine if it wishes to purchase some of the water claim and the District is willing to provide another extension so long as it is on terms that allows the District to accept the offers made and to accept other offers as well; and

Whereas, the City has no objection to the District accepting and conveying portions of the water claim so long as the City receives an extension of time to consider whether it wishes to purchase up to 75 acre feet of the water claim under the Right of First Refusal

Now therefore, the parties hereby amend the Agreement on the following terms as evidenced by their signatures below:

1. In consideration for the extension granted in Section #2 below, the City waives its right to match the above identified offers the District has received to date and further waives its right to match future offers received by the District so long as any such acceptance by the District does not impair the City's rights as provided in Section #2 below.
2. In consideration for the waivers granted in Section #1 above, the District agrees that the City has an extension of time until May 31, 2006, to determine whether it wishes to purchase up to 75 acre feet of the water claim under the Right of First Refusal.

KING COUNTY WATER DISTRICT #1

CITY OF KIRKLAND

By: \_\_\_\_\_

By: \_\_\_\_\_

Its: \_\_\_\_\_

Its: \_\_\_\_\_

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
City Attorney



**CITY OF KIRKLAND**

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

---

**MEMORANDUM**

**To:** David Ramsay, City Manager  
**From:** Eric Shields, Planning Director  
**Date:** July 7, 2006  
**Subject:** PSRC Vision 2020+20 Regional Plan

**RECOMMENDATION**

Discuss the PSRC Vision 2020+20 regional plan update. Provide direction for:

- Discussion at the July Public Issues Committee of the Suburban Cities Association.
- Submittal of comments to the PSRC regarding preparation of a preferred growth alternative.

**BACKGROUND DISCUSSION**

The Puget Sound Regional Council is in the midst of preparing a major update to the regional growth plan for the four-county central Puget Sound Area (King, Pierce, Snohomish and Kitsap Counties). The regional plan serves as the “multi-county planning policies” (MPPs) pursuant to the state Growth Management Act. MPPs provide regional guidance to County-wide Planning Policies and local comprehensive plans to assure regional coordination. The current plan, known as Vision 2020, provides guidance for planning through the year 2020. The update process extends the planning horizon to the year 2040.

The update involves two important components. The first is the adoption of a preferred growth alternative, which will present a vision for the desired distribution of growth between 2000 and 2040. During this period, an additional 1.7 million people and 1.1 million jobs are forecasted. To date, the PSRC has prepared four growth alternatives and is now in the process of preparing a preferred growth alternative.

The second component of the plan will be updated policies. The PSRC staff has proposed reorganizing the policies into five groupings: 1) environment, 2) development patterns, 3) economy, 4) transportation, and 5) public services and orderly development. Draft policies are now in the process of being prepared.

In May, a Draft Environmental Impact Statement was prepared which explained the growth alternatives and discussed their relative environmental impacts. An executive summary of the DEIS is attached. As you will see, the alternatives vary primarily by the degree to which growth is directed toward cities with urban centers or dispersed to smaller and more outlying cities. All of the alternatives maintain the current urban growth boundaries designated in each of the counties. The discussion of impacts is understandably very general and conceptual given the nature of the plan. Broadly speaking, alternatives that have more centralized concentrations of growth will allow for the more efficient delivery of transportation and other urban services and will better protect rural and resource lands. However, these alternatives will also have the greatest localized traffic, noise and air quality impacts in the areas where the greatest growth occurs.

Following is a general schedule for the completion of the Vision 2020 update:

- 7/31/06: Deadline for DEIS comments. All comments received by the deadline will be part of the official record.
- 9/06: PSRC Growth Management Policy Board (GMPB) reviews DEIS comments.
- 9-11/06: GMPB works on preferred growth alternative.
- 11/06: GMPB meets with Transportation Policy Board (TRB) and Economic Development District (EDD) to discuss preferred growth alternative and begin discussion of new multi-county planning policies (MPPs).
- 11/06-2/07: GMPB reviews MPPs. TPB and EDD reviews subsets of MPPs.
- 3/07: Preferred growth alternative and draft MPPs transmitted to Executive Board.
- Spring 07: Supplemental DEIS, growth alternative and MPPs issued for public comment.

The most immediate deadline is the July 31 due date for comments on the DEIS. However, because of the very general discussion of impacts, I do not believe that it would be particularly important for Kirkland to focus much attention on this issue. What is of much greater importance is the selection of a draft preferred growth alternative. As you can see from the above schedule, the PSRC Growth Management Policy Board will be focusing on this beginning in September. While there will be opportunities to comment on the growth alternative through November, PSRC staff has asked for comments as soon as possible and has indicated that comments on the growth alternative which are submitted by the July 31 DEIS comment deadline will be "on the record." Therefore, I recommend that the focus of the Council discussion on July 18 be on the topic of the

preferred growth alternative. This would be helpful as well to provide guidance for discussion at the upcoming Suburban Cities Public Issues Committee meeting.

In preparing growth alternatives, PSRC divided the region into several classifications of regional geographies with similar characteristics. The classifications are:

- Metropolitan cities: The regions five largest core cities - Seattle, Bellevue, Tacoma, Everett and Bremerton.
- Core suburban cities: Cities, such as Kirkland, with designated urban centers.
- Larger suburban cities: Larger inner ring suburban cities without urban centers.
- Smaller suburban cities: Smaller cities and towns.
- Unincorporated urban growth areas: Unincorporated areas within the urban growth area.
- Rural areas: Lands outside of the UGA which are not designated resource lands.
- Natural resource Areas: Forests, agricultural lands, mining lands and shorelines.

The four growth alternatives discussed in the EIS are:

- Growth Targets Extended Alternative: This alternative distributes growth to 2040 in proportion to the 2020 growth targets already assigned to jurisdictions. In this alternative, growth is relatively dispersed.
- Metropolitan Cities Alternative: In this alternative, a large share of the growth is focused in the region's five largest core cities. This alternative is the most concentrated growth alternative.
- Larger Cities Alternative: The largest share of growth in this alternative is distributed among all cities with designated urban centers and other larger suburban cities. This is the second most concentrated growth alternative.
- Smaller Cities Alternative: Smaller suburban cities and unincorporated areas receive a much larger amount of growth in this alternative, resulting in the most dispersed growth pattern.

Please refer to the attached materials from the DEIS for additional detail about the growth alternatives and the preliminary criteria for selecting a preferred growth alternative. Since some of the attached maps may be hard to read in an electronic format, a paper copy of the materials will also be placed in the Council mail boxes. I have also prepared and attached a chart that summarizes the population and jobs assigned to Kirkland, King County and Larger Cities with each alternative.

## **What Does It Mean for Kirkland?**

From a regional perspective, it is my opinion that the Metropolitan and Larger Cities alternatives are best, as they minimize the outward spread of urbanization and provide for a more compact urban form. However, I do have a significant question about the ability of Kirkland to accept the amount of growth that both of these alternatives have assigned. As can be seen from the population and employment summaries in attachment 4, Kirkland's population would increase by over 30,000 in the Metropolitan Cities alternative and nearly 40,000 in the Larger Cities alternative, compared with about 20,000 in the Growth Targets Extended alternative. At the same time, each of these three alternatives shows Kirkland's employment growing by nearly 30,000. These levels of growth are well beyond our current growth capacity and are likely greater than our build-out under current zoning, although data on build-out are not currently available. (The department is currently in the process of updating our capacity analysis; and we plan to have a build-out analysis prepared at the same time.)

Consequently, I recommend conditional support for a preferred growth alternative that maintains a compact growth pattern, but that growth assignments to individual cities take into account existing development patterns and acknowledge the extent to which cities, such as Kirkland, have already achieved a compact urban form and the degree to which such cities are realistically able to accommodate additional growth.

### Attachments:

1. Vision 2020 Update DEIS Executive Summary
2. Selected additional materials from Vision 2020 Update DEIS
3. Evaluation Criteria for Selective a Preferred Growth Alternative
4. Populations and Employment Summary of Growth Alternatives
5. Discussion questions for suburban cities Public Issues Committee
6. Summary of comments contributed by SCA Membership

CC:

ES: Vision 2020+20 7-18-06

# VISION 2020 Update Draft Environmental Impact Statement



Puget Sound Regional Council  
**PSRC** MAY 2006

ATTACHMENT 1

## EXECUTIVE BOARD

Executive John Ladenburg  
*Pierce County*  
*President*

Mayor Pro Tem Sue Singer  
*City of Auburn*  
*Other Cities in King County*  
*Vice President*  
*Chair, Operations Committee*

Councilmember Carol Arends  
*City of Bremerton*

Councilmember Linda Bird  
*City of University Place*  
*Other Cities in Pierce County*

Councilmember Shawn Bunney  
*Pierce County*

Councilmember Richard Conlin  
*City of Seattle*

Mayor Suzette Cooke  
*City of Kent*

Councilmember Jan Drago  
*City of Seattle*

Commissioner Bob Edwards  
*Port of Seattle*

Commissioner Chris Endresen  
*Kitsap County*

Commissioner Jack Fabulich  
*Port of Tacoma*

Councilmember Ron Hansen  
*City of Shoreline*  
*Other Cities in King County*

Mayor Dennis Kendall  
*City of Marysville*  
*Other Cities in Snohomish County*

Mayor Kathy Keolker  
*City of Renton*

Mayor Darlene Kordonowy  
*City of Bainbridge Island*  
*Kitsap County Cities/Towns*

Councilmember Mike Lonergan  
*City of Tacoma*

Secretary Doug MacDonald  
*WA State Department of Transportation*

Commissioner Bill Mahan  
*Port of Bremerton*

Councilmember Dean McColgan  
*City of Federal Way*

Councilmember Nancy McCormick  
*City of Redmond*  
*Other Cities in King County*

Councilmember Richard McIver  
*City of Seattle*

Mayor Steve Mullet  
*City of Tukwila*  
*Other Cities in King County*

Mayor Greg Nickels  
*City of Seattle*

Commissioner Connie Niva  
*Port of Everett*

Councilmember Phil Noble  
*City of Bellevue*

Commissioner Dan O'Neal  
*WA State Transportation Commission*

Councilmember Julia Patterson  
*King County*

Councilmember Sonny Putter  
*City of Newcastle*  
*Other Cities in King County*

Executive Aaron Reardon  
*Snohomish County*

Executive Ron Sims  
*King County*

Councilmember Dave Somers  
*Snohomish County*

Mayor Ray Stephanson  
*City of Everett*

## MEMBERSHIP

### KING COUNTY

Algona  
Auburn  
Beaux Arts Village  
Bellevue  
Bothell  
Burien  
Clyde Hill  
Covington  
Des Moines  
Duvall  
Enumclaw  
Federal Way  
Hunts Point  
Issaquah  
Kenmore  
Kent  
King County  
Kirkland  
Lake Forest Park  
Maple Valley  
Medina  
Mercer Island  
Newcastle  
North Bend  
Pacific  
Redmond

### Renton

Sammamish  
SeaTac  
Seattle  
Shoreline  
Skykomish  
Snoqualmie  
Tukwila  
Woodinville  
Yarrow Point

### KITSAP COUNTY

Bainbridge Island  
Bremerton  
Kitsap County  
Port Orchard  
Poulsbo

### PIERCE COUNTY

Bonney Lake  
Buckley  
DuPont  
Eatonville  
Edgewood  
Fife  
Fircrest  
Gig Harbor  
Lakewood

### Milton

Orting  
Pierce County  
Puyallup  
Ruston  
Steilacoom  
Sumner  
Tacoma  
University Place

### SNOHOMISH COUNTY

Arlington  
Edmonds  
Everett  
Granite Falls  
Lake Stevens  
Lynnwood  
Marysville  
Mill Creek  
Monroe  
Mountlake Terrace  
Mukilteo  
Snohomish  
Snohomish County  
Stanwood  
Sultan  
Woodway

### PORTS

Port of Bremerton  
Port of Everett  
Port of Seattle  
Port of Tacoma

### STATE AGENCIES

Washington State Department of Transportation  
Washington Transportation Commission

### TRIBES

Muckleshoot Indian Tribal Council  
The Suquamish Tribe

### ASSOCIATE MEMBERS

Daniel J. Evans School of Public Affairs  
Island County  
Puyallup Tribe of Indians  
Thurston Regional Planning Council  
The Tulalip Tribes

### TRANSIT AGENCIES

Community Transit  
Everett Transportation Service  
Kitsap Transit  
Metropolitan King County  
Pierce Transit  
Sound Transit

Funding for this report provided in part by member jurisdictions, grants from the U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.

PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <http://www.psrc.org/about/titlevi/index.htm> or call 206-587-4819.

Sign language and communication material in alternative formats can be arranged given sufficient notice by calling 206-464-7090. TDD/TTY: 206-464-5409.





## Executive Summary

*The central Puget Sound region is looking ahead towards the year 2040 and seeking to develop a preferred strategy for accommodating the forecasted 1.6 million new residents and 1.1 million new jobs. People in the region have a chance to shape the future by participating in the update of VISION 2020, the region's strategy for growth, transportation and the economy.*

*This Executive Summary summarizes the findings of the Draft Environmental Impact Statement for the update of VISION 2020, which analyzes four alternatives that distribute forecasted growth into different types of areas throughout the region. None of the alternatives has been selected as preferred and, over the next year and a half, the region will face some tough choices as it seeks to develop a single growth alternative that reflects our shared values and aspirations.*

The Executive Summary contains the following information: (a) background on the existing VISION and the update process, (b) description of the growth distribution alternatives, (c) summary of the analysis and key findings regarding potential impacts, (d) next steps in the VISION 2020 update, and (e) overview of the contents in the full Draft Environmental Impact Statement.

### Purpose of the Update

The region is engaging elected officials, agencies, interest groups, and individuals in a process aimed at strengthening VISION 2020 and extending it to 2040.

The objective is to refresh our common vision for how and where growth should occur. This is being done to keep the region's growth management desires current and accessible to the public. The goal is to refocus our commitment to an environmentally friendly and economically successful growth pattern that can be efficiently served by infrastructure, services, and amenities.

The updated growth vision will provide a common framework for the region's leadership to coordinate efforts to provide the resources necessary to support the needs of a growing population.

The growth vision will also allow the region to take the necessary public policy steps to bend growth trends, if necessary, to promote the desired growth pattern. It will provide regional guidance to future work on county-wide growth targets, countywide planning policies and local comprehensive plans.



## VISION 2020 MAP



## A. Background

Nearly two decades ago citizens, interest groups, business leaders, and elected officials came together to create VISION 2020, the long-range growth, economic, and transportation strategy for the central Puget Sound region encompassing King, Kitsap, Pierce, and Snohomish counties.

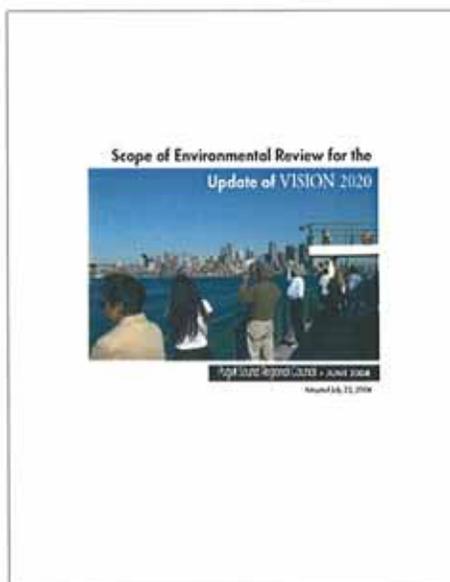
The vision helps guide how and where we grow and how we establish planning and investment priorities. It provides local jurisdictions, the public, the business community, and interest groups with a regional vision to which they can contribute.

VISION 2020 recognizes that our Puget Sound communities are connected by shared ecosystems, transportation systems, and the economy. It recognizes that the region's economic health is dependent on its ability to get goods to market and people to their jobs, and that the ability to preserve open space and parks depends on the fiscal health of its communities. VISION 2020 also recognizes that the way land is developed affects air and water quality, the character of neighborhoods, and the cost of transportation and utilities (see *Chapter 3 – Introduction and Background* in the full document).

VISION 2020 contains the region's multicounty planning policies that are required by the Washington State Growth Management Act. These framework policies and strategies address land use, economic prosperity, transportation, the provision of adequate public services, and the protection of the environment (see *Chapter 7 – Discussion of Multicounty Planning Policies*).

## THE VISION 2020 UPDATE'S PURPOSE AND NEED

Beginning in 2003, the Puget Sound Regional Council engaged in a public dialogue regarding whether to revise the existing VISION, which was last updated in 1995. Over a five-month period, Regional Council staff had contact with over 2,000 individuals, organizations, and local jurisdictions throughout the region, and received comments raising more than 1,200 points (see *VISION 2020 Update Scoping Report* at [psrc.org](http://psrc.org)).



Commentors believed VISION 2020 needed to be updated, and expressed the following broad themes for the update:

- Build on the current VISION.
- Think long range.
- Be bold and provide regional leadership.
- Broaden the VISION to cover regional issues not currently addressed.
- Be specific when possible — for example, add measurable objectives to policies.

Based on these comments, the Regional Council's Executive Board unanimously agreed that it was time to begin a thorough update of VISION 2020. The purpose of the update was defined as follows:

- Extend the VISION to 2040 to allow it to continue to lead growth management efforts in the region.
- Engage in a public discussion of growth, its impacts, and the region's preferred strategy for managing growth.

- Strengthen strategies and policies to add detail, clarity and to make implementation and monitoring easier.
- Support related regional goals and initiatives for growth management.
- Keep the VISION current, relevant and useful to decision-makers and the public.

These themes and the defined purpose created the framework in which the VISION 2020 update is occurring (see *Chapter 1 – Purpose and Need*).

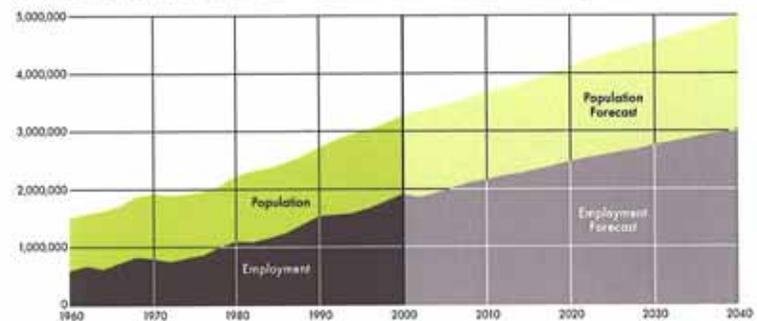
The ideas raised in the public review were further researched in a series of 10 issue papers that were developed under the guidance of the Regional Council's Growth Management Policy Board. These are available on the attached compact disk (see *Appendix E – Compilation of Issue and Informational Papers*).

### A CENTRAL QUESTION – WHERE AND HOW TO ACCOMMODATE FUTURE GROWTH?

The Growth Management Act requires regions, counties, cities and towns to plan for forecasted growth. Over the past decade, jurisdictions in the region have done this through the adoption of local comprehensive plans and associated activities.

The VISION 2020 update is also about accommodating forecasted growth, with 1.6 million additional residents and 1.1 million additional jobs\* anticipated by the year 2040. Maintaining and enhancing the region's quality of life in the face of this growth is a monumental challenge, and the manner in which the region should accommodate the next 35 years worth of growth is the central question of the update.

POPULATION AND EMPLOYMENT TRENDS AND FORECASTS



The VISION 2020 update addresses the questions of "where" growth should and should not occur (as far as location and amounts). It also considers "how" development should take place, meaning its design, building types, and development practices. The selection of a preferred growth alternative will help answer the where question. Updating the region's multicounty planning policies will help answer the how question.

For both questions, the Draft Environmental Impact Statement starts the process of considering the effects of the four growth alternatives on the region's people, the built environment (such as housing, land use, and transportation), the natural environment (such as ecosystems, water resources, and air quality), and other resources (such as energy, public services, and visual quality) (see *Chapter 5 – Environmental Effects and Mitigation*).

### SELECTING A PREFERRED GROWTH ALTERNATIVE

The preferred growth alternative will be selected after the public reviews and comments on the alternatives included in the Draft Environmental Impact Statement. The Draft Environmental Impact Statement contains criteria for evaluating alternatives and selecting a preferred growth alternative, with measures under the following categories: environmental quality, health, economic prosperity (the objectives of the Regional Economic Strategy), land use, transportation (the objectives of Destination 2030, the region's long-range transportation plan), social justice and human potential, maintaining rural character, protecting resource lands, efficiencies in the provision and use of infrastructure and public facilities and services (see *Appendix C – Evaluation Criteria for Selecting a Preferred Alternative*).

The preferred growth alternative will then be analyzed alongside the other alternatives in a Supplemental Draft Environmental Impact Statement that will be published for additional public comment (see *Chapter 3 – Introduction and Background*).

\* Note: The figures 1.6 million new people and 1.1 million new jobs refer to growth between the present (2005) and 2040. For the purposes of modeling and analysis, the majority of the discussions in the Draft Environmental Impact Statement consider growth from the base year (2000) to 2040. When discussing growth from the base year 2000, the figures 1.7 million new people and 1.2 million new jobs are used.



## UPDATING THE EXISTING MULTICOUNTY PLANNING POLICIES

During its initial assessment of the existing multicounty planning policies in the 1995 VISION 2020 document, the Regional Council's Growth Management Policy Board directed staff to build on the existing policies, eliminate those that are obsolete, and develop additional ones where there are gaps. A preliminary proposal is to reorganize the existing eight policy areas into five groupings in the updated VISION. None of the topical material would be eliminated; rather, it would be rearranged to better express the inherent interrelationships among the policies. The proposed five groupings include: (1) environment, (2) development patterns, (3) economy, (4) transportation, and (5) public services and orderly development.

Building on the material contained in the issue paper series, the five groupings will include three components: (a) revised multicounty policies, (b) actions and/or strategies to implement them, and (c) measures for monitoring the implementation and, where possible, effectiveness of the policies (see *Chapter 7 – Discussion of Multicounty Planning Policies*).

### CENTRAL PUGET SOUND REGION IN LARGER ECOREGIONAL CONTEXT



Baseline chapter that seeks to draw together the regional environmental picture, raise the level of regional environmental analysis, and be useful for other planning efforts (see *Chapter 2 – Regional Environmental Baseline*).

## UPDATING THE VISION WITHIN AN ENVIRONMENTAL FRAMEWORK

Since VISION 2020 was first adopted in 1990, our understanding of the region's environment has grown substantially. Environmental protection and restoration efforts — spurred by the listing of salmon species, damage to sensitive areas, human health objectives, loss of forestlands, and other concerns — have also intensified.

During the initial public outreach period in 2003-2004, many comments emphasized a desire for the Regional Council to use the VISION 2020 update process to develop an environmental framework within which to address its ongoing land use, employment, and transportation responsibilities. Comments called for the VISION to serve as a driving force that unifies comprehensive plans and countywide planning policies into a regional environmental framework.

Commentors noted that VISION 2020 is uniquely suited to create a unifying vision of the ways in which current environmental planning efforts interconnect at the regional level. The VISION has the potential to meaningfully affect these issues because of both the collaborative process being used in the update and through the use of multicounty planning policies.

This Draft Environmental Impact Statement begins the process of developing an environmental framework, and contains a Regional Environmental

## B. The Growth Distribution Alternatives

Over the past year, the Regional Council has continued to engage in discussions with a wide range of interest groups, county planning directors, countywide staff, and elected officials across the region in order to develop a series of growth distribution alternatives that would undergo environmental analysis. These conceptual alternatives were defined to represent a wide, but realistic, range of regional growth options and embody four distinct sets of choices for accommodating growth on a regional scale in cities, unincorporated urban areas, and rural areas (see *Chapter 3 – Introduction and Background*).

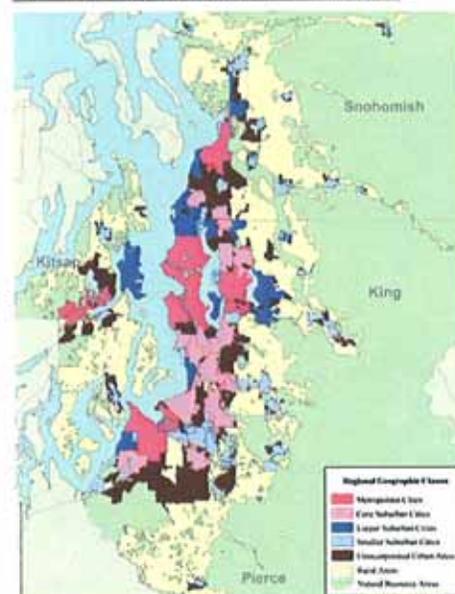
### DEFINING REGIONAL GEOGRAPHIES TO GUIDE THE ANALYSIS

In order to distribute growth and conduct an environmental review, the region's jurisdictions were categorized into seven Regional Geographies based on size, location, existing and planned land uses, as well as current thinking about the roles these areas might play in the region's future (see *Chapter 4 – Definition of Alternatives*).

The seven regional geographies are shown on the adjoining map, and described in the text below:

- **Metropolitan Cities.** The region's largest core cities in each county containing designated Regional Growth Centers. Regional Growth Centers serve as a key framework for the region's adopted long-range multimodal transportation system. *Bellevue, Bremerton, Everett, Seattle, Tacoma* (5 cities, 216 square miles).
  - **Core Suburban Cities.** The region's core suburban cities containing designated Regional Growth Centers. Regional Growth Centers serve as a key framework for the region's adopted long-range multimodal transportation system. *Auburn, Bothell, Burien, Federal Way, Kent, Kirkland, Lakewood, Lynnwood, Puyallup, Redmond, Renton, SeaTac, Silverdale (Kitsap County), and Tukwila* (14 cities, 197 square miles).
  - **Larger Suburban Cities.** The region's larger inner-ring suburban cities with combined population and employment over 22,500. Many of these cities contain important local and regional transit stations, ferry terminals, park-and-ride facilities, and other transportation connections. *Bainbridge Island, Des Moines, Edmonds, Issaquah, Kenmore, Marysville, Mercer Island, Mountlake Terrace, Mukilteo, Sammamish, Shoreline, University Place, and Woodinville* (13 cities, 131 square miles).
  - **Smaller Suburban Cities.** The region's smaller cities and towns. These jurisdictions represent a wide variety of communities, from historic towns and growing new suburban cities, bedroom communities with limited retail and commercial activity and growth potential, to freestanding cities and towns separated from the region's contiguous urban growth area. As such, they have been divided into three sub-categories:
    - **Type A: Smaller Cities and Towns (inside contiguous urban growth area).** These are cities and towns often surrounded by larger suburban jurisdictions, often with greater potential to absorb both population and employment growth than purely residential communities. *Algona, Arlington, Black Diamond, Bonney Lake, Brier, Covington, DuPont, Edgewood, Fife, Fircrest, Gig Harbor, Lake Forest Park, Lake Stevens, Maple Valley, Medina, Mill Creek, Milton, Newcastle, Normandy Park, Orting, Pacific, Port Orchard, Poulsbo, Ruston, Steilacoom, and Sumner.*
    - **Type B: Small Residential Towns (inside contiguous urban growth area).** Small residential enclaves with little capacity to accommodate a great deal of future growth. *Beaux Arts, Clyde Hill, Hunts Point, Woodway, and Yarrow Point.*
    - **Type C: Free-Standing Cities and Towns.** Cities located outside the contiguous urban growth area. *Buckley, Carbonado, Carnation, Darrington, Duvall, Eatonville, Enumclaw, Gold Bar, Granite Falls, Index, Monroe, North Bend, Roy, Skykomish, Snohomish, Snoqualmie, South Prairie, Stanwood, Sultan, and Wilkeson.*
- In the alternatives, Type A cities receive a larger share of the geographic class allocation of population and employment growth than Types B and C (52 cities, 159 miles).
- **Unincorporated Urban Growth Areas.** Areas within designated urban growth areas that are not within the boundaries of incorporated cities and towns (289 square miles).
  - **Rural Areas.** Lands outside of urban growth areas that are not designated as resource areas under the Growth Management Act (1528 square miles).
  - **Natural Resource Areas.** As designated under the Growth Management Act, resource areas include forests, agricultural lands, mining lands, and shorelines (3807 square miles). Note: The alternatives did not allocate additional population and employment in these areas.

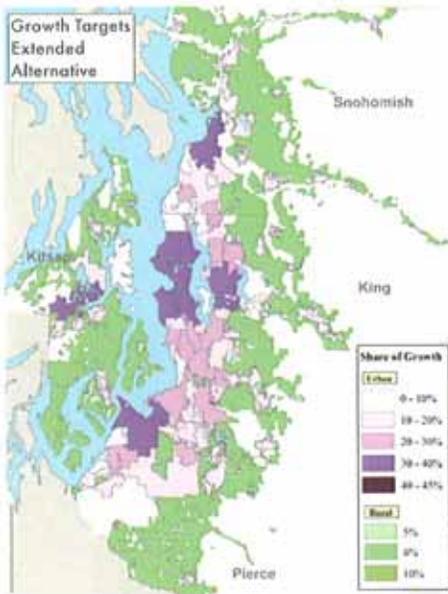
VISION 2020 REGIONAL GEOGRAPHIES



## DEFINITION OF ALTERNATIVES

Using the regional geographies as the framework for development of the alternatives, the Regional Council's Growth Management Policy Board and Regional Staff Committee met monthly over a 10-month period to advise and provide direction to Regional Council staff. In September 2005, the Growth Management Policy Board took action to select four growth distribution alternatives to be included in the environmental analysis (see *Chapter 4 – Definition of Alternatives*).

The four alternatives are defined as follows:



### Growth Targets Extended Alternative

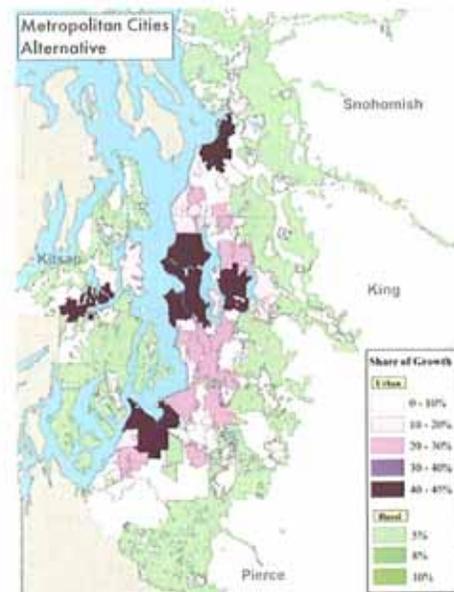
This alternative continues and emphasizes the population and employment growth patterns anticipated in current adopted growth targets, extended to match PSRC's 2040 regional growth forecasts. Future land use designations in local comprehensive plan maps provided a guide for the distribution of growth within regional geographies. Since these targets represent adopted public policy, which would presumably continue if no action were taken to alter the current regional growth vision, this is the No Action Alternative.

Under this alternative, cities and counties would continue to encourage growth to focus in urban centers around the region, as well as in unincorporated urban growth areas and rural areas. Many of the region's new jobs would locate in the largest cities, while medium-sized communities would also become larger employment centers. Many new apartments, condominiums and townhouses could be built in downtown areas near job centers. Extensive residential growth would continue in the region's unincorporated urban and rural areas.

### Metropolitan Cities Alternative

This alternative represents the most densely focused regional growth pattern among the alternatives. The largest shares of the region's future growth would occur in the region's five major cities: Seattle, Bellevue, Everett, Bremerton and Tacoma. Growth would also be focused into the region's core suburban cities — those larger suburban municipalities that are already envisioned as important locations for regional growth.

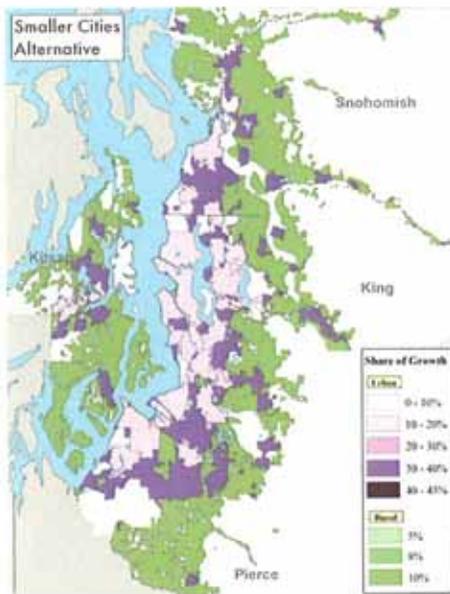
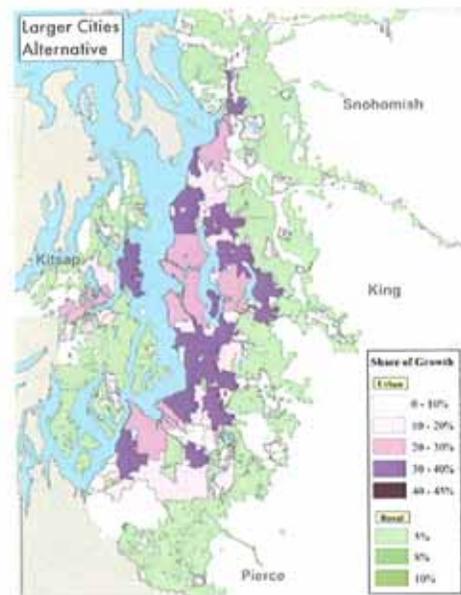
This alternative could result in considerable redevelopment in the region's largest cities, with most new jobs locating in major employment centers, along with new apartments, condominiums and townhouses built near job centers and in areas close to high-capacity transit systems. Much less growth would occur in the region's rural and unincorporated urban areas than is currently planned.



## Larger Cities Alternative

This alternative assumes suburban cities in the region would accommodate the bulk of future population and employment growth. Suburban cities with designated regional growth centers and other larger suburban cities could be the primary locations for new development.

Considerable redevelopment could occur in current town center and neighborhood shopping areas, and suburban cities could become major job centers. Many new apartments, condominiums and townhouses could also be built in these areas. Less growth could occur in the downtown areas of the region's largest cities, unincorporated urban areas, and rural areas than is currently planned.



## Smaller Cities Alternative

This alternative has the most dispersed regional growth pattern. It would disperse growth within the region's urban growth area — with smaller and freestanding suburban cities and the unincorporated urban growth areas receiving a sizable amount of population and employment growth.

Redevelopment in what are now small downtowns could produce many more significant local employment centers throughout the region. These smaller downtown areas could also develop with new apartments, condominiums and townhouses. Unincorporated urban growth areas — currently the outskirts of small cities and towns — could experience high amounts of new commercial and residential development. There could also be a high amount of single-family housing built in currently undeveloped rural areas.

### REGIONAL GROWTH ALTERNATIVES COMPARISON SHARE OF POPULATION AND EMPLOYMENT GROWTH, BY REGIONAL GEOGRAPHY (2000 TO 2040)

2000-2040 Growth Allocations		Metropolitan Cities	Core Suburban Cities	Larger Suburban Cities	Smaller Suburban Cities	Unincorp. UGA	Rural Areas	TOTAL
<b>Growth Targets Extended Alternative</b>	Population	26%	17%	9%	10%	24%	13%	100%
	Employment	45%	28%	7%	9%	8%	3%	100%
		452,000	286,000	151,000	179,000	413,000	229,000	1,712,000
		545,000	347,000	80,000	109,000	98,000	41,000	1,219,000
<b>Metropolitan Cities Alternative</b>	Population	40%	25%	15%	10%	5%	5%	100%
	Employment	45%	30%	10%	5%	5%	5%	100%
		685,000	428,000	257,000	171,000	86,000	86,000	1,712,000
		549,000	366,000	122,000	61,000	61,000	61,000	1,219,000
<b>Larger Cities Alternative</b>	Population	20%	30%	30%	5%	10%	5%	100%
	Employment	20%	30%	30%	5%	10%	5%	100%
		342,000	514,000	514,000	86,000	171,000	86,000	1,712,000
		244,000	366,000	366,000	61,000	122,000	61,000	1,219,000
<b>Smaller Cities Alternative</b>	Population	10%	10%	5%	30%	35%	10%	100%
	Employment	10%	10%	5%	30%	35%	10%	100%
		171,000	171,000	86,000	514,000	599,000	171,000	1,712,000
		122,000	122,000	61,000	366,000	427,000	122,000	1,219,000

Notes: Totals may vary due to rounding. The percentages represent what was adopted by PSRC's Growth Management Policy Board adopted in September 2005. For each alternative, the shaded areas represent the geographies of focus. Please see the footnote on page 3 of the Executive Summary for more information on the total growth figures.

## C. Description of Analysis and Key Findings Regarding the Alternatives

The subsequent bullets and table summarize the content, analytical framework, and key findings regarding potential impacts, and are drawn from each of the analysis chapters (*Chapters 5 and 6*) in the full Draft Environmental Impact Statement. Over the spring and summer of 2006, the Regional Council's Growth Management Policy Board will evaluate the alternatives in order to develop a preferred growth alternative. This will be accomplished using an understanding of the impacts disclosed in the full document, public comments, and, among other technical inputs, a set of evaluation criteria that are contained in *Appendix C* on the attached compact disk.

### DESCRIPTION OF ANALYSIS AND APPROACH

- The alternatives, which are conceptual in nature, are analyzed at a level of detail that is appropriate for a regional plan. Therefore, the analysis is not site-specific and is conducted at a regional scale that considers major geographic features, typical current environmental conditions, and broad geographies such as counties or classes of cities.
- There is variability regarding how the alternatives could actually be implemented. Each alternative could accommodate population and employment growth at the local level within a range of actual on-the-ground patterns, depending on local decisions regarding development densities, policy choices, market conditions, and the particular land parcels on which growth occurs. Given the variability, and the long-range nature of the VISION, discussions of impacts and mitigations are described as potentials and therefore terms such as could, likely, or might are used interchangeably.
- Each analysis chapter is structured around a set of resources or characteristics that are unique to the element of the environment. However, the chapters generally contain the same sections. These are as follows:
  - Affected environment, including the physical setting, current trends, and regulatory setting.
  - Analysis of alternatives, including impacts common to all alternatives and analysis of each alternative.
  - Cumulative effects.
  - Potential mitigation measures.
  - Significant unavoidable adverse impacts.
- The analysis considers the likely environmental consequences that may occur directly, indirectly, or cumulatively following the adoption of an updated VISION. As a plan level action, the adoption of an updated VISION would have relatively few direct impacts; rather, it would have *indirect* impacts, with actions that others could take in response to the VISION and to future demands posed by increased growth (such as infrastructure or housing development) being the actions expected to have *direct* impacts. Also considered in the analysis are *cumulative* effects, which are other past, present, and reasonably foreseeable future actions that could alter the environment, regardless of what agency or person undertakes the action.

### KEY FINDINGS COMMON TO ALL ALTERNATIVES

- All of the alternatives will increase the number of people and jobs in the region. This increase in human activity will have impacts. As anticipated by the Regional Council's Growth Management Policy Board when they adopted the alternatives for environmental review and analysis, the alternatives and their impacts present a wide, but realistic, range of distinct sets of choices for accommodating growth on a regional scale.
- The alternatives have different regional and localized impacts, both topically and geographically, because they vary the amount of growth that occurs in given geographies and alter the broad regional pattern of growth. The differences in localized impacts are dependent on where and at what levels the growth occurs. Localized impacts include higher levels of traffic, noise, and air quality pollution, or the amount of development that could occur in or near currently undeveloped lands. Depending on where growth occurs, more development could alter or remove natural landscapes, increase impervious surfaces, or affect properties with historic significance. For local governments, levels of growth could require providing different levels of public services and facilities than currently anticipated in adopted plans.

- The alternatives' regional and localized impacts present a complex set of tradeoffs. For example, some alternatives concentrate growth in areas that would potentially expose more people to higher noise and traffic levels by increasing densities in already dense areas but at the same time keep growth away from pristine habitat areas. Some alternatives are estimated to result in lower region-wide air quality emissions but higher concentrations of emissions closer to major concentrations of growth.
- Generally, alternatives with a more focused growth pattern (such as Metropolitan Cities and Larger Cities) have potentially lower overall environmental impacts, but high growth areas could have higher localized impacts with higher development impacts on people and/or services. Because less land would likely be required to meet growth needs, growth in rural or natural resource areas could be reduced or avoided. Compact growth also reduces the regional levels of automobile use and congestion, and improves transit use, carpooling, walking and bicycling, which in turn lowers air pollution, water pollution, and energy use. Redevelopment of older properties to today's standards could also improve localized conditions and environmental performance in a wide array of areas, ranging from transportation to energy, hazardous materials, and stormwater. Regionally, governments could provide public services more efficiently and public services and other cultural and educational amenities could be closer to more people. However, the localized costs for providing services and facilities in the highest growth areas would be concentrated, with some governments bearing higher costs than others.
- Alternatives with a more dispersed growth pattern (such as Smaller Cities or Growth Targets Extended) have potentially higher overall environmental impacts, and higher impacts on natural resources and/or plants and animals. Because growth would be more spread out throughout the region, some of the localized impacts of growth would be less intensive for any given community. With growth spread through the region, there could be more pressure to develop in rural and resource areas. Regionally, higher levels of automobile use, higher levels of congestion, and lower levels of transit use and other travel modes are estimated. There could also be less pressure to redevelop underutilized areas within existing cities. The costs of providing public services would likely be higher, but would be spread among governments throughout the region.
- The potential impacts to people and/or services are more ambiguous to judge than the potential impacts on resources, plants and animals. For example, denser housing can have impacts on existing residents but may provide additional housing opportunities for new residents. Similarly, spreading growth throughout the urban area may allow more people to live in single-family homes, but it can also potentially increase the number of families that need to have additional automobiles. On the other hand, growth on aquifer recharge lands, increases in air pollution emissions, or development adjacent to, or in, significant habitat areas create impacts to natural resources, plants and animals that are more technically straightforward to judge.

#### KEY FINDINGS REGARDING EACH ALTERNATIVE

- The ***Growth Targets Extended Alternative*** allocates residential growth to the densest urban areas and the least dense outlying areas, while concentrating employment growth into the densest urban areas. This results in the greatest distances between jobs and housing. While having some of the characteristics of concentrated growth, the alternative also has a relatively high level of growth in the outlying areas, thereby sharing some of the characteristics of dispersed growth.
  - This alternative is estimated to have the highest adverse impacts on the transportation system, the highest air pollution emissions, and some of the highest potential impacts to the region's natural resources.
  - At the same time, it also provides many of the benefits of compact growth, such as placing a high number of the region's residents and employees near key public services, major transportation networks, and cultural and historic resources (which, if protected, provides an opportunity for access and association). This allocation also allows more land and economic development in the rural area than some of the others, which may be a benefit to some residents and businesses in these areas.
  - This approach has mixed results regarding serving the region's minority and low-income residents. This approach results in a concentrated commercial land use pattern in areas that have higher levels of transit service. However, because it spreads residents throughout the region, it potentially makes the connection between jobs, homes and services more difficult to serve by transit.
  - This alternative has the potential for an economy of scale for positive actions such as brownfields redevelopment, and potentially increased revenue for retrofit and upgrades to existing, older infrastructure.



- The ***Metropolitan Cities Alternative*** results in the most focused growth pattern, allocating residential and employment growth to the densest urban areas, and decreasing growth in the least dense outlying areas as compared to Growth Targets Extended.
  - This alternative shares, and intensifies, some of the localized impacts of Growth Targets Extended for metropolitan cities, including crowding, economies of scale for brownfields redevelopment, and the higher potential need for retrofits to older infrastructure.
  - There would likely be much greater density in already denser urban areas, which could impact existing neighborhoods. It would have perhaps the highest impact on already degraded urban waterways, and result in the highest levels of potential exposure to traffic, air pollution, noise and hazardous waste sites for residents and employees in these areas.
  - This alternative is estimated to result in the lowest levels of regional vehicle use, higher transit ridership levels, lower levels of congestion and delay and lower levels of air pollution emissions at the regional level. This alternative requires less land to meet population and employment growth needs, resulting in lower levels of development and associated infrastructure in the region's more pristine areas.
  - For the region's general population as well as its minority and low-income residents, this alternative is likely to have better access between employment, services, and residences through transit. It also has the potential for more multifamily housing development, and an increased potential for providing more affordable housing units in areas with better transit service than the other alternatives.
- The ***Larger Cities Alternative*** results in the second most focused growth pattern, allocating residential and employment growth in the larger suburban areas, with more moderate amounts of growth in the densest urban areas as compared to Metropolitan Cities Alternative.
  - This alternative shares some of the potential benefits of the Metropolitan Cities Alternative with high transit levels, lower levels of congestion and delay, lower levels of air pollution emissions at the regional level, and lower levels of development and infrastructure in or near the region's more pristine areas.
  - Growth in the larger suburban cities would result in higher levels of urbanization than exists today, and higher localized impacts such as traffic, air quality, noise, and redevelopment.
  - This alternative's impacts diverge from Metropolitan Cities primarily in its impacts within the region's densest areas. By shifting population and employment growth from the metropolitan cities to the largest suburban cities, some transportation performance measures improve, and air pollution emissions decrease, and the potential intensification of metropolitan cities is reduced and spread over many more cities (meaning, impacts in more areas, but at a potentially lower level).
  - For the region's minority and low-income residents, this alternative is likely to be fairly similar to Metropolitan Cities. Differences could exist in housing affordability and transit access between residences and jobs and services.
- The ***Smaller Cities Alternative*** results in the most dispersed growth pattern, allocating residential and employment growth to the smallest and freestanding suburban cities and to the outlying areas, and significantly reducing growth in the dense urban areas as compared to the other three alternatives.
  - This alternative shares, and is estimated to increase, some of the regional adverse impacts of Growth Targets Extended, including high impacts on the transportation system, high levels of air pollution emissions, and the highest potential impacts to the region's natural areas and species. This alternative has the highest amount of growth allocated close to the region's urban growth area boundary and near natural resources areas, creating the highest potential for conversion of land.
  - This alternative's impacts diverge from Growth Targets Extended in that it allocates little growth to the region's densest areas, meaning the adverse and positive impacts described for the Metropolitan Cities and Larger Cities alternatives are not likely to occur in these denser areas. Conversely, localized impacts would occur in smaller cities and towns, in the unincorporated urban growth area, and in the rural area.
  - The impacts to public services and facilities are estimated to be the highest under this alternative, with the highest anticipated need for extensions of services and facilities into areas that are currently not planning for major improvements or investments, and with lesser potential for economies of scale.
  - For minority and low-income residents, this alternative results in a commercial pattern that is the most difficult to serve by transit. Also, public services and facilities are likely to be more spread throughout the region. These factors may increase costs and create difficulties for accessing employment and services.



## DESCRIPTION OF ANALYSIS AND SUMMARY OF POTENTIAL IMPACTS TABLE

Note: Names of the regional geographies are shown in lower case and shortened (i.e., metropolitan cities is referred to as metro cities, core suburban cities is referred to as core cities, etc.) and the names of alternatives are shown in upper case.

### 5.1 – Population, Employment, and Housing

#### Contents and Analysis

This chapter describes historical and current population, employment and housing characteristics in the central Puget Sound region. Some highlights regarding how these characteristics could potentially be impacted under the growth distribution alternatives are noted below.

#### Impacts Common To All:

- All of the alternatives increase the number of people, jobs, and housing in the region. The alternatives vary by location in terms of mix of uses, allocations to each county, and allocations to the regional geographies.
- The alternatives vary the mix of population and employment allocated to each county. Alternatives that allocate comparable amounts of both population and employment growth to given geographies are likely to result in better job-housing balances.
- Where growth occurs, the pattern and type of housing and employment sites would vary by alternative. The alternatives that focus growth the most would likely involve more multifamily or mixed-use developments, whereas more alternatives that disperse growth could allow more single-family development.

#### Characteristics of Alternatives/Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Second highest levels of population and employment growth in Kitsap, Pierce &amp; Snohomish.</li> <li>• Population distributed throughout region, with focus in metro cities, as well as unincorporated urban and rural areas (higher than other alternatives). Employment focused in metro and core cities. Rural is lower than in other alternatives.</li> <li>• The amount of population in the smaller cities and unincorporated urban areas would double by the year 2040 as compared to the amount that existed in the year 2000.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest levels of population &amp; employment growth in King.</li> <li>• Population and employment focused in metro cities, core cities, and larger cities.</li> <li>• Population shifted to metro cities, core cities, and larger cities from unincorporated urban and rural areas. Employment very similar to Growth Targets Extended, meaning little shifting of allocations as under Growth Targets.</li> <li>• The amount of employment in larger cities and rural areas would double by the year 2040.</li> </ul>	<ul style="list-style-type: none"> <li>• Second highest levels of population &amp; employment growth in King.</li> <li>• The amount of employment in Kitsap &amp; Snohomish would double by 2040.</li> <li>• Population and employment focused in core and larger, then metro cities.</li> <li>• Population shifted to core and larger cities from unincorporated urban, rural, then metro cities.</li> <li>• Employment shifted from metro cities.</li> <li>• The amount of population in core cities would double by the year 2040.</li> <li>• The amount of employment in larger cities would grow by four times by the year 2040.</li> <li>• The amount of employment in unincorporated urban and rural areas would double by the year 2040.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest levels of population &amp; employment growth in Kitsap, Pierce &amp; Snohomish.</li> <li>• The amount of employment in Kitsap, Pierce &amp; Snohomish more than double by 2040.</li> <li>• Population and employment focused in smaller cities and unincorporated urban areas.</li> <li>• Population and employment shifted to smaller cities and unincorporated urban areas from metro cities and core cities.</li> <li>• The amount of population in smaller cities would triple, and employment would grow by almost four times by the year 2040.</li> <li>• The amount of population in unincorporated urban would more than double and the amount of employment would grow by over four times by the year 2040.</li> <li>• The amount of employment in rural areas would triple by 2040.</li> </ul>

#### Common Impacts to Housing

- All alternatives have varying levels of potential for displacement of employment sites and housing through redevelopment. This would typically occur in urban areas that today have less intensive development, and where capital costs are comparatively low. However, new development could create additional supply of jobs and housing sites.
- All the alternatives would likely produce price pressure on housing costs. All else held constant, housing costs are typically lower, per-unit, for multifamily versus single-family. Alternatives that result in higher levels of non-single-family homes (multifamily, townhouses, condominiums) may allow for a wider range of homeownership opportunities at varying price levels.
- Costs for housing, and affordable housing, are based on a complex set of site-specific factors. Redevelopment and infill are complex and urban land prices are high. At the same time, cost of living factors (particularly the potential for additional transportation costs) can be higher in outlying areas.



Distinct Impacts to Housing			
Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>Potentially high amounts of multifamily in denser urban areas and single-family in less dense outlying areas.</li> </ul>	<ul style="list-style-type: none"> <li>Likely the highest amount of multifamily housing of any of the alternatives, although in cities that are used to having this type of housing development.</li> </ul>	<ul style="list-style-type: none"> <li>Housing met through a mix of single- and multifamily housing (potentially lower amounts of multifamily than under Metropolitan Cities, and in cities less used to this type of housing development).</li> </ul>	<ul style="list-style-type: none"> <li>Potentially highest amount of traditional single-family housing.</li> </ul>

## 5.2 – Land Use

### Contents and Analysis

This chapter discusses existing and planned land use policies and development patterns, as well as the region's overall urban and rural form. Some highlights regarding potential impacts to these policies and development patterns under the growth distribution alternatives are noted below.

### Impacts Common To All

- All of the alternatives will change land use conditions in some locations in the region. Where large amounts of growth are allocated, there are potential adverse and positive impacts. These could include crowding, densification, and changes to existing neighborhoods, but also allow for increased amenities, a wider range of lifestyle options and localized revitalization.
- The alternatives vary in terms of their impacts to overall development patterns in the region, consumption of land in less-developed areas, and the future urban to suburban to rural regional form.
- The allocations will affect how many jurisdictions could need to revisit their comprehensive plans to ensure that they are planning to accommodate a sufficient amount of growth.
- The land use changes would typically be most intensive in the regional geographies that are the focus of the alternative's growth pattern. The Growth Targets Extended Alternative would distribute growth among a broader array of geographic classes, while the others could more than double the amount of growth for some cities.

### Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>Overall densification throughout region, especially in the most and least developed areas.</li> <li>Second most consumption of land in the unincorporated urban and rural areas through new development.</li> <li>Changes to region's urban and rural form are widespread. Land use could potentially change in all parts of the region from what exists today.</li> </ul>	<ul style="list-style-type: none"> <li>Densification in already heavily developed areas through redevelopment of less dense properties. Less change elsewhere than under Growth Targets Extended.</li> <li>Metro cities would likely need to revise plans to allow higher-intensity development in local areas targeted for growth.</li> <li>Least consumption of land in the unincorporated urban and rural areas.</li> <li>The most differentiation would exist between the region's urban and rural areas. Land use in the less developed parts of the region might not change significantly from what exists today.</li> </ul>	<ul style="list-style-type: none"> <li>Densification of suburban areas through redevelopment of less dense properties as well as new development. Less change elsewhere than under Growth Targets Extended.</li> <li>Larger cities and core cities could need to revise plans to allow higher amounts of growth.</li> <li>Least consumption of land in the unincorporated urban and rural areas.</li> <li>The region would have two tiers of urban, and much less developed areas. Land use in these less developed parts of the region might not change significantly from what exists today.</li> </ul>	<ul style="list-style-type: none"> <li>Densification in outlying areas through new development, and much less change in currently denser urban areas than the other alternatives.</li> <li>Smaller cities, which typically have less high-density development, would likely need to substantially revise their plans to accommodate higher amounts of growth.</li> <li>Most consumption of land in the unincorporated and rural areas through new development.</li> <li>The least differentiation would exist between the region's urban to rural areas. Land use in the most urban parts of the region might not change significantly from what exists today.</li> </ul>

**Distinct Impacts (continued)**

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>All jurisdictions might need to plan for more residential growth than they currently have planned for in their local plans, based on their adopted residential growth targets for 2022/2025.</li> <li>Estimates of proximity to transit (population and employment within ¼ mile of existing or planned transit routes) are the second lowest, with about 6,000,000 people living and working close to transit routes.</li> <li>Estimates of proximity to the urban growth area boundary (population and employment within ¼ mile of either side of currently designated boundaries) are the second highest, with 720,000 people living and working close to the boundary.</li> </ul>	<ul style="list-style-type: none"> <li>Shifts in residential allocations from Growth Targets Extended means that fewer jurisdictions, including metro cities, core cities and larger cities, might need to plan for more growth than they currently have planned for in their local plans.</li> <li>There could be the need to plan for much less growth in unincorporated urban and rural areas, and only a little more in smaller cities than adopted targets.</li> <li>Proximity to transit estimated to be highest, with almost 450,000 more people living and working near transit than Growth Targets Extended.</li> <li>Proximity to the urban growth area boundary estimated to be the lowest, with about 95,000 fewer people living and working near the boundary than Growth Targets Extended.</li> </ul>	<ul style="list-style-type: none"> <li>Shifts in residential allocations from Growth Targets Extended means that only core cities and (especially) larger cities might need to plan for more growth than they currently have in their local plans.</li> <li>There could be the need to plan for only a little more in metro cities, less in smaller cities, much less in unincorporated urban, and less in rural areas than adopted targets.</li> <li>Proximity to transit estimated to be second highest, with almost 300,000 more people living and working near transit than Growth Targets Extended, but 150,000 fewer than Metropolitan Cities.</li> <li>Proximity to the urban growth area boundary estimated to be second lowest, with about 70,000 fewer people living and working near the boundary than Growth Targets Extended, but about 25,000 more than Metropolitan Cities.</li> </ul>	<ul style="list-style-type: none"> <li>Shifts in residential allocations from Growth Targets Extended means only smaller cities, unincorporated urban areas and, to a lesser extent, rural areas could need to plan for more growth than they currently have in their local plans. Instead, metro cities, core cities, and larger cities might need to plan for much less.</li> <li>Proximity to transit estimated to be the lowest, with over 250,000 fewer people living and working near transit than Growth Targets Extended and over 700,000 fewer than Metropolitan Cities.</li> <li>Proximity to the urban growth area boundary estimated to be the highest, with over 300,000 more people living and working near the boundary than Growth Targets Extended, and about 400,000 more than Metropolitan Cities.</li> </ul>

**5.3 — Transportation**

**Contents and Analysis**

This chapter describes the region’s existing and planned transportation services and infrastructure. Some highlights are noted below regarding how the growth distribution alternatives are served by, and impact, the planned system based on a wide range of transportation performance indicators.

**Impacts Common To All**

- Future transportation conditions under each of the alternatives are based on the region’s existing long-range transportation plan, *Destination 2030* (which plans for transportation out to the year 2030). The alternatives vary in their impacts on the planned transportation system, and each could require some level of change regarding the mix or timing of investments and programs that are currently adopted in *Destination 2030*.
- A number of transportation performance indicators are considered in the analysis, and most are estimated to be different in 2040 than they are in the base year 2000.
  - With the increase in population and employment, *overall tripmaking* in the region is estimated to increase by approximately 72 percent by the year 2040 under all of the alternatives. While overall trips are similar among the alternatives, distinctions exist in terms of trip times and distances (see the subsequent “Distinct Impacts” section). The choice of modes (i.e., driving, transit, nonmotorized) is also more variable than overall number of trips, and therefore dependent on the alternative. This is reflected in the range of estimated increases in trips in the following modes:
    - Single-occupancy vehicle trips are estimated to increase between 63 – 72 percent by the year 2040, but are estimated to constitute a slightly lower share of overall trips.
    - Transit trips are estimated to increase between 76 – 146 percent by the year 2040, but are estimated to constitute a slightly higher share of overall trips.
  - With increased trip making in all modes, the amount of *total vehicle miles traveled* in the region is estimated to increase by between 49 to 67 percent by the year 2040. The choice of facility (i.e., freeway or arterial) is variable among the alternatives:



Impacts Common To All (continued)

- o Vehicle miles traveled on the freeway system are estimated to increase 43 – 53 percent.
- o Vehicle miles traveled on the arterial system are estimated to increase 53 – 81 percent.
- Reflecting the increased number of trips, mode choices, and total miles traveled, the total vehicle hours traveled are also estimated to increase by between 63 to 107 percent by the year 2040. Vehicle hours traveled has a wider range of variability (reflecting more distinctions among the alternatives for this measure) than miles traveled, both for total hours and for hours on freeways or arterials:
  - o Vehicle hours traveled on the freeway system are estimated to increase 48 – 99 percent.
  - o Vehicle hours traveled on the arterial system are estimated to increase 66 – 111 percent.

Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• In part because of the spatial mismatch and distances between population and employment centers (and therefore a mismatch between trip origins and destinations), this alternative is estimated to result in the longest trip distances and times:                             <ul style="list-style-type: none"> <li>– Longest average work trip distances.</li> <li>– Longest average non-work trip distances (similar to Smaller Cities).</li> <li>– Longest average work trip times.</li> </ul> </li> <li>• Similarly, the allocations are expected to result in the highest amount of miles and hours spent traveling on both freeways and on arterials (although miles on arterials are similar to Smaller Cities). Growth Targets Extended also has the highest amount of delay on both arterials and freeways.</li> <li>• The allocations of residential growth to metro cities, as well as the long trip times and high delay, result in this alternative having the second highest percentage of trips being made by transit.</li> </ul>	<ul style="list-style-type: none"> <li>• The concentration of the greatest shares of both population and employment into the fewest locations creates the most proximity between trip origins and destinations. This is estimated to result in much lower trip distances and times compared to Growth Targets Extended:                             <ul style="list-style-type: none"> <li>– Shortest average work and non-work trip distances (similar to Larger Cities).</li> <li>– Shortest average work and non-work trip times (similar to Larger Cities).</li> </ul> </li> <li>• The allocations, and the ability to make trips using alternative modes (see next set of bullets), result in this alternative having the lowest amounts of arterial miles traveled (although at levels similar to Larger Cities).</li> <li>• The allocations of growth to metro cities and core cities, where transit service is most available, results in the highest estimated percentage of trips being made by transit. In addition, the concentration of growth is estimated to result in the highest percentage (by a large margin) of “activities” (such as retail, entertainment, schools) being accessible by transit.</li> <li>• For similar reasons, this alternative is estimated to have the highest percentage of walking or biking trips.</li> </ul>	<ul style="list-style-type: none"> <li>• While still focused in the urban area, this alternative spreads population and employment over a larger area than under Metropolitan Cities, although it is more focused than Growth Targets Extended or Smaller Cities. This alternative also puts new growth closer to residential concentrations that existed in 2000. These factors are estimated to result in lower trip distances and times:                             <ul style="list-style-type: none"> <li>– Shortest average work and non-work trip distances (similar to Metropolitan Cities).</li> <li>– Shortest average work and non-work trip times (similar to Metropolitan Cities).</li> </ul> </li> <li>• The allocations under this alternative result in the lowest amounts of total vehicle miles traveled. Interestingly, this alternative is similar to aspects of both Smaller Cities and Metropolitan Cities regarding vehicle miles traveled:                             <ul style="list-style-type: none"> <li>– Lowest vehicle miles traveled on freeways (similar to Smaller Cities).</li> <li>– Lowest vehicle miles traveled on arterials (similar to Metropolitan Cities).</li> <li>– Lowest vehicle hours traveled and the lowest total amount of delay.</li> </ul> </li> <li>• Similar to Metropolitan Cities (but lower), this alternative allocates growth to areas that have higher levels of transit service. This, with the concentration of jobs and residences close together, leads to higher percentages of trips being made using transit, walking and biking.</li> </ul>	<ul style="list-style-type: none"> <li>• This alternative allocates the most amount of growth in the outlying areas of the alternatives. However, population and employment allocations are comparable, creating less of a mismatch between origins and destinations as compared to Growth Targets Extended, which results in the following:                             <ul style="list-style-type: none"> <li>– Longest average non-work trip distances (similar to Growth Targets Extended).</li> <li>– Longest average non-work trip times.</li> </ul> </li> <li>• Even though trip distances and times are some of the highest, the impacts of the trips are not evident so much on the region’s freeways but rather on its arterials:                             <ul style="list-style-type: none"> <li>– Lowest vehicle miles traveled on freeways (similar to Larger Cities).</li> <li>– Lowest vehicle hours traveled and lowest total hours of delay on freeways.</li> </ul> </li> <li>• The allocations under this alternative result in the lowest accessibility of activities by transit, the lowest percentages of trips being made by transit, and the lowest percentage of trips being made by walking or biking.</li> </ul>

## 5.4 – Air Quality

### Contents and Analysis

Air pollution comes from many different sources, including industry, transportation, construction, and agriculture. It affects both human health and the natural environment. Some highlights are noted below regarding how the four growth distribution alternatives could impact air quality in relation to a number of pollutants, including particulate matter, carbon monoxide, ozone, toxics and greenhouse gases.

### Impacts Common To All

- All of the alternatives would increase urban area activities that create air pollution. This includes pollution from construction activities, commercial and industrial actions, shipping, aviation, and surface transportation.
- Air pollution emissions from motor vehicles are estimated based on travel demand model results. Impacts from other sources are assessed qualitatively. Since the alternatives would affect the projected demand for transportation, which directly causes pollution from vehicle emissions, the alternatives have different air quality results.
- Due to technological improvements (cleaner fuels and vehicles) assumed by the air quality model in forecast years (between 2000 and 2040), emission estimates in the year 2040 are lower than current rates. With these assumptions, where emissions standards exist, none of the alternatives is forecast to cause them to be exceeded.

### Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Given some of the highest transportation results for vehicle miles and hours traveled, as well as hours of delay, this alternative is estimated to have the highest levels of air quality emissions for a number of pollutants:               <ul style="list-style-type: none"> <li>– Highest carbon monoxide.</li> <li>– Highest ozone emissions, but at levels similar to Smaller Cities.</li> <li>– Highest fine particulate emissions (known as <math>PM_{2.5}</math>), but at levels similar to Smaller Cities.</li> <li>– Highest carbon dioxide emissions (a greenhouse gas), but at levels similar to Smaller Cities.</li> </ul> </li> <li>• On coarser particulate matter (known as <math>PM_{10}</math>), which is estimated in three specific industrial areas, the results are more varied:               <ul style="list-style-type: none"> <li>– Second lowest in Kent.</li> <li>– Second highest in the Duwamish area.</li> <li>– Second highest in Tacoma.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Given some of the lowest transportation results, this alternative is estimated to have some of the lowest levels of emissions:               <ul style="list-style-type: none"> <li>– Second lowest in carbon monoxide.</li> <li>– Lower ozone emissions, at levels similar to Larger Cities.</li> <li>– Lower fine particulate emissions (<math>PM_{2.5}</math>), but at levels similar to Larger Cities.</li> <li>– Lower carbon dioxide emissions, but at levels similar to Larger Cities.</li> </ul> </li> <li>• On coarser particulate matter (<math>PM_{10}</math>), the concentration of growth near the three specific industrial areas results in this alternative having the highest levels of emissions in the Duwamish area and in Tacoma.</li> </ul>	<ul style="list-style-type: none"> <li>• Given some of the lowest transportation results, this alternative is estimated to have some of the lowest levels of emissions:               <ul style="list-style-type: none"> <li>– Lowest in carbon monoxide.</li> <li>– Lower ozone emissions, at levels similar to Metropolitan Cities.</li> <li>– Lower fine particulate emissions (<math>PM_{2.5}</math>), but at levels similar to Metropolitan Cities.</li> <li>– Lower carbon dioxide emissions, but at levels similar to Metropolitan Cities.</li> </ul> </li> <li>• On coarser particulate matter (<math>PM_{10}</math>), the movement of growth from the metro cities to the larger cities results in this alternative having the highest levels of emissions in Kent, but second lowest in the Duwamish area and the lowest in Tacoma.</li> </ul>	<ul style="list-style-type: none"> <li>• The transportation results for this alternative were more variable than the others (for example, having the lowest vehicle miles traveled on freeways but the highest on arterials). This results in a variable set of results on levels of air quality emissions on a number of pollutants:               <ul style="list-style-type: none"> <li>– Second highest carbon monoxide.</li> <li>– Second highest ozone emissions, but at levels similar to Growth Targets.</li> <li>– Second highest fine particulate emissions (<math>PM_{2.5}</math>), but at levels similar to Growth Targets.</li> <li>– Second highest carbon dioxide emissions, but at levels similar to Growth Targets.</li> </ul> </li> <li>• On coarser particulate matter (<math>PM_{10}</math>), the movement of growth away from metro cities and larger suburban cities is estimated to result in the lowest emissions in Kent and the Duwamish area, and the second lowest in Tacoma.</li> </ul>



## 5.5 – Ecosystems

### Contents and Analysis

This chapter summarizes existing ecosystem conditions and features in the region and refers to natural resource features and conditions, specifically vegetation, wetlands, streams, lakes and other waterbodies, marine resources, fish, and wildlife. Some highlights are noted below regarding how the alternatives could impact areas identified as having regionally significant habitats, and the overall functioning of the region's ecosystems.

- The majority of ecological damage occurs with habitat loss through development. The initial development actions, including clearing, grading, and the change in land surface, have the most impacts, meaning that new development has significantly higher potential impacts than redevelopment.
- Development in or near pristine areas has a far greater impact than development in already-developed areas.
- Transportation networks contribute significantly to the transformation of land and are a key factor in the fragmentation and isolation of habitat. Further, transportation-related pollutants are a primary source of damage to ecosystems.

### Impacts Common To All

- All of the alternatives are likely to reduce and impact habitats and ecosystem functions compared to today through their potential to remove vegetation, increase paved or impervious surfaces, increase runoff, and provide more sources and quantities of water quality pollutants. The region's increased demand for water supply could also affect conditions in the region's rivers, streams and lakes, impacting aquatic species.
- The highest impacts would likely occur due to loss or alteration of habitat due to development, with redevelopment having a much lower potential for further impacts than new development. Redevelopment also provides the potential for retrofits to infrastructure and redevelopment of properties to undo existing damage and reduce the overall net impact of growth.
- The region's increased demand for water supply could affect conditions in the region's rivers, streams, and lakes, which would impact aquatic species.
- Concentrating growth has the potential to create economies of scale for mitigation strategies and/or for conservation actions. For instance, a more concentrated growth pattern could use less land and allow more natural areas to be preserved.

### Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Growth in outlying areas results in second highest potential risk of adverse impacts to areas identified as supporting regionally significant habitats.</li> <li>• Growth allocations lead to second highest risk to less developed (and therefore potentially more pristine) lands and habitat areas through development and associated infrastructure-related impacts.</li> <li>• Highest potential air and transportation pollution impacts to ecosystems.</li> <li>• High potential need for programs to protect and potentially restore/enhance urban ecosystems.</li> <li>• High potential need for conservation programs.</li> </ul>	<ul style="list-style-type: none"> <li>• Lowest potential risk of adverse impacts to identified regionally significant habitats.</li> <li>• Concentration of growth into already developed areas results in lowest risk to pristine lands and habitat areas through development and associated infrastructure-related impacts.</li> <li>• Second lowest potential air and transportation pollution impacts to ecosystems, similar to Larger Cities.</li> <li>• High potential need for programs to protect, restore, and enhance urban ecosystems.</li> </ul>	<ul style="list-style-type: none"> <li>• Very similar to Metropolitan Cities in risk of adverse impacts to regionally significant habitats.</li> <li>• Shift of growth from metro cities (currently most developed) to larger cities (less developed) and double the amount of growth in unincorporated urban spreads out growth and therefore potentially increases risks to ecosystems as compared to Metropolitan Cities.</li> <li>• Least potential air and transportation pollution impacts to ecosystems, similar to Metropolitan Cities.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest potential risk of adverse impacts to identified regionally significant habitats.</li> <li>• Growth in least developed areas results in highest potential for impacts on remaining pristine lands and habitat areas.</li> <li>• Second highest potential air and transportation pollution impacts to ecosystems.</li> </ul>

### Distinct Impacts *(continued)*

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Growth allocations result in second highest potential risk of conversion of lands from rural to urban (see 5.2 – Land Use), and/or from natural resource to rural or urban.</li> <li>• Estimates of proximity to natural resource areas (population and employment within ¼ mile of designated lands) are the second highest, with over 300,000 people living and working close to these areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Lower than Growth Targets Extended, and about equal to Larger Cities, regarding the risk of conversion of lands.</li> <li>• Proximity to natural resource areas estimated to be similar to Larger Cities. These alternatives are estimated to be about 50,000 fewer people living and working near these areas than Growth Targets Extended.</li> </ul>	<ul style="list-style-type: none"> <li>• Lower than Growth Targets Extended, and about equal to Metropolitan Cities, regarding the risk of conversion of lands.</li> <li>• Similar proximity to natural resource areas as Metropolitan Cities (but with about 7,500 more people living and working near these areas than that alternative).</li> </ul>	<ul style="list-style-type: none"> <li>• Highest potential need for conservation programs.</li> <li>• Highest potential risk of conversion of lands.</li> <li>• Proximity to natural resource areas estimated to be highest, with about 45,000 more people living and working near these areas than Growth Targets Extended and 95,000 more than Metropolitan Cities.</li> </ul>

## 5.6 – Water Quality and Hydrology

### Contents and Analysis

Water resources are key elements of this region's setting and overall quality of life. This chapter describes existing water resources and hydrology, and covers five primary topics: (1) impervious surfaces and stormwater runoff, (2) impaired waters, (3) sole source aquifers, (4) large contiguous floodplains, and (5) wetlands, lakes, rivers and streams. Some highlights are noted below regarding how these resources could potentially be impacted under the growth distribution alternatives.

### Impacts Common To All

- All of the alternatives have the potential to remove natural landscapes and create new impervious surfaces, including pollution-generating surfaces such as roads and parking lots (however, levels of imperviousness, and therefore impacts, vary among the alternatives). Regional growth has the potential to aggravate existing water quality problems in the region's rivers, lakes and streams, as well as in the Puget Sound itself. Impacts would be due to urban construction, stormwater runoff, wastewater discharges, and changes in temperature and water quantity.
- Development could increase impervious surfaces over sole source aquifers, which reduces the ability of groundwaters to be replenished by rainfall filtering through the ground.
- More paved or impervious surfaces, along with development in floodplains, would increase the potential for increased flooding. Development would also have the potential to affect watersheds by filling wetlands, and further developing the areas adjacent to the Puget Sound and lakes, rivers and streams.
- Growth would require additional sources for water supply, and could reduce natural flows in rivers, lakes and streams. Water withdrawals from aquifers can also reduce water flowing into rivers, lakes and streams.
- Development in rural areas is more likely to cause impacts to water resources due to septic systems, proximity to more pristine stretches of rivers, and proximity to floodplains (which occur throughout the region, but many are associated with agricultural lands).
- Alternatives that reduce vehicle miles and hours traveled (and therefore water pollution due to roadway runoff) are likely to have fewer impacts.

### Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Some of the highest levels of impacts to water quality and hydrology (similar to Smaller Cities) because of second highest rural area growth and highest vehicle miles traveled and delay.</li> <li>• Highest potential impacts to water quality and hydrology from roadway runoff pollutants.</li> </ul>	<ul style="list-style-type: none"> <li>• Lower levels of impacts (similar to Larger Cities) because of lower rural area growth, and lower levels of vehicle miles traveled and delay.</li> <li>• Some of the lowest potential impacts to water quality and hydrology from roadway runoff pollutants.</li> </ul>	<ul style="list-style-type: none"> <li>• Lower levels of impacts (similar to Metropolitan Cities) because of lower rural area growth, and lower levels of vehicle miles traveled and delay.</li> <li>• Similar to Metropolitan Cities in terms of potential impacts to water quality and hydrology from roadway runoff pollutants.</li> </ul>	<ul style="list-style-type: none"> <li>• Some of the highest levels of impacts (similar to Growth Targets Extended), with more growth but less vehicle miles traveled and delay.</li> <li>• Similar to Growth Targets Extended in terms of potential impacts to water quality and hydrology from roadway runoff pollutants.</li> </ul>



**Distinct Impacts (continued)**

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>Estimated to result in the second highest amount of land across the region that falls into the highest impervious surface category (greater than 30 percent), with 1,020 miles in that category.</li> </ul>	<ul style="list-style-type: none"> <li>Least amount of land estimated to be in highest impervious surface category, with about 260 square miles less than Growth Targets.</li> </ul>	<ul style="list-style-type: none"> <li>About the same amount as Metropolitan Cities in terms of land in highest impervious surface category (with about 240 square miles less than Growth Targets Extended).</li> </ul>	<ul style="list-style-type: none"> <li>Highest amount of land estimated to be in highest impervious surface category, with about 90 square miles more than Growth Targets Extended and about 170 square miles more than Metropolitan Cities.</li> </ul>

**5.7 – Public Services and Utilities**

**Contents and Analysis**

Public services and utilities reviewed include: (1) solid waste collection and disposal, (2) sanitary sewer systems, (3) water supply, (4) fire protection and police services, (5) health and emergency medical services (including hospitals), and (6) schools. Some highlights are noted below regarding potential impacts to public services and utilities under the growth distribution alternatives.

**Impacts Common To All**

- Growth patterns are likely to mean increased demand, under each alternative, for all public services and facilities. Effects on service levels and costs of service are based primarily on population and proximity, and will therefore vary by county and service area for each alternative.
- Economies of scale for investments exist for most service areas. In general, larger systems and facilities have advantages of efficiency and associated ability to efficiently increase size of operations, although providers generally plan for timeframes that are longer than local comprehensive plans.
- Under growth management, all jurisdictions are planning for growth in capital facilities and utilities. The alternatives, however, represent different levels of growth than under currently adopted plans. Those jurisdictions and areas that are already planning for major growth in demand will be less impacted (and may have greater options) than areas planning for a more limited amount of growth.
- Alternatives (such as Metropolitan Cities and Larger Cities) that increase demand closer to existing facilities are likely to be more cost-effective to serve than those alternatives (such as Growth Targets Extended and Smaller Cities) that build far from existing facilities. However, site-specific issues are a key factor that will ultimately determine actual costs.

**Common Impacts for Solid Waste**

- Solid waste generation is anticipated to increase over time, with potential need for expansions in capacity to process it – particularly for transfer stations (increased landfill needs more likely met outside the region).
- Increases in demand could possibly be met through expanded hours of service or other approaches that minimize the need for additional facilities that are difficult to site.
- Density increases create potential to increase different types of recycling and thereby reduce waste.

**Distinct Impacts**

	Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
Solid Waste	<ul style="list-style-type: none"> <li>High potential need for increased services and for increased facilities in most cities.</li> <li>Potential need to change collection and management methods to accommodate increased demand in outlying areas.</li> <li>Potential economy of scale for waste reduction in metro cities.</li> <li>Kitsap and Snohomish have second highest demand and potential for new or expanded stations in outlying areas.</li> </ul>	<ul style="list-style-type: none"> <li>Highest potential need for increased services and for increased facilities in metro cities and then core cities.</li> <li>Potential for improved waste reduction and recycling in metro cities and in core cities.</li> </ul>	<ul style="list-style-type: none"> <li>Similar to Metropolitan Cities in urban areas.</li> <li>Highest potential need for increased services and for increased facilities in larger cities and then core cities.</li> <li>Potential for improved waste reduction and recycling in larger cities and in core cities.</li> </ul>	<ul style="list-style-type: none"> <li>Highest potential need for additional services and facilities in smaller cities, and unincorporated urban and rural areas.</li> <li>Similar to Growth Targets Extended, potential need to change collection and management methods to accommodate increased demand in outlying areas.</li> <li>Highest potential impacts in outlying areas to Kitsap, Pierce and Snohomish counties.</li> </ul>



**Common Impacts for Wastewater Systems**

- Under all alternatives, current sewer capacity likely not sufficient and would likely require system upgrades and expansions.
- In general, larger systems and facilities have advantages of efficiency and associated ability and resources to increase size of operations.
- Growth in smaller cities and unincorporated urban areas could impact smaller sewage systems and may necessitate change in technology, which has cost implications.
- Smaller city systems may need expansions, or may choose to contract with regional providers or adjacent jurisdictions. In all jurisdictions that are the focus of the alternative's growth, siting new treatment facilities is likely difficult.

**Distinct Impacts**

Wastewater Systems

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Potential to require expansion of sewers into currently underserved areas.</li> <li>• Creates demand for sewers in areas currently planning for major upgrades, with demand distributed throughout the region to more cities and agencies, in a manner most similar to existing plans.</li> <li>• Extending service could have high per unit costs given the distances.</li> <li>• Growth in rural areas would likely be served by septic systems and could have site-specific impacts on water quality.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to require improvements and possibly expansions in metro cities and core cities.</li> <li>• Creates additional demand for treatment systems in areas currently planning for major upgrades, but systems with even higher capacity would be needed.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to require improvements and possibly expansions in larger and then core cities.</li> <li>• Creates demand to extend sewer capacity to areas currently not expecting major upgrades, and demand would likely greatly exceed planned systems capacities for many of the larger cities.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to require expansion of sewers into currently underserved areas.</li> <li>• Creates demand for sewers in smaller cities and outlying areas, most of which are currently not expecting major upgrades.</li> <li>• Extending service could have high per unit costs given the distances.</li> <li>• Growth in rural areas would likely be served by septic systems and could have site-specific impacts on water quality.</li> </ul>

**Common Impacts for Water Supply**

- Under all alternatives, current water capacity may not be sufficient and could require upgrades to some systems, perhaps by 2020. Additional supply will potentially be needed by 2020.
- More options and system flexibility exist to meet future water supply and demand in larger population-service areas (although growth in these areas could require retrofits and expansions of service/facilities).
- Impacts could be more severe in areas not currently planning for major increases, as water rights processes are complex and extensions are costly.
- Other issues, such as the Endangered Species Act and climate change, make long-range regional analysis and forecasting more uncertain.

**Distinct Impacts**

Water Supply

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Creates additional pressure for meeting demand in areas already planning for upgrades.</li> <li>• Potential to use reclaimed water in metro cities and other urban areas where concentrations of growth support economies of scale to fund these types of investments.</li> <li>• Growth in unincorporated urban and rural areas have the potential to impact water quality and hydrology (see 5.6 – Water Quality).</li> </ul>	<ul style="list-style-type: none"> <li>• Meeting demand in metro cities and core cities could likely require expanding existing programs, plans, and investments.</li> <li>• High potential to use reclaimed water.</li> <li>• Lesser impact on groundwater in Kitsap and Pierce.</li> <li>• Lesser impact on Snohomish utilities, but still some need for investments in metropolitan cities in Snohomish.</li> </ul>	<ul style="list-style-type: none"> <li>• Meeting demand in larger and then core cities could likely require additional planning to accommodate increased levels of growth in these cities.</li> <li>• Some potential to use reclaimed water.</li> <li>• Decreased growth in metro cities may free water supply for diversion to larger cities.</li> <li>• Lesser impact on groundwater in Kitsap and Pierce.</li> <li>• Lesser impact on Snohomish utilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest potential impact given that little planning has been done to address the demand and pressure created for major upgrades under this alternative.</li> <li>• Smaller cities may be impacted because fewer existing or planned supply options exist for areas outside the contiguous urban growth area. Could lead to more reliance on groundwater (some counties already are struggling to meet groundwater supply demands).</li> <li>• Unknown potential for using reclaimed water.</li> </ul>



Distinct Impacts <i>(continued)</i>				
	Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
Water Supply <i>(continued)</i>	<ul style="list-style-type: none"> <li>Rural growth allocations could require extensions to serve these areas, or drilling additional wells in some areas.</li> <li>Rural growth allocations could lead to potential impacts in Kitsap (and to lesser extent in Pierce) from septic systems on groundwater drinking supply.</li> </ul>			<ul style="list-style-type: none"> <li>High levels of growth in unincorporated urban and rural areas have the potential to impact water quality and hydrology (see 5.6 – Water Quality).</li> <li>Rural growth allocations could require extensions to serve these areas, or drilling additional wells in some areas.</li> <li>Rural allocations could mean higher impacts in Kitsap (and to lesser extent in Pierce) from septic systems on groundwater drinking supply.</li> </ul>

**Impacts Common To All**

- Under all the alternatives, added service could be needed, and response times could increase in some areas. This is particularly an issue for unincorporated "islands."
- Demands on fire and police correlate with growth, meaning there will be localized differences regarding need under each of the alternatives.
- More options exist to meet future supply and demand in larger population-service areas (although growth in these areas could require additional staffing, or retrofits and expansions of existing service/facilities).

**Impacts Common To All**

- Industry-wide consolidation has the potential to concentrate facilities into fewer locations, with the likelihood that they will be in urban and suburban jurisdictions. Growth allocations to unincorporated urban and rural areas may locate residents and employees in areas more distant from facilities, which could increase response times.
- Under all the alternatives, demands on health, hospital, and emergency services correlate with growth, meaning there will be localized differences regarding need under each of the alternatives.

**Impacts Common To All**

- Under all the alternatives, demands on schools correlate with growth, meaning there will be localized differences regarding need under each of the alternatives.
- Alternatives that spread population over a larger distance may lead to increased transportation costs for school districts.
- Alternatives that concentrate growth may lead to higher needs for building retrofits and higher staffing levels, but fewer new facilities.

## 5.8 – Parks and Recreation

### Contents and Analysis

This chapter discusses parks and recreation resources with a focus on locally owned parks. The chapter includes a review of typical impacts due to growth. It also includes an analysis of park-to-resident ratios and population and employment proximity to parks, and general qualitative analysis of park maintenance, use, and development issues. Some highlights are noted below regarding how these resources could serve and be impacted by the growth distribution alternatives.

### Impacts Common To All

- With growth, there would be increased competition for limited facility space, conflicts between different types of recreational users, and displacement of undeveloped open space.
- All alternatives could cause increased demand for and use of use of existing parks and recreation facilities. In some locations, facilities might be unable to meet demand without expansions or new facilities and services, and increases in maintenance. The increased use has potential to adversely impact some visitors' experiences, while also potentially enlivening the parks.
- Under all alternatives, park acreage-to-resident ratios decline because the alternatives do not include any additions of parks. Adequacy of the ratios varies among counties, and depends on potential access to major public lands and open spaces.

### Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Potential need for increased maintenance and programming in metro cities parks.</li> <li>• Potential need for new parks in unincorporated urban and rural areas, or other approaches for ensuring adequate access and supply of parks.</li> <li>• With increased use due to growth, potential need for cities to continue to assume operation of county parks in less developed areas.</li> <li>• Estimates of parks proximity (population and employment within ¼ mile of existing locally owned parks) are the second lowest with 4,300,000 people living and working close to these resources.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest potential need for increased maintenance and programming in metro cities and then core cities.</li> <li>• Increased competition for land in metro cities could make park development and acquisition more difficult.</li> <li>• Proximity to parks estimated to be highest, with over 300,000 more people living and working near these resources than under Growth Targets Extended.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential need for increased maintenance and programming in larger and then core cities parks.</li> <li>• Potential need for new parks in larger cities.</li> <li>• Increased competition for land in larger cities could make park development and acquisition more difficult, but probably to lesser extent than under Metropolitan Cities.</li> <li>• Proximity to parks estimated to be second highest with over 270,000 more people living and working near these resources than under Growth Targets Extended, but 30,000 less than under Metropolitan Cities.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential need for new parks in smaller cities, and unincorporated urban and rural areas or need for other approaches.</li> <li>• With increased use due to growth, potential need for cities to continue to assume operation of county parks in less developed areas.</li> <li>• Increased competition for land much less a factor for these cities and areas for park development.</li> <li>• Proximity to parks estimated to be the lowest, with 210,000 fewer people living and working near these resources than under Growth Targets Extended and about 510,000 fewer than under Metropolitan Cities.</li> </ul>

## 5.9 – Environmental Health

### Contents and Analysis

This chapter focuses on how the growth distribution alternatives can impact the possibility of encountering potentially hazardous materials. Other environmental health topics, such as active living, noise, and air quality are also discussed. Some highlights are noted below regarding potential impacts.

### Impacts Common To All

- All of the alternatives would likely lead to redevelopment or development activities that could potentially occur in the presence of hazardous materials. This could increase the risk of exposure or the spread of contaminants. Contaminated sites are most concentrated in established urban areas.
- When new development occurs in areas with previous releases, cleanup and management of the sites would benefit the environment, but the costs to redevelop a contaminated property could be higher.
- Higher intensity urban development could increase human health impacts due to biological, chemical, and social factors. This includes greater numbers of people in areas with higher levels of air pollution, noise, and other forms of pollution. More dense urban forms can also promote higher rates of physical activity, which provides health benefits.
- Existing regulations are likely to significantly limit any additional releases and the creation of new sites. Therefore, under all the alternatives, there is limited potential for creation of new sites.

### Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Moderate level of potential to encounter hazardous sites, similar to Larger Cities.</li> <li>• Second highest potential for cleanup of sites and development of “brownfield” lands, enabled through economies of scale and the need for developable land.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest potential to encounter hazardous sites, given their location in older, urbanized areas.</li> <li>• Highest potential for cleanup and brownfields development (economies of scale).</li> </ul>	<ul style="list-style-type: none"> <li>• Moderate potential to encounter hazardous sites, similar to Growth Targets Extended.</li> <li>• Second lowest, but still higher, potential for cleanup and brownfields development (economies of scale).</li> </ul>	<ul style="list-style-type: none"> <li>• Lowest potential to encounter hazardous sites.</li> <li>• Limited potential for brownfields redevelopment.</li> </ul>



## 5.10 – Energy

### Contents and Analysis

This chapter discusses energy issues focusing on the main types of energy in the region, which are electrical power, natural gas, and petroleum. For each of these types, this chapter discusses consumption, sources and availability, and conservation and renewable sources. Some highlights are noted below regarding the potential for impacts to energy under the growth distribution alternatives.

### Impacts Common To All

- The population and employment growth in all alternatives will increase overall regional energy consumption compared to today, with more concentrated growth having potential to somewhat reduce consumption levels. Under all the alternatives, more energy sources and expanded energy delivery systems will likely be needed.
- Effects on amount of energy used are based primarily on population, and will therefore vary by county and service area for each alternative (meaning, localized differences). This may result in the need to extend facilities into currently underserved areas.
- For electricity and natural gas, the alternatives are relatively similar in terms of how much increase in consumption is estimated. Differentiations exist among the alternatives for petroleum energy use, primarily having to do with amount of vehicle miles traveled and hours of delay and the impact these have on usage.

### Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Potential need for upgrades and retrofits of infrastructure in metro cities.</li> <li>• Potential need for extending infrastructure to unincorporated urban and rural areas.</li> <li>• Highest total daily vehicle miles traveled and highest total daily hours of delay.</li> <li>• Highest potential energy use.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest potential need for upgrades and retrofits of infrastructure in metro cities.</li> <li>• Second lowest vehicle miles traveled and second lowest delay.</li> <li>• Second lowest energy use.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential need for upgrades of infrastructure in larger cities.</li> <li>• Lowest vehicle miles traveled and lowest delay.</li> <li>• Lowest energy use.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest potential need for extending infrastructure to unincorporated urban and rural areas.</li> <li>• Second highest vehicle miles traveled and second highest delay.</li> <li>• Second highest energy use.</li> </ul>

## 5.11 – Historic, Cultural, and Archeological Resources

### Contents and Analysis

The central Puget Sound region has a long cultural history, beginning with indigenous peoples, who lived here in a rich ecosystem. The tools, structures, record of their existence, and of the settlers who came after them, are the Puget Sound region's historic and cultural resources. Some highlights are noted below regarding the potential for them to be impacted under the growth distribution alternatives.

### Impacts Common To All

- Growth under all the alternatives near these resources has the potential to adversely impact resources, while also potentially exposing more residents and employees to these resources. Both public, and especially private, development can threaten or remove these resources, making recognition and preservation actions important.
- Alternatives that focus growth in or near older urban areas, waterways, and agricultural lands are more likely to have impacts because historic, cultural, and archeological properties are most commonly associated with these areas.

### Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Allocations to metropolitan cities create second highest potential impact to urban resources through redevelopment.</li> <li>• Second highest potential impact to rural and agricultural area resources through development on these lands.</li> <li>• Given appropriate incentives, increased potential for restoration or reuse of urban historic resources, enabled through economies of scale (but lower than Metropolitan Cities).</li> </ul>	<ul style="list-style-type: none"> <li>• Highest potential impact to urban resources.</li> <li>• Lowest potential impact to rural and agricultural area resources, with smallest allocations to incorporated and unincorporated areas outside contiguous urban growth area.</li> <li>• Highest potential for restoration or reuse.</li> </ul>	<ul style="list-style-type: none"> <li>• Second lowest potential impact to urban resources.</li> <li>• Second lowest potential impact to rural and agricultural area resources. Somewhat higher than Metropolitan Cities given allocations to incorporated cities near edge of contiguous urban growth area.</li> <li>• Lesser potential for restoration or reuse than Growth Targets Extended.</li> </ul>	<ul style="list-style-type: none"> <li>• Lowest potential impacts to urban resources (and lowest potential for restoration or reuse).</li> <li>• Highest potential impacts to rural and agricultural area resources, but highest potential for discovery of new sites and for acquisition.</li> </ul>



## 5.12 – Visual Quality and Aesthetic Resources

### Contents and Analysis

For many people, the region is defined by its mountains, water, and abundant greenery as well as the inherent aesthetic qualities characterized by visually diverse, stimulating views of rural landscapes, towns, cities, and prominent structures. Some highlights are noted below regarding potential impacts to the visual setting of the region under the growth distribution alternatives.

### Impacts Common To All

- All of the alternatives would require higher levels of development that could add, alter, or remove current visual features in regional and local landscapes.
- Intensification of development in all areas is possible under alternatives, but levels and locations of impacts vary. Intensification could impact vegetation and open spaces, scale and bulk, and the character (mix of uses) of lands, communities, and neighborhoods.
- All alternatives have the potential to enable the development of civic spaces and downtown cores in both larger and smaller cities.
- Many jurisdictions have implemented design programs – from guidelines to advisory boards. New development and redevelopment will occur under these programs, which have the potential for high quality design, and perhaps improvements to existing aesthetic qualities in some areas.

### Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Intensification in scale in currently most-developed areas.</li> <li>• Intensification in scale in unincorporated urban and rural areas.</li> <li>• Impacts to rural character and resources through intensification, including high potential for loss of vegetation and landscapes in rural areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest intensification in scale in currently most-developed areas.</li> <li>• High potential for loss of vegetation and open space in metro cities and core cities.</li> </ul>	<ul style="list-style-type: none"> <li>• Second highest intensification in scale in currently most-developed areas.</li> <li>• Potential for loss of vegetation and open space in larger cities and core cities.</li> <li>• Change in scale and character of larger cities, with these cities having much higher levels of employment.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest intensification in scale in smaller cities, and unincorporated urban and rural areas.</li> <li>• High potential for loss of vegetation and landscapes in rural areas.</li> <li>• Change in scale and residential character of these cities and areas, with them having much higher employment levels.</li> </ul>

## 5.13 – Earth

### Contents and Analysis

This chapter analyzes the growth distribution alternatives in relation to the region's geologic features, which include earthquakes, landslides/erosion, volcanic hazards, flooding, and coal mine subsidence. Each could cause a disaster, however, the severity of the impact and number of people and properties affected could depend on where and how growth is distributed under the different alternatives. Some highlights are noted below regarding impacts.

### Impacts Common To All

- Hazards exist throughout the region. Earthquakes can impact every part of the region, and localized risks may vary. Floodways are more prevalent in agricultural areas, and volcanic hazards are more prevalent adjacent to Mt. Rainier in Pierce County.
- Alternatives that concentrate growth in urban areas expose more population and employees to impacts from localized events. However, urban areas also potentially have higher service levels and greater redundancy of services. Allocations to rural areas spread the risks, but also reduce the potential for higher levels of services.
- Development in rural areas may be near steep slopes, potentially increasing the risk for landslides and erosion.

### Distinct Impacts

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Allocations to metro cities mean higher risks for impacts from liquefaction resulting from a seismic event, especially in industrial areas.</li> <li>• Allocations to rural areas and second highest amounts of growth to Pierce mean higher potential risks from volcanic activity.</li> </ul>	<ul style="list-style-type: none"> <li>• Allocations to metro cities mean highest risks for impacts from liquefaction resulting from a seismic event, especially in industrial areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Dispersal of growth within urban area lessens the risk for impacts from liquefaction in industrial areas resulting from a seismic event, as compared to Metropolitan Cities.</li> </ul>	<ul style="list-style-type: none"> <li>• Largest allocations to rural areas and highest amounts of growth to Pierce mean highest potential risks from volcanic activity.</li> <li>• Allocations to rural areas have potential to impact or increase development in floodzones.</li> </ul>



**Distinct Impacts (continued)**

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Allocations to rural areas have potential to impact, or increase development in, floodzones (see 5.6 – Water Quality).</li> </ul>			

**5.14 – Noise**

**Contents and Analysis**

This chapter discusses noise impacts based on past noise modeling performed in the region and on other relevant noise information. It focuses on transportation-related noise sources as well as ambient noise characteristics under different development patterns. Some highlights are noted below regarding potential noise impacts under the growth distribution alternatives.

**Impacts Common To All**

- Urbanization affects noise exposure through proximity (crowding, adjacency to noisy land uses, concentrated transportation activity) and through physical changes such as the replacement of vegetation with paved surfaces and buildings. Noise decreases with distance from the source, making mitigation and design important.
- With growth, there would be more noise from sources such as transportation, construction, maintenance, and other commercial and industrial operations. Noise levels would also increase where the physical environment changes, such as when vegetation is replaced with paved surfaces and buildings.
- The highest noise levels are currently in the most developed areas and this would likely continue under all of the alternatives. The differentiation would be in the number of people located, and therefore exposed, to these higher levels of noise under the different alternatives.
- Noise increases begin to be noticeable when levels double, and become readily perceivable when levels triple. It is less known how different noise levels impact wildlife.

**6 – Environmental Justice Discussion**

**Contents**

This chapter describes requirements for metropolitan planning organizations to assess whether actions have disproportionate impacts on minority and/or low-income populations in the region. The chapter describes existing locations and trends for minority and/or low-income populations, and assesses the alternatives to determine if there are disproportionate impacts. Some highlights are noted below regarding impacts.

**Analysis and Impacts Common To All**

- Nationally and regionally, higher levels of growth in minority and/or low-income populations are predicted in proportion to the general population. While minority and low-income populations are found throughout the region, some historic concentrations exist in older urban areas.
- None of the alternatives is anticipated to result in disproportionately high and adverse effects on minority and/or low-income populations, although the alternatives may vary in the intensity of growth-related impacts that could occur in localized areas.
- Focus groups conducted in 2005 identified affordable housing and the availability of sufficient transit to access employment and services as the most important issues for minority and/or low-income populations.
- Alternatives (such as Metropolitan Cities and to a lesser extent Larger Cities) that concentrate growth in metropolitan cities and core suburban cities are likely to have higher potential positive and adverse impacts. Impacts range from displacement, different housing and potential transportation costs, to better access to employment and services using transit.
- Alternatives (such as Smaller Cities and to a lesser extent Growth Targets Extended) that disperse growth throughout the region, and farther away from areas that have traditionally had the highest concentrations of minority and/or low-income populations are likely to have fewer impacts. For example, while there could be less pressure for displacement, there could also be less access to jobs and services using transit.
- An overall assessment is that minority and/or low-income populations benefit the most from alternatives that direct new growth into areas that are closer to major employment centers and are better served by transit.

General Environmental Justice Analysis

**Analysis and Impacts Common To All**

- All the alternatives will produce price pressure on housing costs. However, costs for housing, and affordable housing, are based on a complex set of site-specific factors, including unit costs, land costs, costs of associated infrastructure, and more (see 5.1 – Housing).
- For low- and very low-income populations, full cost-of-living considerations must be taken into account, making the analysis of the alternatives more complex and variable.
- All alternatives have varying levels of potential for displacement of minority and/or low-income populations through gentrification, especially if they increase traffic congestion and lead to more market pressure for movement to closer-in areas.
- Displacement is a key issue, particularly for areas that have good access to job centers, comparatively low housing prices, and high architectural values – all of which are more typically found in older urban areas (where minority and/or low-income populations are most concentrated), as compared to suburban and exurban locations.

Housing

**Distinct Impacts**

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Growth allocations to metro cities could result in a high potential for displacement.</li> <li>• Housing development in metro cities could likely include more non-traditional housing types, such as multifamily, townhouses, and condominiums, which could provide additional home ownership opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar to Growth Targets Extended, growth allocations to metro cities have a high potential for displacement.</li> <li>• Similar to Growth Targets Extended, there is potential for more non-traditional home ownership opportunities than under the other two alternatives.</li> </ul>	<ul style="list-style-type: none"> <li>• Displacement is likely to be a lesser issue given the more limited concentration of minority and/or low-income populations outside of the metro cities and core cities areas, unless traffic congestion leads to more market pressure in closer-in areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Displacement is likely to be a very minor issue under this alternative, unless traffic congestion leads to more market pressure in closer-in areas.</li> </ul>

Employment

**Distinct Impacts**

Growth Targets Extended Alt.	Metropolitan Cities Alternative	Larger Cities Alternative	Smaller Cities Alternative
<ul style="list-style-type: none"> <li>• Second highest concentration of employment within the region, potentially providing better access to jobs for minority and/or low-income populations.</li> <li>• Development in metro cities could bring new employment opportunities.</li> <li>• Residential growth is spread through the region, likely reducing (although not erasing) the potential positive impacts of concentrated employment growth in areas with higher transit levels.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest concentration of employment within the region.</li> <li>• Greater potential for housing to be close to employment centers, potentially providing better access to jobs for minority and/or low-income populations.</li> <li>• Development in metro cities and core cities could bring new employment opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• Second highest dispersion of employment within the region.</li> <li>• Allocations result in a commercial land use pattern that is difficult to serve by transit (more than under Growth Targets Extended and Metropolitan Cities, but less than under Smaller Cities), which could create challenges for minority and/or low-income populations.</li> <li>• Development in larger cities and core cities could bring new employment opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest level of dispersion of employment within the region.</li> <li>• Allocations result in a commercial land use pattern that is the most difficult to serve by transit, creating the most challenges for minority and/or low-income populations.</li> <li>• Development in smaller cities and unincorporated urban areas could potentially lead to the creation of new local activity centers, which might increase employment opportunities.</li> </ul>

**Analysis and Impacts Common To All**

Transportation

- Minority and/or low-income populations are, in general, more transit-dependent than other residents. Alternatives (such as Metropolitan Cities and to a lesser extent Larger Cities) that provide better adjacency and transit access between employment and housing sites have more potential to better serve minority and/or low-income populations.
- Vehicle miles traveled, average trip times, hours of delay, and congestion are likely to impact minority and/or low-income populations similarly to other residents.
- See 5.3 – Transportation, for more information on transit access and other transportation performance results.
- See 5.2 – Land Use, for more information on estimates regarding transit proximity.

**Analysis and Impacts Common To All**

Air Quality

- Regional-level air quality impacts are the lowest under alternatives that minimize vehicle miles traveled, delay, and maximize transit and walk/bike mode shares (such as Metropolitan Cities and to a lesser extent Larger Cities).
- Local-level air quality impacts are location-dependent. While minority and/or low-income populations are located throughout the region, the highest concentrations are in King County and in older urban areas in the other counties. Alternatives (such as Metropolitan Cities and to a lesser extent Larger Cities) that concentrate growth into these areas are likely to have higher potential exposure to air quality emissions than alternatives (such as Smaller Cities and to a lesser extent Growth Targets Extended) that disperse growth.
- See 5.4 – Air Quality, for more information on air pollution results.



#### Analysis and Impacts Common To All

- All alternatives could likely require additional infrastructure. For minority and/or low-income populations, the impacts primarily relate to access and cost.
- Alternatives (such as Metropolitan Cities and to a lesser extent Larger Cities) that focus development in areas that have existing infrastructure, or are already planning for additional infrastructure, are generally more likely to provide better access to services and facilities. These types of alternatives have the potential for minimizing the need for new infrastructure and potential for meeting increased demand by augmenting existing facilities and services.
- Understanding the cost implications of retrofitting or expanding existing infrastructure versus building new infrastructure is complex. Generally, the literature suggests that new infrastructure is more expensive, and that the environmental impacts of new infrastructure are likely to be much higher than upgrades to existing infrastructure.
- See 5.7 – *Public Services and Utilities*, for more information.

#### Analysis and Impacts Common To All

- Local-level exposure to hazardous waste sites and to noise and noisy land uses are location-dependent. While minority and/or low-income populations are located throughout the region, the highest concentrations are in King County and in older urban areas in the other counties (which is where the highest concentrations of hazardous waste sites and noisy land uses are located), increasing the potential impacts.
- Alternatives (such as Metropolitan Cities and to a lesser extent Larger Cities) that concentrate growth into these areas are likely to have higher potential exposure to hazardous waste emissions and to noise than alternatives (such as Smaller Cities and to a lesser extent Growth Targets Extended) that disperse growth.
- For hazardous waste sites, alternatives (such as Metropolitan Cities and to a lesser extent Larger Cities) have greater potential than the others to lead to the cleanup of brownfields or other polluted sites. This would provide an environmental and health benefit to minority and/or low-income populations.
- See 5.9 – *Environmental Health*, for more information on results regarding hazardous waste sites and locations.
- See 5.14 – *Noise*, for more information on results regarding noise related impacts.

## D. Next Steps

After the release of the Draft Environmental Impact Statement, the Regional Council will engage in the following steps.

### Public Comment Period on Draft Environmental Impact Statement

The public comment period will last 60 days, with the Regional Council doubling the required period in order to encourage additional comments.

### Supplemental Draft Environmental Impact Statement with Preferred Alternative and Draft VISION Document

Following public review, the Growth Management Policy Board will work with staff and consultants to incorporate changes, select a preferred growth alternative, and publish a Supplemental Draft Environmental Impact Statement. The preferred growth alternative will be selected from the range of alternatives examined in the Draft Environmental Impact Statement (including the potential for a hybrid of the alternatives) and will be analyzed alongside the other alternatives. A draft VISION document containing revised multicounty planning policies will accompany the Supplemental Draft Environmental Impact Statement. Both are tentatively scheduled for release for additional public comment in mid 2007.

### Final Environmental Impact Statement and Final VISION Document

After the second public review period, the Regional Council's boards will work with staff and consultants to incorporate changes and publish a Final EIS and Final VISION document. The tentative schedule is to release the Final EIS and revised VISION in 2008.

### Final Review and Action

The Regional Council's policy boards and committees will review and take final action to recommend approval to the Executive Board. The Executive Board will, in turn, make its recommendation to the Puget Sound Regional Council's General Assembly. The Regional Council's General Assembly is scheduled to take action on the updated VISION in 2008 (see *Chapter 3 – Introduction and Background*).

## E. Overview of Contents in the Draft Environmental Impact Statement

The Draft Environmental Impact Statement represents a major milestone in the development of a revised and enhanced regional strategy. The primary purpose of the document is to describe and analyze the potential environmental effects of four growth distribution alternatives. The document is not a draft strategy, but rather a tool to help the region's policymakers develop a draft strategy in the coming months.

The Draft Environmental Impact Statement is a plan-level, or non-project, environmental impact statement and is prepared consistent with the State Environmental Policy Act. Due to the scope of a regionwide proposal that spans a 35-year timeframe, the document is complex, but it is structured to allow the reader to understand the most significant and vital information concerning the proposed action, alternatives, and impacts without turning to other documents.

The content of the Draft Environmental Impact Statement is consistent with the requirements of the State Environmental Policy Act for non-project actions (Washington Administrative Code 197 11 440 and WAC 197 11 442) (see *Chapter 1 – Purpose and Need*).

The contents are as follows:

### Table of Contents

This includes a table of contents, a list of appendices, and a list of figures.

### Fact Sheet

This describes the proposed action, the project proponent and lead agency for EIS review, names the Regional Council's SEPA Responsible Official and contact person, lists necessary licenses and approvals, principal contributors, the date of issue, information regarding the comment period and how to comment, dates of project actions, next steps, related documents, and options for acquiring the document.

### Executive Summary

The content of the stand-alone *Executive Summary* is identical to the one in the full Draft Environmental Impact Statement, except the stand-alone version contains a separate comment form.

#### 1. Purpose and Need

This describes the purpose of the VISION 2020 update, the need to update, and the need for environmental review.

#### 2. Regional Environmental Baseline

The Regional Council recognizes that we live in a fragile and interconnected global and regional environment. The Regional Council desires to help provide leadership and stewardship in protecting the region's environment. While not required by the State Environmental Policy Act, the Draft Environmental Impact Statement contains a Regional Environmental Baseline chapter that draws together the regional environmental picture, raises the level of regional environmental analysis, and is meant to be useful for other planning efforts.

The baseline discussion is organized around the following questions: (a) What is the nature of the region's environment? (b) What has been happening to the region's environment over the past 150 years? (c) Who are the region's environmental actors and what are they doing? and (d) What can VISION 2020 contribute? This section does not address future impacts, but instead focuses on what we know today.

#### 3. Introduction and Background

This chapter provides background information regarding the region and the Regional Council. It describes the update process, the role and structure of a preferred growth alternative, and presents the evaluation criteria that will be used for its selection.



#### 4. Definition of Alternatives

This chapter defines the four growth distribution alternatives that are analyzed in the Draft Environmental Impact Statement. The chapter discusses the process to develop the alternatives (the Regional Geographies), and then describes the alternatives in text, map, and tabular formats.

#### 5. Environment Effects and Mitigation

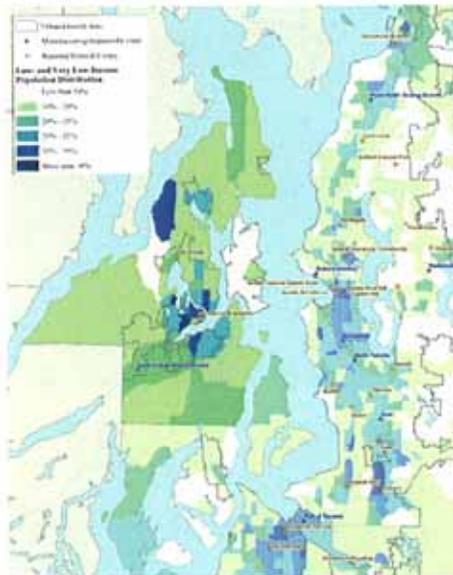
This chapter represents the majority of the Draft Environmental Impact Statement. It provides an overview of the impact analysis approach for a plan-level review. All of the elements of the environment (WAC 197 11 444) are addressed and, pursuant to provisions allowing for additional flexibility for non project proposal environmental impact statements (WAC 197 11 442), are combined in a manner that best supports regional scale analysis of the four alternatives. These include the following:

- Population, Employment and Housing
- Land Use
- Transportation
- Air Quality
- Ecosystems
- Water Quality and Hydrology
- Public Service and Utilities
- Parks and Recreation
- Environmental Health
- Energy
- Historic, Cultural, and Archaeological Resources
- Visual Quality and Aesthetic Resources
- Earth
- Noise

Discussion of all of the elements of the environment contain the following parts: (a) the affected environment, (b) analysis of alternatives' potential long term impacts, (c) cumulative effects analysis, (d) potential mitigation measures, and (e) potential significant unavoidable adverse impacts.

Note: A summary of the findings of *Chapter 5* is shown in Section C of this *Executive Summary*.

#### COUNTY-LEVEL ENVIRONMENTAL JUSTICE ANALYSIS



#### 6. Environmental Justice Discussion

While not required by the State Environmental Policy Act, the Draft Environmental Impact Statement contains an analysis of the potential benefits and impacts on minority and lower-income populations (referred to as "environmental justice" populations in federal legislation). This chapter is based on federal guidance, builds on current environmental justice efforts, and contains the following: (a) background on environmental justice statutes and past analysis by the Regional Council, (b) an analysis of the potential impacts of alternatives for defined populations, and (c) a discussion of how to continue to involve minority and lower-income populations in the update process.

Note: A summary of the findings of *Chapter 6* is shown in Section C of this *Executive Summary*.

#### 7. Discussion of Multicounty Planning Policies

The analysis of the four alternatives in the Draft Environmental Impact Statement is part of a process that will lead to an updated VISION 2020 strategy, complete with updated multicounty planning policies. This chapter discusses the existing policies, along with possible revisions for the updated VISION.

#### Comment Form

To facilitate public comment, the Regional Council has enclosed a comment form at the end of the stand-alone *Executive Summary* and the Draft Environmental Impact Statement.

## Appendices

The following appendices are provided:

- A. References*
- B. Glossary/Acronyms*
- C. Evaluation Criteria for Selecting a Preferred Alternative*
- D. Overview of Key Models and Output Data*
- E. Compilation of Issue Papers and Informational Papers*
- F. Existing Multicounty Planning Policies*
- G. List of Preparers*
- H. Distribution List*



## List of Preparers

---

### PUGET SOUND REGIONAL COUNCIL STAFF

Bob Drewel, *Executive Director*

Mark Gulbranson, *Deputy Executive Director*

Norman Abbott, *Director of Growth Management Planning, SEPA Responsible Official*

Ivan Miller, *Principal Planner, Project Manager*

Sean Ardussi, *Associate GIS Analyst*

Anne Avery, *Senior Communications Specialist*

Ben Bakkenta, *Principal Planner*

Larry Blain, *Principal Planner*

Peter Briglia, *Principal Planner*

Mark Charnews, *Senior Planner*

Doug Clinton, *Graphic Designer*

Charlie Howard, *Transportation Planning Director*

Chris Johnson, *Senior Planner*

Kristen Koch, *Senior Planner*

Andi Markley, *Research Librarian*

Kelly McGourty, *Principal Planner*

Kevin Murphy, *Director of Data Systems and Analysis*

Carol Naito, *Senior Planner (Demographer)*

Andy Norton, *Principal GIS Analyst*

Margarete Oenning, *Planning Technician*

Kris Overby, *Associate Planner*

Rocky Piro, *Principle Planner*

Robin Rock, *General Counsel and Chief Administrative Officer*

Sheila Rogers, *Administrative Assistant*

Mark Simonson, *Principal Planner*

Yorik Stevens-Wajda, *Assistant Planner*

Rebecca Stewart, *Graphic Designer*

---

### ENVIRONMENTAL ANALYSIS CONSULTANTS

#### Parametrix

Daryl Wendle, *Environmental Planner, Consultant Team Project Manager*

Jenny Bailey, *Environmental Planner*

Jill Czarnecki, *Environmental Planner*

Sandra Fann, *Engineer*

Mark Hafs, *Landscape Architect*

Michael Hall, *Biologist*

Erika Harris, *Environmental Planner*

Diane Lightwood, *Librarian*

Linda Logan, *Senior Environmental Scientist*

Katie Meyer, *Planner*

John Perlic, *Engineer*

Mike Warfel, *Geologist, Hydrogeologist*

#### Parsons Brinckerhoff

Jeff Buckland, *Urban Planner*

Marti Ann Reinfeld, *Environmental Planner*

Lawrence Spurgeon, *Environmental Scientist*

Mark Stewart, *Landscape Architect*



## VISION 2020 Update Draft Environmental Impact Statement

### Comment Form

What's your vision for the future of the central Puget Sound region? We want your input and need to hear from you!

The public comment period ends on Monday, July 31, 2006.

The public is encouraged to provide thoughts, ideas, and concerns on the Draft Environmental Impact Statement to help select a preferred growth alternative. Comments should be made in one of the following ways:

- By writing to Norman Abbott, State Environmental Policy Act (SEPA) Responsible Official, at the Puget Sound Regional Council, 1011 Western Ave, Suite 500, Seattle WA 98104-1035
- By visiting the Regional Council's Web site [www.psrc.org](http://www.psrc.org). To submit a comment, go to the Comment section of the VISION update Web page and follow the instructions.
- By sending an email to [vision2020update@psrc.org](mailto:vision2020update@psrc.org).
- By attending any of PSRC's board or committee meetings. A public comment period is offered at the beginning of each meeting.
- By returning this comment form.

The comments that you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final Environmental Impact Statement.

*Regional VIEW* the Regional Council's monthly newsletter, is one good way to stay informed and involved. To receive a print copy of *Regional VIEW*, visit <http://www.psrc.org/datapubs/pubs/view/viewform.htm>, or call 206-464-7090.

#### CONTACT INFORMATION:

At a minimum, please provide your name, the county in which you live, and ZIP Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

NAME \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

E-MAIL \_\_\_\_\_

Check here if you would like to be added to the project mailing list.





---

This CD contains PDF files of the full  
VISION 2020 Update Draft Environmental Impact Statement



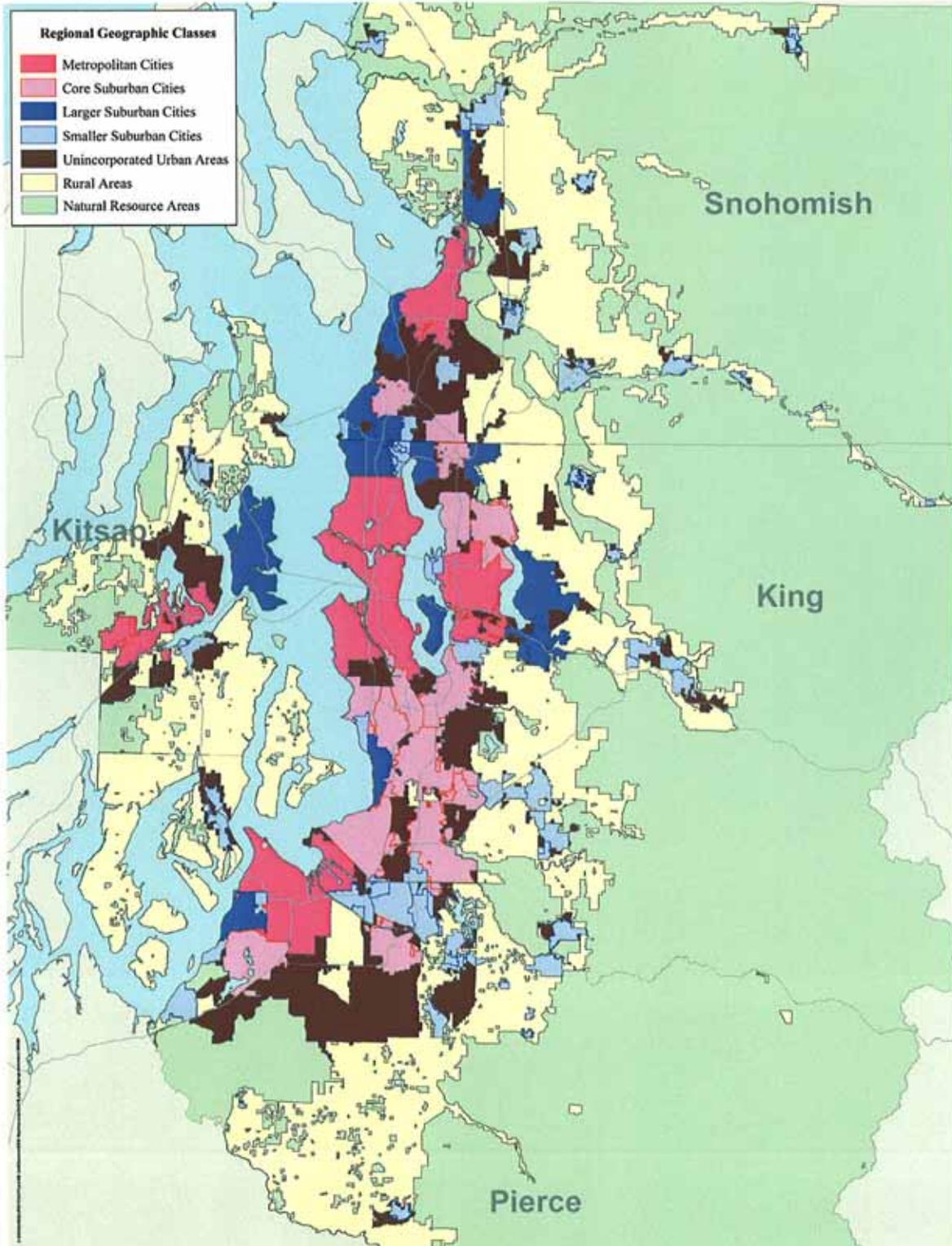
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, Washington 98104-1035  
206-464-7090 • FAX 206-587-4815  
[psrc.org](http://psrc.org)



**FIGURE 4-1: REGIONAL GEOGRAPHIES TABLE**

<b>Geography</b>	<b>Description</b>	<b>Jurisdictions</b>
Metropolitan Cities (5 cities, 216 square miles)	The region's largest core cities containing designated Regional Growth Centers. Regional Growth Centers serve as a key framework for the region's adopted long-range multimodal transportation system.	Bellevue, Bremerton, Everett, Seattle, Tacoma.
<b>Core Suburban Cities</b> (14 cities, 197 square miles)	The region's core suburban cities containing designated Regional Growth Centers. Regional Growth Centers serve as a key framework for the region's adopted long-range multimodal transportation system.	Auburn, Bothell, Burien, Federal Way, Kent, Kirkland, Lakewood, Lynnwood, Puyallup, Redmond, Renton, SeaTac, Silverdale (Kitsap County), Tukwila.
Larger Suburban Cities (13 cities, 131 square miles)	The region's larger inner-ring suburban cities with combined population and employment over 22,500. Many of these cities contain important local and regional transit stations, ferry terminals, park and ride facilities, and other transportation connections.	Bainbridge Island, Des Moines, Edmonds, Issaquah, Kenmore, Marysville, Mercer Island, Mountlake Terrace, Mukilteo, Sammamish, Shoreline, University Place, and Woodinville.
Smaller Suburban Cities (52 cities, 159 square miles)	The region's smaller cities and towns. These jurisdictions represent a wide variety of communities, from historic towns and growing new suburban cities, bedroom communities with limited retail and commercial activity and growth potential, to freestanding cities and towns separated from the region's contiguous urban growth area. As such, they have been divided into three sub-categories:  <i>Type A – Smaller Cities and Towns (inside Contiguous UGA):</i> These are cities and towns often surrounded by larger suburban jurisdictions, often with greater potential to absorb both population and employment growth than purely residential communities.  <i>Type B – Small Residential Towns (inside Contiguous UGA):</i> Small residential enclaves with little capacity to accommodate a great deal of future growth.  <i>Type C – Free-Standing Cities and Towns:</i> Cities located outside the contiguous UGA.  In the Alternatives, Type A cities receive a larger share of the geographic class allocation of population and employment growth than Types B and C.	<i>Type A – Smaller Cities and Towns (inside Contiguous UGA):</i> Algona, Arlington, Black Diamond, Bonney Lake, Brier, Covington, Du Pont, Edgewood, Fife, Fircrest, Gig Harbor, Lake Forest Park, Lake Stevens, Maple Valley, Medina, Mill Creek, Milton, Newcastle, Normandy Park, Orting, Pacific, Port Orchard, Poulsbo, Ruston, Steilacoom, Sumner.  <i>Type B – Small Residential Towns (inside Contiguous UGA):</i> Beaux Arts, Clyde Hill, Hunts Point, Woodway, Yarrow Point.  <i>Type C – Free-Standing Cities and Towns:</i> Buckley, Carbonado, Carnation, Darrington, Duvall, Eatonville, Enumclaw, Gold Bar, Granite Falls, Index, Monroe, North Bend, Roy, Skykomish, Snohomish, Snoqualmie, South Prairie, Stanwood, Sultan, Wilkeson.
Unincorporated Urban Growth Areas (289 square miles)	Areas within designated UGAs that are not within the boundaries of incorporated cities and towns.	King, Snohomish, Pierce and Kitsap County unincorporated UGAs.
Rural Areas (1528 square miles)	Lands outside of urban growth areas that are not designated as resource areas under the Growth Management Act.	King, Snohomish, Pierce and Kitsap County rural areas.
Natural Resource Areas (3807 square miles)	As designated under Growth Management Act, resource areas forests, agricultural lands, mining lands, and shorelines.  Note: The alternatives did not place additional population and employment in designated resource areas.	King, Snohomish, Pierce and Kitsap County designated natural resource areas.

**FIGURE 4-2: REGIONAL GEOGRAPHIES MAP**



## Summary Comparison of Alternatives

The following tables summarize and compare the four alternatives, which represent a wide, but realistic range of regional growth options for examination in the Draft Environmental Impact Statement. This range will provide flexibility for decision makers to select a Preferred Alternative — and includes the potential for developing a Preferred Alternative that is a hybrid of any of the four alternatives analyzed in this Draft Environmental Impact Statement.

**FIGURE 4-11: REGIONAL GROWTH ALTERNATIVES COMPARISON  
— SHARE OF POPULATION AND EMPLOYMENT GROWTH, BY REGIONAL GEOGRAPHY (2000-2040)**

	Metropolitan Cities Pop/Emp	Core Suburban Cities Pop/Emp	Larger Suburban Cities Pop/Emp	Smaller Suburban Cities Pop/Emp	Unincorporated UGA Pop/Emp	Rural Area Pop/Emp
Growth Targets Extended Alt.	26%/45%	17%/28%	9%/7%	11%/9%	24%/8%	13%/3%
Metropolitan Cities Alternative	40%/45%	25%/30%	15%/10%	10%/5%	5%/5%	5%/5%
Larger Cities Alternative	20%/20%	30%/30%	30%/30%	5%/5%	10%/10%	5%/5%
Smaller Cities Alternative	10%/10%	10%/10%	5%/5%	30%/30%	35%/35%	10%/10%

**FIGURE 4-12: REGIONAL GROWTH ALTERNATIVES COMPARISON  
— SHARE OF POPULATION GROWTH BY COUNTY (2000-2040)**

	Growth Targets Extended Alternative		Metropolitan Cities Alternative		Larger Cities Alternative		Smaller Cities Alternative	
	2040 Population	Change 2000-2040	2040 Population	Change 2000-2040	2040 Population	Change 2000-2040	2040 Population	Change 2000-2040
King	2,440,000	704,000	2,733,000	996,000	2,705,000	968,000	2,406,000	669,000
Kitsap	386,000	154,000	326,000	94,000	336,000	104,000	370,000	138,000
Pierce	1,097,000	396,000	1,036,000	335,000	995,000	295,000	1,139,000	438,000
Snohomish	1,065,000	459,000	893,000	287,000	952,000	346,000	1,074,000	468,000
Region	4,988,000	1,713,000	4,988,000	1,712,000	4,988,000	1,713,000	4,989,000	1,713,000

Note: Due to rounding, totals may not sum consistently.

**FIGURE 4-13: REGIONAL GROWTH ALTERNATIVES COMPARISON  
— SHARE OF EMPLOYMENT GROWTH BY COUNTY (2000-2040)**

	Growth Targets Extended Alternative		Metropolitan Cities Alternative		Larger Cities Alternative		Smaller Cities Alternative	
	2040 Employment	Change 2000-2040	2040 Employment	Change 2000-2040	2040 Employment	Change 2000-2040	2040 Employment	Change 2000-2040
King	2,045,200	765,700	2,061,800	824,400	2,046,200	766,800	1,718,300	438,800
Kitsap	147,100	68,300	146,200	62,300	150,600	71,900	193,500	114,700
Pierce	463,600	200,700	445,700	168,300	429,000	166,000	627,800	364,900
Snohomish	416,300	184,700	419,300	164,600	446,400	214,800	532,600	301,000
Region	3,072,200	1,219,400	3,073,000	1,219,600	3,072,200	1,219,500	3,072,200	1,219,400

Note: Due to rounding, totals may not sum consistently.

More detailed tables and figures depicting potential population and employment changes by city that were used for modeling purposes are provided in *Appendix D*, on the attached compact disk.

## Supporting Figures

### SIDE-BY-SIDE MAPS SHOWING DEFINITION OF THE ALTERNATIVES

Figure 4-14 compares the definition of the alternatives, based on the VISION 2020 Update regional geographies.



While the region's population is wealthier on average than the nation, and average wages and incomes made significant gains relative to inflation during the 1990s, poverty levels in the region have not changed appreciably since a decade ago. Many lower- and middle-income households today struggle to meet the rising costs of living, particularly for items like housing, health care, and childcare (Comprehensive Economic Development Strategy [CEDs], 2004).

**Population Trends**

**FIGURE 5-1-1: HISTORICAL AND FORECAST REGIONAL POPULATION, CENTRAL PUGET SOUND REGION**

	Actual				Forecast				
	1970	1980	1990	2000	2010	2020	2030	2040	
Pop.	1,937,000	2,254,000	2,771,000	3,285,000	3,696,000	4,149,000	4,545,000	4,988,000	
		1970-1980	1980-1990	1990-2000	2000-2010	2010-2020	2020-2030	2030-2040	2000-2040
Change		318,000	516,000	514,000	411,000	453,000	396,000	444,000	1,704,000

Note: Table reports population for July 1, as opposed to decennial census counts of population, which are for April 1; the 2000 estimates in this table are therefore slightly higher than the 2000 Census estimates used in the INDEX model's base year database.  
 Source: Puget Sound Regional Council, 2005 Puget Sound Economic Forecaster (PSEF) Model

**Recent Historical Trends (1970-2000).** The central Puget Sound region experienced substantial growth over the last three decades, increasing by over 1.3 million persons between 1970 and 2000. During this period, the region grew at an average annual rate of 1.8 percent, compared to 1.1 percent for the nation overall. The region grew at a particularly rapid pace during the 1980s, adding over half a million people at an average annual rate of 2.1 percent.

Historically, King County has, and continues to be, the central Puget Sound region's most populous county, with more than half (53 percent) of the region's total population in 2000. Pierce County is the next most populous county, with 21 percent of the region's population, closely followed by Snohomish County with 19 percent. Kitsap County is the region's smallest county, with 7 percent of the total population.

While King County received the largest share of the region's population growth over the last three decades, the region's other three counties grew at significantly faster rates, as growth pressures pushed suburban development farther out from the historic metropolitan cores. The populations of Snohomish and Kitsap counties more than doubled from 1970 to 2000, with both growing by 128 percent, at an average rate of 2.8 percent per year. Pierce County grew by 71 percent, at a rate of 1.8 percent per year. By comparison, King County grew by 50 percent, at a rate of 1.4 percent per year.

The last 30 years also witnessed some major demographic shifts that substantially affected the average number of persons living per household, both nationally and locally. Average household size declined significantly from the 1970s to the 1980s. The region's average household size dropped from 2.96 persons in 1970, to 2.58 in 1980, and 2.50 in 1990. As household size has declined, the number of single-person households has been increasing in the region. Within King County, for example, 2000 Census data indicates that single-person households increased by 21 percent between 1990 and 2000.

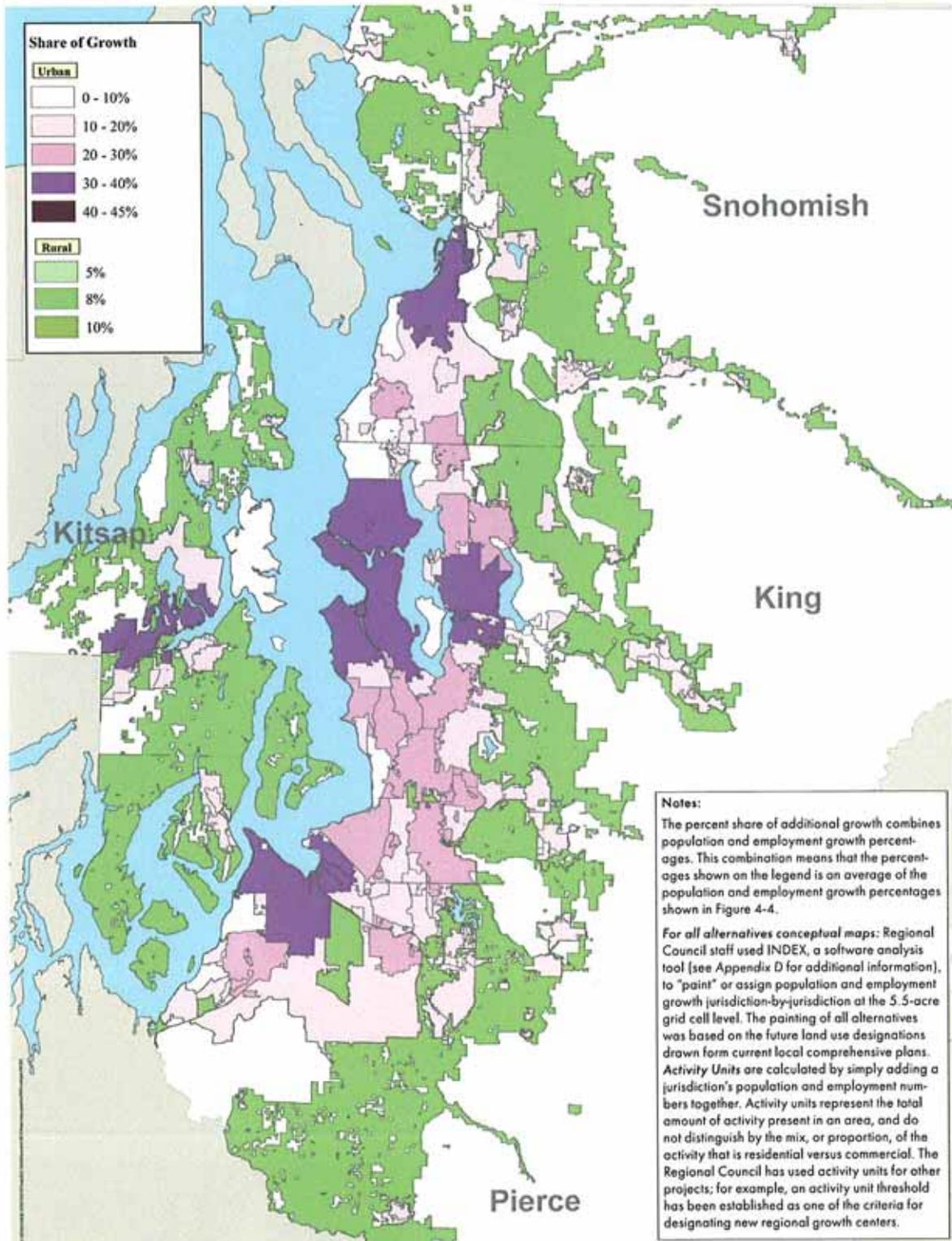
These trends stabilized during the 1990s, with regional household size dropping very slightly to 2.49 in 2000. This was due, in part, to the rise in minority and immigrant populations that tend to have higher-than-average family sizes. Average household size can vary considerably from place to place. Among the region's cities, average household size in 2000 ranged from a low of 2.08 in Seattle to a high of 3.13 in Covington.

**Forecasts (2000-2040).** The region is forecast to grow by an additional 1.7 million persons between 2000 and 2040, increasing 52 percent to reach a population of nearly 5 million by 2040. King County is expected to receive the largest share of the forecast growth, but, consistent with trends over the last 30 years, an increasing share of the growth could likely be absorbed by the region's other counties, with Snohomish County showing the fastest overall growth rate.

Average household size is expected to continue declining, albeit at a much slower pace, due to downward pressure from an aging population, combined with some upward pressure from growing minority populations and the continued arrival of new immigrant households. The regional average household size is forecast at 2.22 persons in 2040. Smaller household size means that more housing units might be needed to accommodate the forecast growth in population relative to historic growth.

**FIGURE 4-3: GROWTH TARGETS EXTENDED ALTERNATIVE MAP**

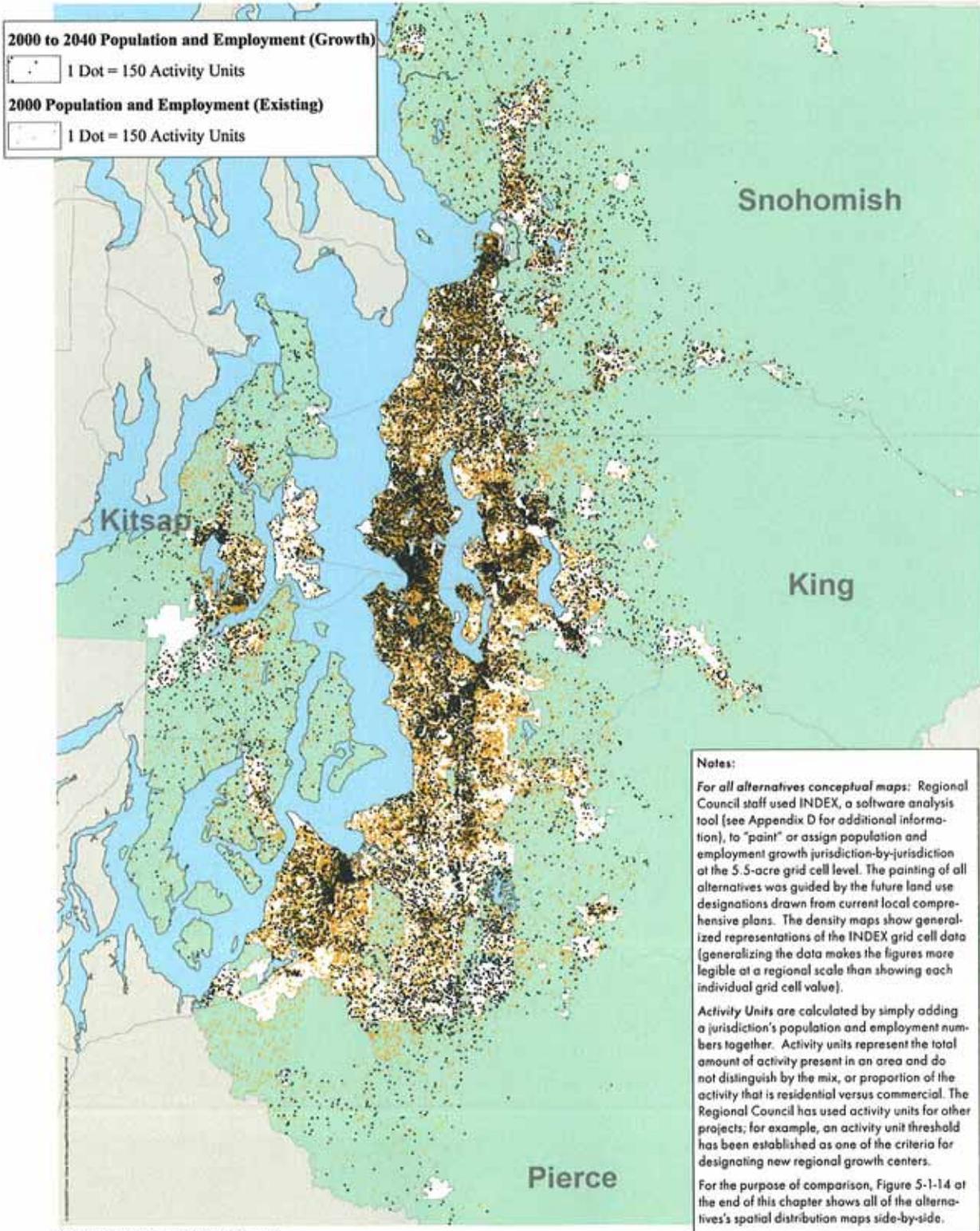
**— SHARE OF ADDITIONAL POPULATION AND EMPLOYMENT GROWTH, BY REGIONAL GEOGRAPHY (2000-2040)**



Note: For the purpose of comparison, Figure 4-14 at the end of this chapter shows all of the definition of the alternative's maps side-by-side.  
Source: PSRC, 2005.



**FIGURE 5-1-6: GROWTH TARGETS EXTENDED ALTERNATIVE CONCEPTUAL MAP:  
SPATIAL DISTRIBUTION OF 2000 AND 2040 ACTIVITY UNITS**



Source: Puget Sound Regional Council



**FIGURE 5-1-7: GROWTH TARGETS EXTENDED ALTERNATIVE:  
2000-2040 POPULATION AND EMPLOYMENT GROWTH ALLOCATIONS**

	Metro Cities	Core Suburban Cities	Larger Suburban Cities	Smaller Suburban Cities	Unincorp. Urban Areas	Rural Areas	TOTAL
<b>King</b>							
Population	264,000	201,000	81,000	50,000	70,000	38,000	704,000
Employment	385,000	281,000	53,000	24,000	18,000	5,000	766,000
<b>Kitsap</b>							
Population	23,000	12,000	13,000	11,000	51,000	44,000	154,000
Employment	19,000	10,000	6,000	7,000	4,000	22,000	68,000
<b>Pierce</b>							
Population	113,000	51,000	10,000	69,000	108,000	44,000	396,000
Employment	63,000	34,000	4,000	51,000	43,000	6,000	201,000
<b>Snohomish</b>							
Population	52,000	23,000	47,000	50,000	184,000	103,000	459,000
Employment	79,000	22,000	17,000	27,000	32,000	8,000	185,000
<b>REGION</b>							
Population	452,000	286,000	151,000	179,000	413,000	229,000	1,712,000
Employment	545,000	347,000	80,000	109,000	98,000	41,000	1,219,000

Note: Numbers may vary due to rounding.

## Counties

Under Growth Targets Extended, the majority (59 percent) of the population growth goes to Kitsap, Pierce, and Snohomish counties, with King County receiving the remainder. However, the reverse is true of employment, with nearly two-thirds of the anticipated job growth (63 percent) going to King County, and the remaining one-third to the region's other counties. Kitsap County receives its largest share of population growth (9 percent) under this alternative. Snohomish County receives a relatively large share of population growth as well.

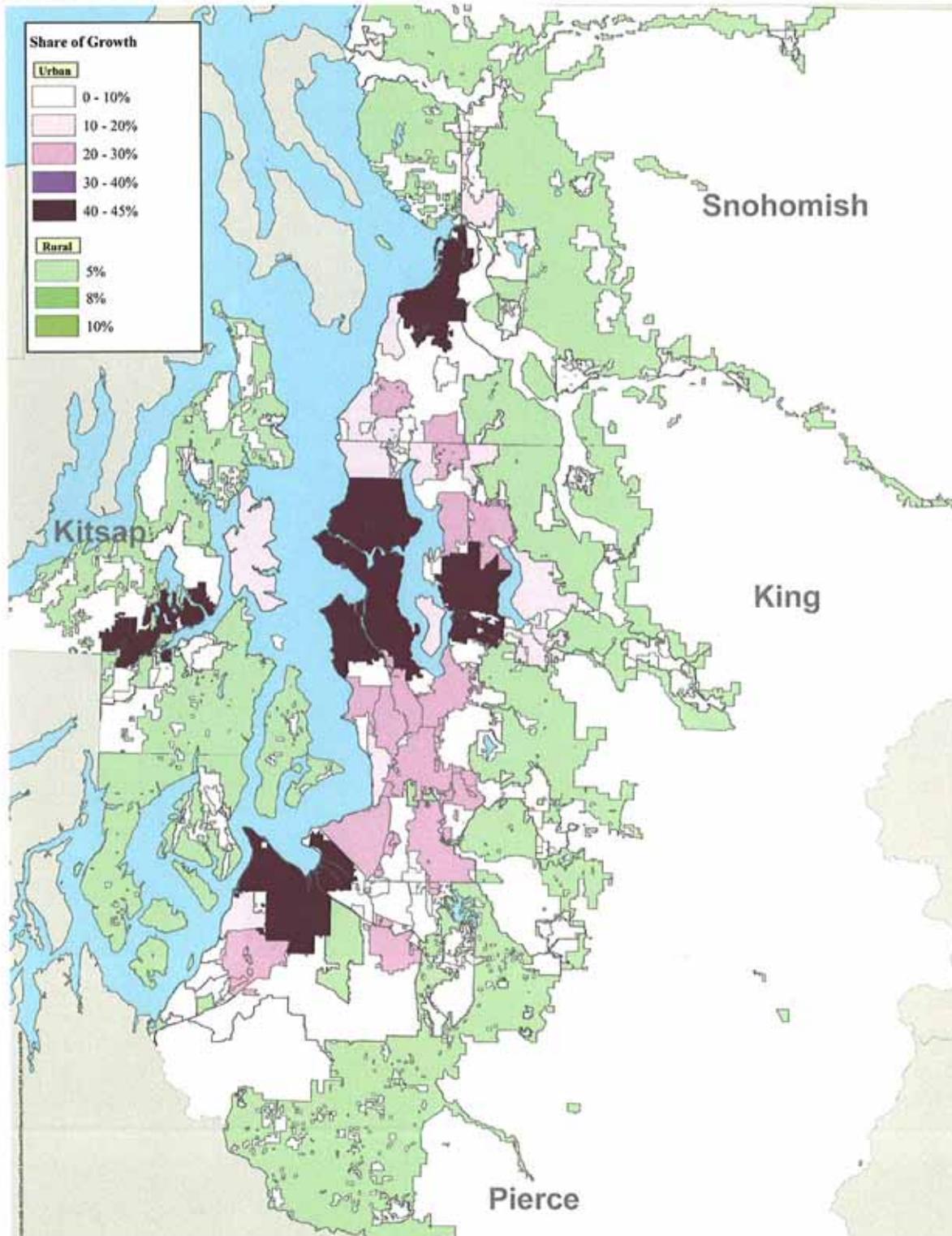
## Regional Geographies

Under Growth Targets Extended, the population growth of 1.7 million additional persons from 2000 to 2040 is allocated across the six regional geographies in a relatively dispersed manner, with most growth being allocated to both the most urban places and the most non-urban places. Roughly a quarter of the population growth goes to the region's metropolitan cities, another quarter to the core and larger suburban cities, and the remaining half to smaller suburban cities, unincorporated urban areas, and rural areas. In contrast, the forecast employment growth of 1.2 million additional jobs occurs in a more highly concentrated pattern, with the bulk of the job growth (73 percent) going to the metropolitan and core suburban cities. The rural areas receive the most population growth (13 percent) in this alternative. The unincorporated urban areas also receive a significant share of the population growth.

- **Metropolitan Cities.** The metropolitan cities receive 26 percent of the forecast 2000-2040 population growth (452,000 persons) and 45 percent of the forecast employment growth (545,000 jobs).
- **Core Suburban Cities.** The core suburban cities receive 17 percent of the forecast population growth (286,000 persons) and 28 percent of the forecast employment growth (347,000 jobs).
- **Larger Suburban Cities.** The larger suburban cities receive 9 percent of the forecast population growth (151,000 persons) and 7 percent of the forecast employment growth (80,000 jobs).
- **Smaller Suburban Cities.** The smaller suburban cities receive 10 percent of the forecast population growth (179,000 persons) and 9 percent of the forecast employment growth (109,000 jobs).
- **Unincorporated Urban Growth Areas.** The unincorporated urban areas receive 24 percent of the forecast population growth (413,000 persons) and 8 percent of the forecast employment growth (98,000 jobs).
- **Rural Areas.** The rural areas also receive 13 percent of the forecast population growth (229,000 persons) and 3 percent of the forecast employment growth (41,000 jobs).

**FIGURE 4-5: METROPOLITAN CITIES ALTERNATIVE MAP**

**— SHARE OF ADDITIONAL POPULATION AND EMPLOYMENT GROWTH, BY REGIONAL GEOGRAPHY (2000-2040)**



Notes: See the footnote with Figure 4-3. This combination means that the percentages shown on the legend is an average of the population and employment growth percentages shown in Figure 4-6.

Source: PSRC, 2005.





**FIGURE 5-1-9: METROPOLITAN CITIES ALTERNATIVE: 2000-2040 POPULATION AND EMPLOYMENT GROWTH ALLOCATIONS**

	Metro Cities	Core Suburban Cities	Larger Suburban Cities	Smaller Suburban Cities	Unincorp. Urban Areas	Rural Areas	TOTAL
<b>King</b>							
Population	443,000	311,000	138,000	60,000	24,000	21,000	996,000
Employment	406,000	300,000	77,000	14,000	14,000	14,000	824,000
<b>Kitsap</b>							
Population	29,000	13,000	18,000	9,000	8,000	17,000	94,000
Employment	18,000	7,000	7,000	5,000	5,000	20,000	62,000
<b>Pierce</b>							
Population	145,000	70,000	21,000	53,000	23,000	22,000	335,000
Employment	66,000	34,000	6,000	25,000	23,000	15,000	168,000
<b>Snohomish</b>							
Population	68,000	34,000	80,000	49,000	30,000	26,000	287,000
Employment	59,000	25,000	32,000	18,000	19,000	12,000	165,000
<b>REGION</b>							
Population	685,000	428,000	257,000	171,000	86,000	86,000	1,712,000
Employment	549,000	366,000	122,000	61,000	61,000	61,000	1,219,000

Note: Numbers may vary due to rounding.

### Counties

The distribution of employment growth across the four counties is similar to Growth Targets Extended, with slightly more job growth (68 percent) going to King County. Under the Metropolitan Cities Alternative, King County also receives the largest share of regional population growth (58 percent). Both Kitsap and Snohomish counties receive their smallest shares of population and employment growth in this alternative.

### Regional Geographies

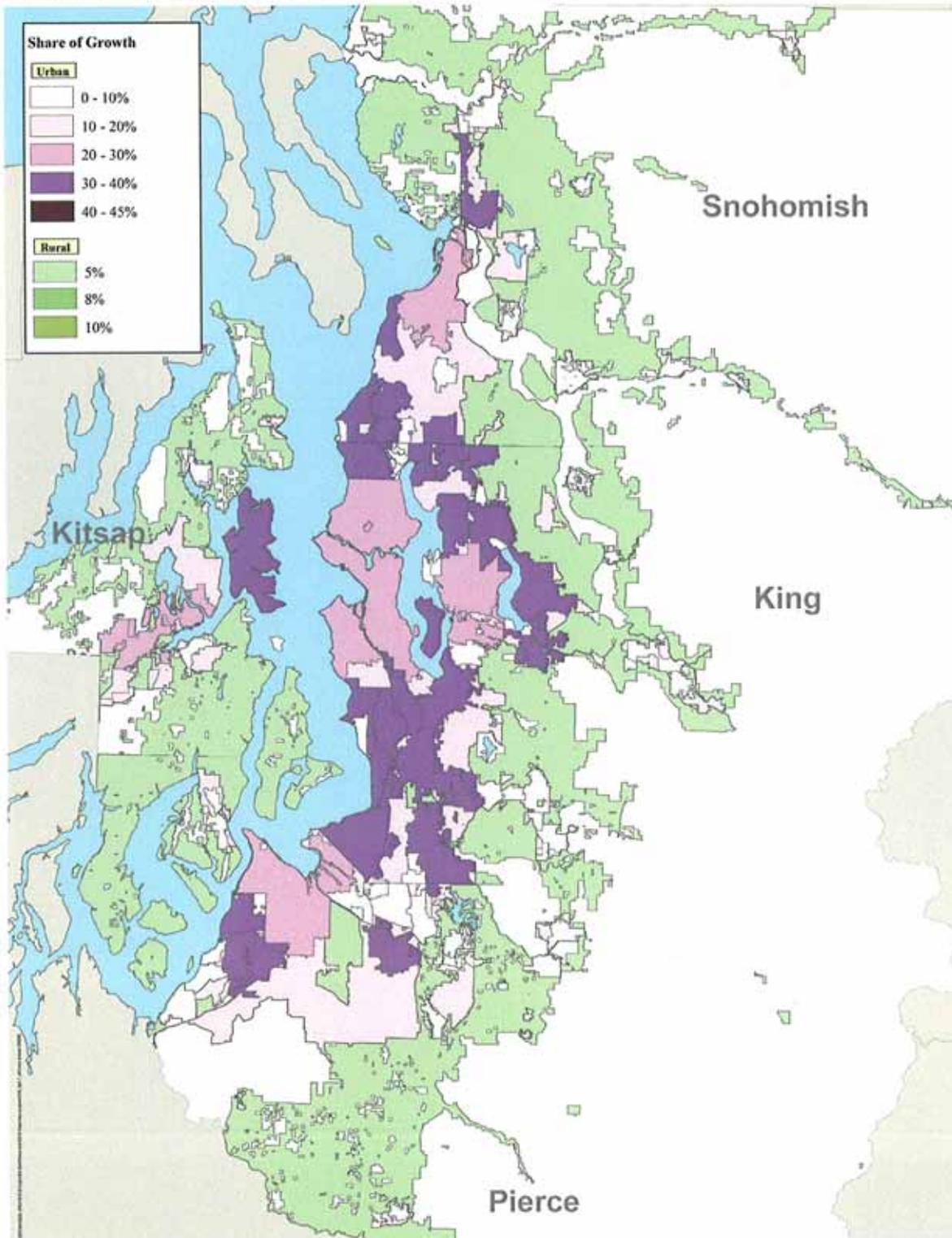
In the Metropolitan Cities Alternative, the majority of the forecast 2000-2040 growth in population and employment (65 percent and 75 percent, respectively) is directed to the region's metropolitan and core suburban cities. The metropolitan cities receive their largest shares of population (40 percent) and employment (45 percent) growth under the Metropolitan Cities Alternative. The core suburban cities receive the greatest share of employment growth in equal amounts (30 percent) under both the Metropolitan Cities and the Larger Cities alternatives. The smaller suburban cities, unincorporated areas and rural areas receive much less, often the least amounts of, population and employment growth under this alternative.

- **Metropolitan Cities.** The metropolitan cities receive 40 percent of the forecast 2000-2040 population growth (685,000 persons) and 45 percent of the forecast employment growth (549,000 jobs), which is 233,000 more persons and 4,000 more jobs than under Growth Targets Extended.
- **Core Suburban Cities.** The core suburban cities receive 25 percent of the forecast population growth (428,000 persons) and 30 percent of the forecast employment growth (366,000 jobs), which is 142,000 more persons and 19,000 more jobs than under Growth Targets Extended.
- **Larger Suburban Cities.** The larger suburban cities receive 15 percent of the forecast population growth (257,000 persons) and 10 percent of the forecast employment growth (122,000 jobs), which is 105,000 more persons and 42,000 more jobs than under Growth Targets Extended.
- **Smaller Suburban Cities.** The smaller suburban cities receive 10 percent of the forecast population growth (171,000 persons) and 5 percent of the forecast employment growth (61,000 jobs), which is 8,000 fewer persons and 48,000 fewer jobs than under Growth Targets Extended.
- **Unincorporated Urban Growth Areas.** The unincorporated urban areas receive 5 percent of the forecast growth in population (86,000 persons) and employment (61,000 jobs), which is 328,000 fewer persons and 37,000 fewer jobs than under Growth Targets Extended.
- **Rural Areas.** The rural areas also receive 5 percent of the forecast growth in population (86,000 persons) and employment (61,000 jobs), which is 144,000 fewer persons and 20,000 more jobs than under Growth Targets Extended.



**FIGURE 4-7: LARGER CITIES ALTERNATIVE MAP**

**— SHARE OF ADDITIONAL POPULATION AND EMPLOYMENT GROWTH, BY REGIONAL GEOGRAPHY (2000-2040)**

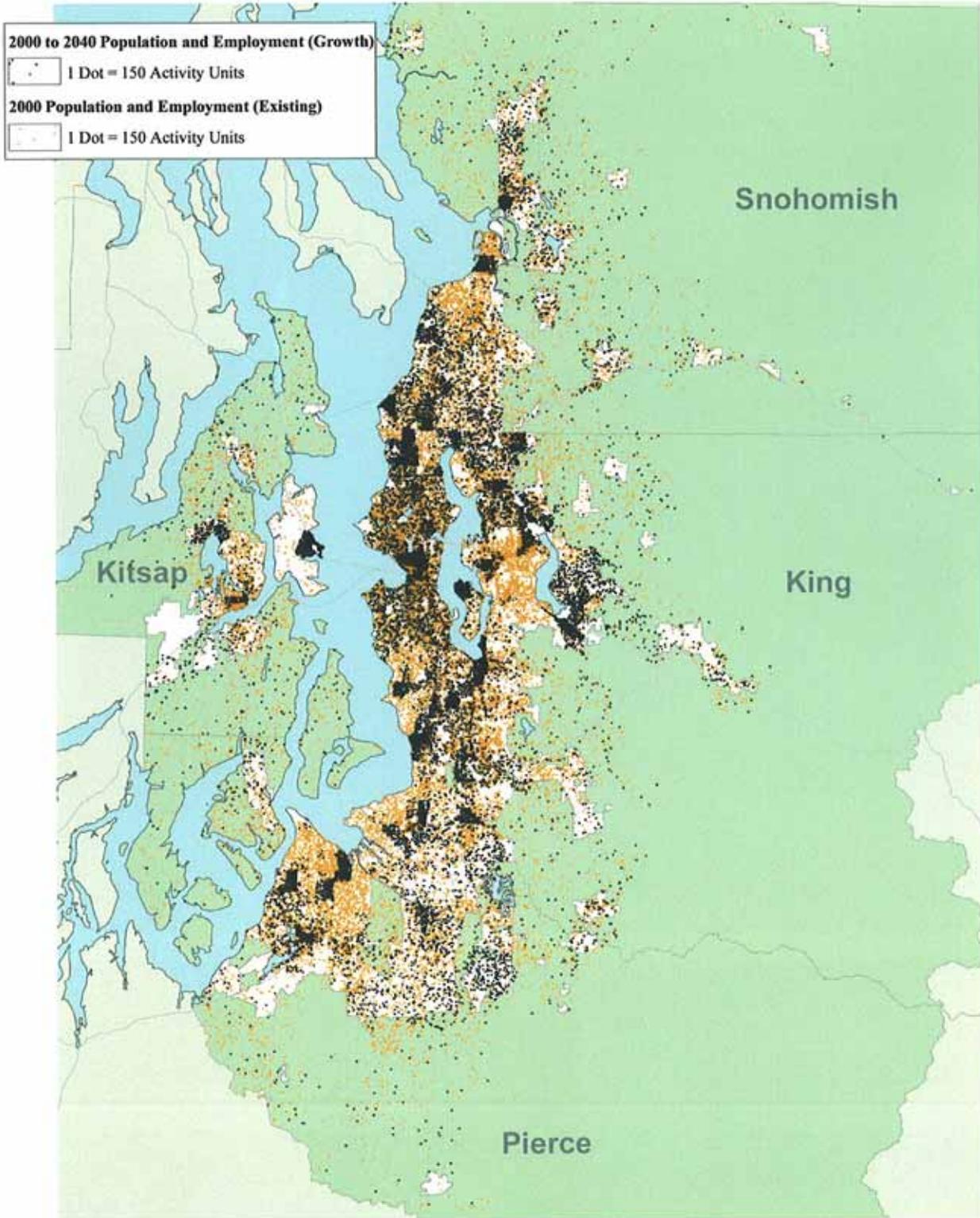


Notes: See the footnote with Figure 4-3. This combination means that the percentages shown on the legend is an average of the population and employment growth percentages shown in Figure 4-8.

Source: PSRC, 2005.



**FIGURE 5-1-10: LARGER CITIES ALTERNATIVE CONCEPTUAL MAP:  
SPATIAL DISTRIBUTION OF 2000 AND 2040 ACTIVITY UNITS**



Note: See note accompanying Figure 5-1-6 for an explanation of activity units.  
Source: Puget Sound Regional Council, 2006



**FIGURE 5-1-11: LARGER CITIES ALTERNATIVE: 2000-2040 POPULATION AND EMPLOYMENT GROWTH ALLOCATIONS**

	Metro Cities	Core Suburban Cities	Larger Suburban Cities	Smaller Suburban Cities	Unincorp. Urban Areas	Rural Areas	TOTAL
<b>King</b>							
Population	222,000	373,000	275,000	30,000	48,000	21,000	968,000
Employment	180,000	300,000	230,000	14,000	28,000	14,000	767,000
<b>Kitsap</b>							
Population	14,000	16,000	36,000	5,000	16,000	17,000	104,000
Employment	8,000	7,000	22,000	5,000	10,000	20,000	72,000
<b>Pierce</b>							
Population	73,000	84,000	43,000	26,000	47,000	22,000	295,000
Employment	29,000	34,000	18,000	25,000	45,000	15,000	166,000
<b>Snohomish</b>							
Population	34,000	41,000	160,000	24,000	61,000	26,000	346,000
Employment	26,000	25,000	96,000	18,000	38,000	12,000	215,000
<b>REGION</b>							
Population	342,000	514,000	514,000	86,000	171,000	86,000	1,712,000
Employment	244,000	366,000	366,000	61,000	122,000	61,000	1,219,000

Note: Numbers may vary due to rounding.

### Counties

Like the Metropolitan Cities Alternative, the growth allocations under the Larger Cities Alternative focus the majority, albeit slightly less, of the forecast population (57 percent) and employment (63 percent) into King County. Pierce County receives its smallest share of population (17 percent) and employment (14 percent) growth in this alternative. Kitsap and Snohomish counties also receive relatively small shares of population and employment growth under the Larger Cities Alternative.

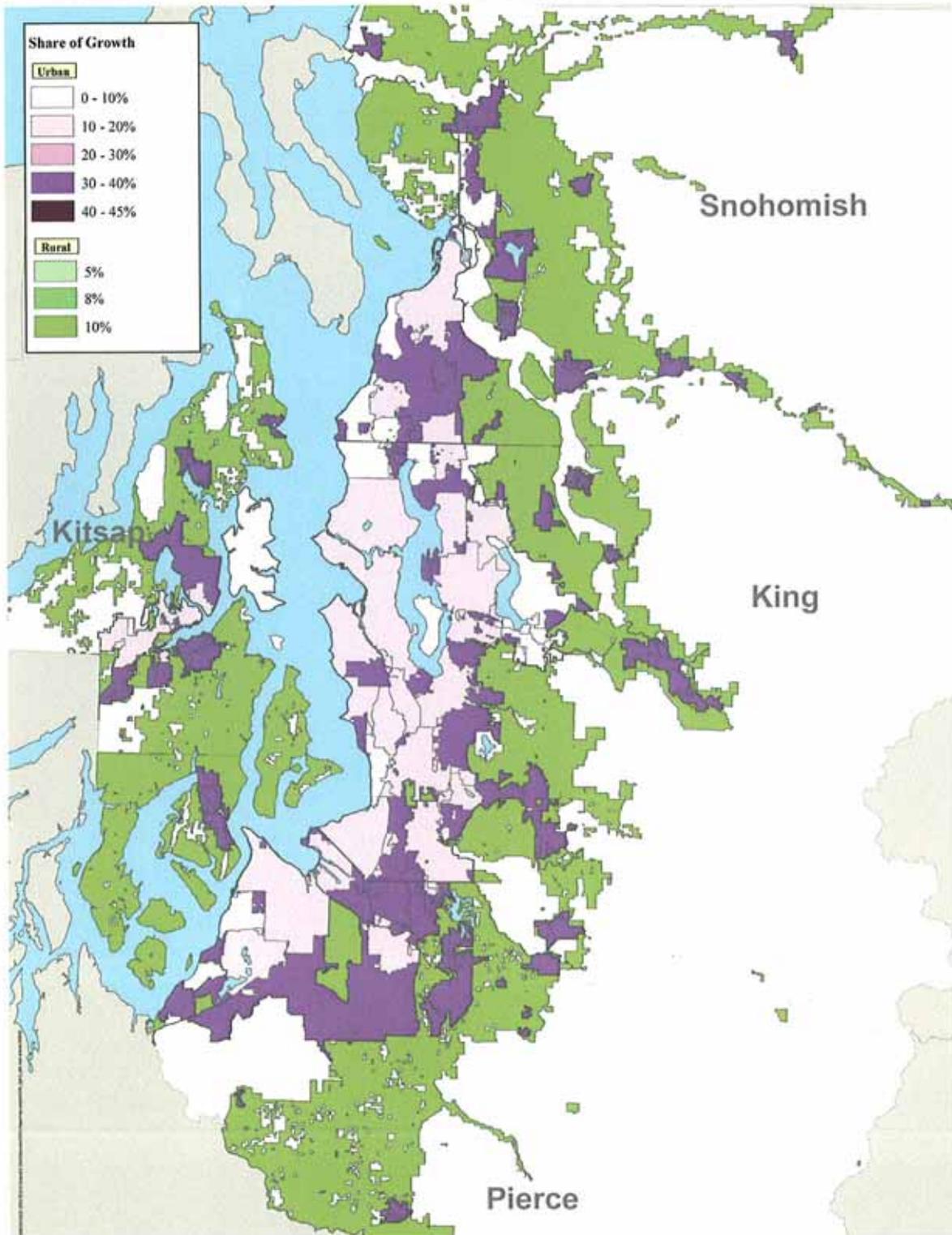
### Regional Geographies

This alternative minimizes the amount of population and employment growth allocated to smaller suburban cities, unincorporated urban areas, and rural areas in a manner similar to the Metropolitan Cities Alternative. However, whereas the Metropolitan Cities Alternative focuses the bulk of the remaining growth into the metropolitan and core suburban cities, the Larger Cities Alternative shifts the balance of the region's forecast growth toward the larger suburban cities, with less going to the metropolitan cities. The core and larger suburban cities receive their largest shares of population and employment growth under this alternative.

- **Metropolitan Cities.** The metropolitan cities receive 20 percent of the forecast 2000-2040 growth in population (342,000 persons) and employment (244,000 jobs), which is 110,000 fewer persons and 301,000 fewer jobs than under Growth Targets Extended.
- **Core Suburban Cities.** The core suburban cities receive 30 percent of the forecast growth in population (514,000 persons) and employment (366,000 jobs), which is 227,000 more persons and 19,000 more jobs than under Growth Targets Extended.
- **Larger Suburban Cities.** The larger suburban cities also receive 30 percent of the forecast growth in population (514,000 persons) and employment (366,000 jobs), which is 362,000 more persons and 286,000 more jobs than under Growth Targets Extended.
- **Smaller Suburban Cities.** The smaller suburban cities receive 5 percent of the forecast growth in population (86,000 persons) and employment (61,000 jobs), which is 94,000 fewer persons and 48,000 fewer jobs than under Growth Targets Extended.
- **Unincorporated Urban Growth Areas.** The unincorporated urban areas receive 10 percent of the forecast growth in population (171,000 persons) and employment (122,000 jobs), which is 242,000 fewer persons and 24,000 more jobs than under Growth Targets Extended.
- **Rural Areas.** The rural areas receive 5 percent of the forecast growth in population (86,000 persons) and employment (61,000 jobs), which is 144,000 fewer persons and 20,000 more jobs than under Growth Targets Extended.

**FIGURE 4-9: SMALLER CITIES ALTERNATIVE MAP**

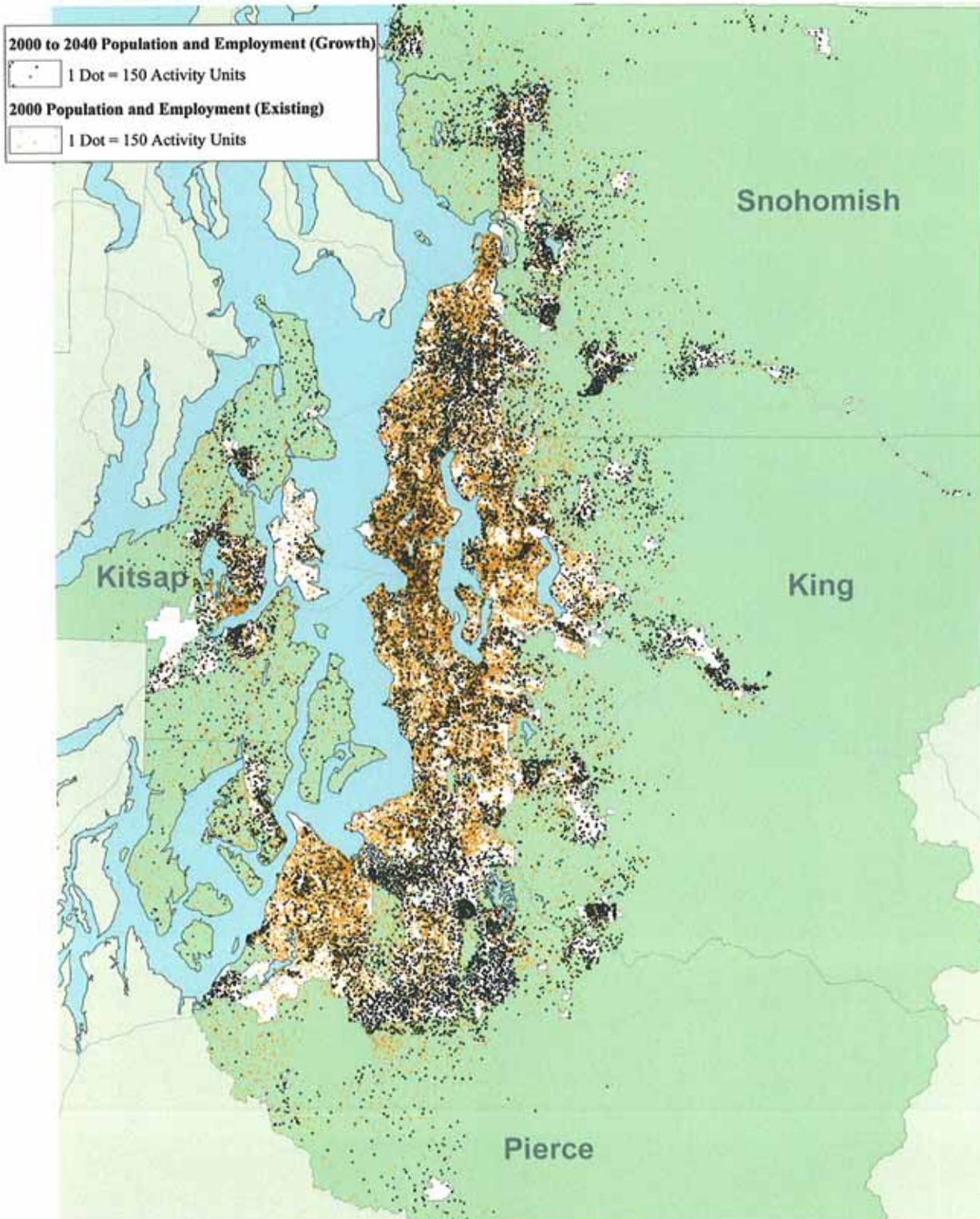
**— SHARE OF ADDITIONAL POPULATION AND EMPLOYMENT GROWTH, BY REGIONAL GEOGRAPHY (2000-2040)**



Notes: See the footnote with Figure 4-3. This combination means that the percentages shown on the legend is an average of the population and employment growth percentages shown in Figure 4-10.  
Source: PSRC, 2005.



**FIGURE 5-1-12: SMALLER CITIES ALTERNATIVE CONCEPTUAL MAP:  
SPATIAL DISTRIBUTION OF 2000 AND 2040 ACTIVITY UNITS**



Note: See note accompanying Figure 5-1-6 for an explanation of activity units.  
Source: Puget Sound Regional Council, 2006



**FIGURE 5-1-13: SMALLER CITIES ALTERNATIVE: 2000-2040 POPULATION AND EMPLOYMENT GROWTH ALLOCATIONS**

	Metro Cities	Core Suburban Cities	Larger Suburban Cities	Smaller Suburban Cities	Unincorp. Urban Areas	Rural Areas	TOTAL
<b>King</b>							
Population	111,000	124,000	46,000	181,000	166,000	41,000	669,000
Employment	90,000	100,000	38,000	84,000	99,000	27,000	439,000
<b>Kitsap</b>							
Population	7,000	5,000	6,000	28,000	57,000	34,000	138,000
Employment	4,000	2,000	4,000	28,000	36,000	41,000	115,000
<b>Pierce</b>							
Population	36,000	28,000	7,000	158,000	164,000	45,000	438,000
Employment	15,000	11,000	3,000	148,000	158,000	30,000	365,000
<b>Snohomish</b>							
Population	17,000	14,000	27,000	146,000	212,000	52,000	468,000
Employment	13,000	8,000	16,000	106,000	133,000	24,000	301,000
<b>REGION</b>							
Population	171,000	171,000	86,000	514,000	599,000	171,000	1,712,000
Employment	122,000	122,000	61,000	366,000	427,000	122,000	1,219,000

Note: Numbers may vary due to rounding.

### Counties

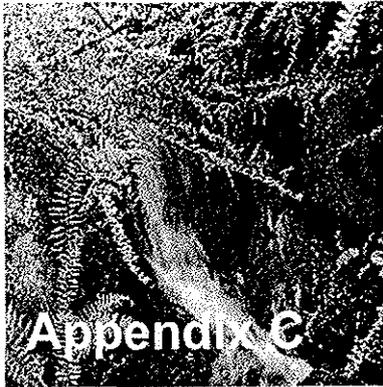
The distribution of population growth across the four counties is similar to Growth Targets Extended, with slightly less population going to King and Kitsap counties, and slightly more to Pierce and Snohomish counties. Pierce and Snohomish counties receive their largest shares of population growth (26 and 27 percent, respectively) under the Smaller Cities Alternative, and King County its smallest share (39 percent).

### Regional Geographies

In this alternative, the majority of the forecast 2000-2040 growth in population and employment (75 percent) is directed to the region's outlying areas comprised of smaller suburban cities, unincorporated urban areas, and rural areas. The smaller suburban cities and unincorporated urban areas receive, by far, their largest shares (30 and 35 percent, respectively) of population and employment growth under the Smaller Cities Alternative. The rural areas also receive their largest share of total growth, with the most employment growth (10 percent) and a relatively large share of population growth. Metropolitan, core suburban, and larger suburban cities receive the smallest amounts of population and employment growth under the Smaller Cities Alternative.

- **Metropolitan Cities.** The metropolitan cities receive 10 percent of the forecast 2000-2040 growth in population (171,000 persons) and employment (122,000 jobs), which is 281,000 fewer persons and 423,000 fewer jobs than under Growth Targets Extended.
- **Core Suburban Cities.** The core suburban cities also receive 10 percent of the forecast growth in population (171,000 persons) and employment (122,000 jobs), which is 115,000 fewer persons and 225,000 fewer jobs than under Growth Targets Extended.
- **Larger Suburban Cities.** The larger suburban cities receive 5 percent of the forecast growth in population (86,000 persons) and employment (61,000 jobs), which is 66,000 fewer persons and 19,000 fewer jobs than under Growth Targets Extended.
- **Smaller Suburban Cities.** The smaller suburban cities receive 30 percent of the forecast growth in population (514,000 persons) and employment (366,000 jobs), which is 334,000 more persons and 257,000 more jobs than under Growth Targets Extended.
- **Unincorporated Urban Growth Areas.** The unincorporated urban areas receive 35 percent of the forecast growth in population (599,000 persons) and employment (427,000 jobs), which is 186,000 more persons and 329,000 more jobs than under Growth Targets Extended.
- **Rural Areas.** The rural areas receive 10 percent of the forecast growth in population (171,000 persons) and employment (122,000 jobs), which is 58,000 fewer persons and 81,000 more jobs than under Growth Targets Extended.





## Evaluation Criteria

*This appendix includes the key measures that will be used to assess the alternatives studied in the Draft Environmental Impact Statement. Presented as a matrix, the criteria are intended to be used for public review and comment. This matrix will be used by the Growth Management Policy board to help with the selection of the preferred growth alternative.*

### Overview

In creating the criteria, the Growth Management Policy Board identified goals that should be advanced by the preferred growth alternative. These four overarching goals are to:

- Promote an overall high quality of life.
- Create an efficient land use pattern for provision of infrastructure, facilities, and services.
- Protect the natural environment.
- Enhance human potential and social justice.

In order to compare the four goals listed above and to each other, a set of criteria has been developed and is presented below. The criteria include a subject and associated unit of measurement, and are organized under the following nine categories:

- Environmental quality
- Health
- Economic prosperity (the objectives of the Regional Economic Strategy)
- Land use
- Transportation (the objectives of Destination 2030)
- Social justice & human potential
- Maintaining rural character
- Protecting resource lands
- Efficiencies in the provision and use of infrastructure, public facilities, & services

The measures will be evaluated on a scale of 1 to 4, with 4 being the highest (or best) score and 1 being the lowest (or worst) score. Space has been provided for the reader score each alternative themselves. The result of this exercise could then be used by readers in developing their comments.



# Criteria

## Environmental Measures

Subject	Unit of Measure	Alternatives			
		Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
• Nonpoint Pollution (INDEX)	Average annual kilograms per acre				
• Imperviousness (INDEX)	Impervious land				
• Wastewater Generation (INDEX)	Gallons per year				
• Solid waste generation (INDEX)	Pounds per year				
• Air quality	Particulate matter, carbon monoxide, nitrous oxide				
• Climate change	Tons of Carbon Dioxide per year				
• Noise	Overall judgment from noise analysis in chapter 5.14 of the DEIS				
• Earth	Overall judgment from earth analysis in chapter 5.13 of the DEIS				
• Water/Stormwater	Overall judgment from water quality and hydrology analysis in chapter 5.6 of the DEIS				
• Parks and Recreation	Overall judgment from parks and recreation analysis in chapter 5.8 of the DEIS				
• Visual/Aesthetic quality	Overall judgment from visual/aesthetic quality analysis in chapter 5.12 of the DEIS				
• Historic and cultural resources	Overall judgment from historic and cultural resources analysis in chapter 5.11 of the DEIS				
<b>Environmental Average Score</b>					



**Health Measures**

Subject	Unit of Measure	Alternatives			
		Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
• Potential for reducing automobile injuries	Automobile vehicle miles traveled				
• Air and water pollutants	Overall judgment from air quality and ecosystems analysis in chapters 5.4 and 5.5 of the DEIS				
• Potential for physical activity	Acres with more than 12 activity units per acre				
• Environmental health	Overall judgment from ecosystems and environmental health analysis in chapters 5.5 and 5.9 of the DEIS				
<b>Health Average Score</b>					



**Economic Measures**

Subject		Unit of Measure	Alternatives			
			Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
<i>Access to jobs:</i>						
• Transit adjacency to employment	Number of jobs within ½ mile of a transit line					
• Travel time between selected links	Minutes					
• Access to jobs for lower income workers	Overall judgment from environmental justice analysis in chapter 6 of the DEIS					
<i>Geographic relationship between households and jobs:</i>						
• Land area with 20 jobs per acre and above	Acres					
• Proximity of people to land area with 20 jobs per acre and above	Residents					
<i>Jobs/ housing balance measures:</i>						
• Regional share of jobs in Everett, Tacoma, and Bremerton areas	Jobs					
• Regional share of housing in Seattle and east King County subarea	Housing					
<b>Economic Average Score</b>						



**Land Use Measures**

Subject	Unit of Measure	Alternatives			
		Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
<i>Urban areas:</i>					
• Land at 7 units per acre or higher	Acres				
• Amenities adjacency (INDEX)	Percent of population within ¼ mile of defined amenities				
• Transit adjacency to housing	Percent of population within ¼ mile of transit routes				
• Amount of population in cities with regional growth centers	Population				
<i>Rural and Resource Lands:</i>					
• Population levels in rural area	Population				
• Environmental impacts in rural area	Imperviousness, wastewater generation, solid waste				
• Transportation impacts in rural area	Travel time between selected links				
• Overall land use impacts	Overall judgment from land use analysis in chapter 5.2 of the DEIS				
<b>Land Use Average Score</b>					

## Transportation Measures

Subject	Unit of Measure	Alternatives			
		Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
• Travel time between selected links	Aggregate hours				
• Daily vehicle miles traveled	Aggregate miles				
• Daily vehicle hours traveled	Aggregate hours				
• Average trip length	Minutes				
• Daily hours of delay	Aggregate hours				
• Work trip mode split	Percent of work trips in single-occupant vehicles				
<i>Percent of households with access to jobs and selected activities</i>					
• 10-minute walk (½ mile)	Households				
• 20 minute bike ride (4 miles)	Households				
• 30 minute transit ride	Households				
<b>Transportation Average Score</b>					



### Infrastructure, Public Facilities, and Services Measures

Subject	Unit of Measure	Alternatives			
		Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
• Public services and utilities	Overall judgment from public services and utilities analysis in chapter 5.7 of the DEIS				
• Water supply	Overall judgment from public services and utilities analysis in chapter 5.7 of the DEIS				
• Sanitary sewer	Overall judgment from public services and utilities analysis in chapter 5.7 of the DEIS				
• Electrical power	Overall judgment from public services and utilities analysis in chapter 5.7 of the DEIS				
• Energy Use	Overall judgment from energy analysis in chapter 5.10 of the DEIS				
• Relative cost to provide infrastructure, public facilities, and services	Overall judgment from analysis in appendix E.14 (cost of sprawl appendix) of the DEIS				
<b>Infrastructure, Public Facilities, and Services Average Score</b>					

### Environmental Justice Measures

Subject	Unit of Measure	Alternatives			
		Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
• Access to transportation services and facilities for EJ populations	Travel time on selected links				
• Overall relative distribution of population and employment compared to locations of EJ population	Overall judgment from environmental justice analysis in chapter 6 of the DEIS				
• Access to jobs for lower income workers	Jobs within 1 mile of high-poverty census block groups				
• Overall	Overall judgment from environmental justice analysis in chapter 6 of the DEIS				
<b>Environmental Justice Average Score</b>					

**PUGET SOUND REGIONAL COUNCIL 2040 GROWTH ALTERNATIVES**

	Base Year (2000)	Targets Extended	Metro Cities	Larger Cities	Smaller Cities
<b>POPULATION</b>					
Kirkland (total population)	45,054	65,626	77,156	83,576	57,895
King Co.(total population)	1,736,921	2,440,420	2,732,896	2,704,735	2,405,978
Larger Cities (added population)		151,000	257,000	514,000	86,000
<b>EMPLOYMENT</b>					
Kirkland (total employment)	38,309	67,727	66,845	66,845	47,821
King Co. (total employment)	1,279,463	2,045,207	2,103,775	2,046,238	1,718,277
Larger Cities (added employment)		80,000	122,000	366,000	61,000

# June 14, 2006 Public issues Committee Meeting

## PSRC Proposed Growth Scenarios

### Comments to be returned to Karen Goroski by June 29<sup>th</sup>

1. As the follow up on the Vision 2020 update discussion at the June 14<sup>th</sup> PIC meeting, members were asked to comment on the following: (Comments are due at the SCA offices by CoB on **June 29<sup>th</sup>**. Email Karen at [karen@suburbancities.org](mailto:karen@suburbancities.org) )

Sue Singer, Vice-President of PSRC reminded everyone that the population forecast is not based on migration but on historical growth pattern. Overall goal of update is to coordinate transportation, economic development and housing. The original plan only addressed transportation.

- While clear that the region is planning to accommodate 1.1 million jobs and 1.6 million people by 2040, the DEIS is less clear on the intended objectives to be accomplished through the distribution of growth within the region. The GMPB has identified general goals to be advanced by the Preferred Growth Alternative, and has reviewed a set of proposed criteria for evaluating growth alternatives against those overarching goals (see DEIS Appendix C). There will be an opportunity to comment on those criteria during the DEIS comment period. **What key objectives would SCA prioritize as criteria for selecting a Preferred Growth Alternative?** For example, reduce vehicle miles traveled, least cost provision of future infrastructure, preserve critical habitat, etc.
- The Preferred Growth Alternative will have impacts on local policy. Particularly, focused growth may necessitate significant revisions to comprehensive plans over time to accommodate higher levels of population and job growth. **Cities may want a clearer vision of what the policy impacts would be.**
- **What is the potential for suburban Urban Centers to accommodate an increasing share of countywide and regional growth?**
- Alternatives that focus growth in Metropolitan, Core, and Larger Cities may limit the amount of future growth in smaller cities. **Is this vision consistent with the vision and adopted policies of the Snoqualmie Valley Cities and the City of Enumclaw? If it is decided that growth should be concentrated in larger cities, does that mean small cities are going to be asked not to develop mixed-use town centers that provide housing and jobs?**
- **If growth is directed to large cities, would smaller cities get any money for infrastructure or economic development?**
- **Generally, what is the desired relationship between the Preferred Growth Alternative and transportation funding in the region? Further, what is the relationship between the Preferred Growth Alternative and the region's ability to fund transportation improvements to support it?**
- **What is the relationship between Vision 2020+20 update and economic development? Specifically, the Prosperity Partnership's Regional Economic Strategy? Also, local economic**

**development goals and objectives? What tools will local governments have to redirect/increase/attract jobs to areas where job growth is to be focused in the Preferred Growth Alternative?**

- **What happens if PSRC does nothing and instead puts its resources into sustaining the current populations?**
- GMA requirements talked about including impact on city authority. **What kind of local discretion is needed to implement goals and MPPs?**
- **Credit should be given to jurisdictions that have met or exceeded their current GMA planning targets for households and jobs. Do these areas have to accept more density?**
- **What kind of assistance will be provided for jobs in growth areas?**
- **What is the driver and moving parts?**
- **How do you bundle jobs/housing/transportation to prepare for 20 years of growth?**
- **How prescriptive will the proposed growth scenario be in transportation planning and funding?**
- **How does the planning for growth take into consideration the limitations of small cities and their need for transportation funding?**
- **Should there be an alternative with lower regional growth #s than modeled in the current DEIS?**
- **Other issues to be considered in determining the growth scenario for the Puget Sound Region?**
- **PSRC's goal is to better integrate land use, transportation, and economic development planning in the region. SCA needs to insist that there are meaningful provisions in Vision 2020+20 toward this end, including future funding.**

2. Additionally, after reviewing the attached proposed evaluation criteria for selecting the proposed growth alternative send any comments on recommended revisions to Karen by June 29<sup>th</sup>.

3. Finally, please forward any comments members have sent to PSRC on the DEIS so that SCA can identify trends on issues raised by member cities.

***Next Steps***

*As noted, the current work schedule for the GMPB and Executive Board includes selection of a Preferred Growth Alternative in fall 2006 and approval for further environmental review of a complete Vision packet with MPPs in winter/spring 2007. Also, the DEIS comment period ends July 31, 2006.*

*Action by PIC on the Vision 2020+20 update may take one or more forms, including:*

- *Formal DEIS comment representing the perspective of SCA as a whole*
- *Policy position expressing either preference for a particular Preferred Growth Alternative, or articulating objectives to be met through a selected pattern of growth in the region*

*Given the multifaceted nature of Vision 2020, integrating several major policy areas within a regional strategy, PIC may choose to approach development of a policy position or positions through subcommittees to focus on several aspects of the update.*



Following is a summary of comments contributed by SCA membership for the July 12 PIC meeting in response to the Vision 2020+20 Update DEIS. City of Des Moines comments represent position of entire city council. The remainder of the comments received to date reflect input from individual council members, mayors, and city staff, as well as adopted SCA policy positions.

### **Comments related to Selection of Preferred Growth Alternative (PGA)**

Preference for alternatives with lower overall environmental impacts. Per DEIS, alternatives 2 (Metropolitan Cities) and 3 (Larger Cities) have the lowest impacts. A PGA which is a hybrid of alternatives 2 and 3 is preferred.

Growth should be concentrated in the major metropolitan cities.

PGA should improve the balance between housing and job locations.

Future population and job growth should first be directed to areas with current or planned infrastructure to serve that growth.

PGA should be consistent with current comprehensive plans of cities, including the local vision for growth during the current 20-year planning period.

PGA should be consistent with the long-term financial stability of cities, in particular, the need for cities to attract business to maintain and grow their tax base.

PGA should be developed in coordination with region's economic development strategy.

### **Comments related to Multicounty Planning Policies (MPPs)**

MPPs should promote incentives to help local governments make decisions that reflect the regional vision while being consistent with local needs.

Regional transportation funding must support the adopted regional growth pattern, in particular to support the ability of cities where population and jobs are focused to accommodate that growth.

Smaller suburban cities will also see growth, and therefore should get a share of regional transportation dollars.

MPPs should promote transit-supportive land uses as well as regional and local infrastructure improvements that reduce dependency on the single-occupancy vehicle, reduce air and water pollution, use energy efficiently, and reduce congestion.

MPPs should respect local discretion in establishing levels-of-service and transportation concurrency standards.

SCA opposes any MPP that would impose a uniform minimum urban residential density. Vision 2020+20 should recognize local discretion in zoning for future jobs and housing.

MPPs must respect local discretion in planning for land uses and infrastructure investments that are associated with increased physical activity and other public health benefits. SCA opposes any MPP that would mandate local planning for healthy communities.

Region should work to preserve the remaining open space lands within the UGA. MPPs should encourage the use of urban separators and other techniques.

MPPs should promote creating quality communities, environmentally sustainable development, design standards, and innovative programs.

MPPs should promote new development with lower environmental impact.

**Work Plan and Timetable for Commenting on Vision 2020 Update:  
Preferred Growth Scenario and Multicounty Planning Policies (MPPs)**

Position Needed	SCA Timeframe		PSRC Action Possible
	First heard	Action needed	
Position on selection of a Preferred Growth Scenario	8/9/06	9/13/06	1. GMPB: October, 2006 (preliminary) 2. GMPB: January-February, 2007 (final) 3. Executive Board Action in April/May 2007 to approve full packet for supplemental EIS
Position on revisions to MPPs	9/13/06	11/8/06	1. GMPB: January-February, 2007 2. Presented to PSRC General Assembly in March, 2007 3. Executive Board Action in April/May 2007 to approve full packet for supplemental EIS

**CITY OF KIRKLAND**

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3000

---

**DEPARTMENT OF FINANCE AND ADMINISTRATION  
MEMORANDUM**

**To:** David Ramsay, City Manager

**From:** Kathi Anderson, City Clerk  
Gwen Chapman, Acting Director, Finance and Administration

**Date:** July 11, 2006

**Subject:** Design Review Board Member Resignation and Appointment

RECOMMENDATION:

That Council acknowledge receipt of Paul Duffy's resignation from the Design Review Board, approve the attached draft response, and approve a motion to appoint Jeffrey Bates as the new member to the remainder of the unexpired term, which ends March 31, 2007.

POLICY IMPLICATIONS:

None.

BACKGROUND DISCUSSION:

Mr. Duffy has resigned due to an impending move which will render him ineligible to complete his term as a member of the Design Review Board. Council interviewed and selected Mr. Bates as the alternate appointee for any future unanticipated vacancy within the following six-month timeframe at their special meeting in March 2006.

**From:** Paul Duffy [mailto:p.duffy@comcast.net]  
**Sent:** Monday, June 05, 2006 11:05 PM  
**To:** James Lauinger  
**Cc:** Jeremy McMahan  
**Subject:** Design Review Resignation

Mayor Lauinger,

I have thoroughly enjoyed my service on the Design Review Board these past three years. However, since I plan to move to Bellevue I am sorry to inform you that I will need to step down from the board after the July 10th DRB meeting. My time with the board has been an education and an honor. The DRB team assembled by the council has been doing a terrific job for the neighborhoods, the city & the development community. I am confident this will continue in the future.

Please accept my resignation. Thank you.

Paul Duffy  
12822 NE 61<sup>st</sup> St.  
Kirkland, WA 98033  
425-417-5802  
fax 425-827-5789

**DRAFT**

July 18, 2006

Paul Duffy  
12822 NE 61<sup>st</sup> Street  
Kirkland, Washington 98033

Dear Mr. Duffy:

We have regretfully received your letter of resignation from the Kirkland Design Review Board. The City Council appreciates your contributions to the Board, and we thank you for volunteering your time and talent to serve our community.

Best wishes in your current and future endeavors.

Sincerely,  
KIRKLAND CITY COUNCIL

James L. Lauinger  
Mayor